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**Public Works and Transportation Committee  
Electronic Meeting**

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

**Wednesday, February 19, 2025  
Immediately following the Open Planning Committee meeting**

Pg. #      ITEM

MINUTES

**PWT-3**      *Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on January 22, 2025.*



NEXT COMMITTEE MEETING DATE

March 19, 2025, (tentative date) at 4:00 p.m. in the Anderson Room.

AGENDA ADDITIONS AND DELETIONS

ENGINEERING AND PUBLIC WORKS DIVISION

- 1. DISASTER RESILIENCE AND INNOVATION FUND (DRIF) – NORTH DIKE PRELIMINARY DESIGN PROJECT GRANT APPLICATION**

(File Ref. No. 10-6060-01) (REDMS No. 7921545)

**PWT-14**

**See Page PWT-14 for full report**

*Designated Speaker: Jason Ho*

STAFF RECOMMENDATION

- (1) *That the application to the Disaster Resilience and Innovation Fund (DRIF) as outlined in the staff report titled “Disaster Resilience and Innovation Fund (DRIF) – North Dike Preliminary Design Project Grant Application” dated January 15, 2025 from the Director, Engineering, be endorsed; and*
- (2) *That should the grant application be successful, the Chief Administrative Officer and the General Manager, Engineering and Public Works, be authorized on behalf of the City to negotiate and execute a funding agreement with the Province of British Columbia for the above mentioned project.*

- 2. **PROVINCIAL INVASIVE SPECIES MONITORING UPDATE:  
NORTHERN GIANT HORNET**  
(File Ref. No. 10-6160-07-01) (REDMS No. 7948159)

PWT-19

See Page PWT-19 for full report

*Designated Speaker: Chad Paulin*

STAFF RECOMMENDATION

*That the staff report titled “Provincial Invasive Species Monitoring Update: Northern Giant Hornet” dated January 28, 2025 from the Director, Climate and Environment be received for information.*

- 3. **PROPOSED SPEED MITIGATION MEASURES ON DYKE ROAD  
AND LONDON/PRINCESS AREA**  
(File Ref. No. 12-8060-20-010623;10-6450-15-01) (REDMS NO. 7859884, 7909364)

PWT-24

See Page PWT-24 for extract of January 27, 2025 Council minutes

- 4. **MANAGER’S REPORT**

ADJOURNMENT



## Public Works and Transportation Committee

Date: Wednesday, January 22, 2025

Place: Anderson Room  
Richmond City Hall

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

Also Present: Councillor Laura Gillanders (entered the meeting at 4:03 p.m.)  
Councillor Andy Hobbs  
Councillor Bill McNulty

Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Public Works and Transportation Committee held on December 18, 2024, be adopted as circulated.*

**CARRIED**

### AGENDA ADDITIONS

The Chair advised that No. 1 Road and Francis Road Intersection will be considered as Item No. 2A and that Plastic Pollution will be considered as Item No. 2B.

**ENGINEERING AND PUBLIC WORKS DIVISION**

**1. PROPOSED SPEED MITIGATION MEASURES ON DYKE ROAD AND LONDON/PRINCESS AREA**

(File Ref. No. 10-6450-15-01) (REDMS No. 7859884)

It was moved and seconded

- (1) *That Option 2 to reduce the posted speed limit on Dyke Road from 50 km/h to 30 km/h as described in the staff report titled “Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area”, dated December 12, 2024 from the Director, Transportation be endorsed;*
- (2) *That Option 3 to implement the physical traffic calming measures as described in the staff report titled “Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area”, dated December 12, 2024 from the Director, Transportation be endorsed; and*
- (3) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 10623, to revise the posted speed limit be introduced and given first, second and third readings.*

The question on the motion was not called as in response to queries from Committee, staff advised that (i) area residents were in support of the speed reduction, (ii) the proposed speed reduction is from the section of Dyke Road that extends from No. 2 Road and No. 3 Road as well as the Princess Lane area, and (iii) area residents requested the 30 km/h reduction in the neighbourhood in addition to Dyke Road.

Discussion took place on (i) 30 km/h being too slow for Dyke Road, (ii) examining reducing the speed limit to 40 km/h on non-neighbourhood roads, and (iii) reducing speeds along the whole length of Dyke Road.

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

It was moved and seconded

*That Part (1) be amended to read as follows:*

*That the posted speed limit be reduced from 50 km/h to 30 km/h on London Road, Princess Lane, Princess Street and the section of Dyke Road from London Road to the proposed eastern speed cushion, as described in the staff report titled “Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area”, dated December 12, 2024 from the Director, Transportation.*

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**Wednesday, January 22, 2025**

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The question on the amendment motion was not called as in reply to further queries from Committee staff noted that (i) there is no time sensitivity to these proposed changes, (ii) there have been no safety concerns in the area, (iii) proposed signage and traffic calming measures would be permanent, and (iv) residents prefer 30 km/h over 40 km/h to be consistent with other speed limits in the neighbourhood.

The question on the amendment motion was then called and it was **CARRIED** with Cllr. Au opposed.

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

- (1) *That the posted speed limit be reduced from 50 km/h to 30 km/h on London Road, Princess Lane, Princess Street and the section of Dyke Road from London Road to the proposed eastern speed cushion, as described in the staff report titled "Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area", dated December 12, 2024 from the Director, Transportation;*
- (2) *That Option 3 to implement the physical traffic calming measures as described in the staff report titled "Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area", dated December 12, 2024 from the Director, Transportation be endorsed; and*
- (3) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 10623, to revise the posted speed limit be introduced and given first, second and third readings.*

was then called and it was **CARRIED** with Cllrs. Au and Loo opposed.

2. **TRASH SKIMMING DEVICE PILOT PROJECT UPDATE**

(File Ref. No. 10-6370-01) (REDMS No. 7907814)

In response to queries from Committee, staff advised that (i) the device was not capable of handling the river environments of Richmond, (ii) waste prevention and waste disposal initiatives will be encouraged to reduce garbage within the community, (iii) they will be working with the region to explore other ways to target and reduce garbage production, (iv) the City has a Partners for Beautification program where organization groups can adopt streets and shorelines to help maintain and beautify this areas, and (v) as other devices become available, they will be brought forward for Council consideration.

It was moved and seconded

*That the staff report titled, "Trash Skimming Device Pilot Project Update," dated January 3, 2025, from the Director, Public Works Operations be received for information.*

**CARRIED**

3.

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**Wednesday, January 22, 2025**

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2A. **NO. 1 ROAD AND FRANCIS ROAD INTERSECTION**

(File Ref. No.)

Discussion took place on left turn signals at various intersections in Richmond without a dedicated left turn lane, and it was noted left turning lights that do not go on at the same time cause traffic build up.

In reply to queries staff advised that (i) certain intersections do not have the capability for both directions to turn left at the same time and in those instances the left turn signal alternates, and (ii) no complaints have been received regarding this situation.

Committee requested that signage be put up to advise drivers of the signal operation.

2B. **PLASTIC POLLUTION**

(File Ref. No.)

Materials were distributed (attached to and forming part of these Minutes as Schedule 1) and discussion took place on plastic pollution within the City.

It was moved and seconded

*That staff be directed to research the feasibility of implementing the use of reusable food containers at restaurants and large events to accelerate the reduction of plastic pollution, and report back.*

The question on the referral motion was not called as in response to queries from Committee, staff advised, that (i) the City has a ban on certain plastics but does not address reusing plastic containers, (ii) communications with businesses, restaurants, and residents with regards to reusables have taken place, and (iii) within Richmond there are some initiatives for reusable containers that are underway.

Discussion took place on leading the way in this type of initiative, costs and uptake.

the question on the referral motion was then called and it was **CARRIED** with Cllr. Loo opposed.

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3. **MANAGER'S REPORT**

*(i) Steveston Multi-Use Pathway update*

Staff provided an update on the Steveston Multi-Use Pathway and highlighted that (i) the section on the east end from Shell Road to No. 3 Road is completed and open to the public, (ii) the section going west from No. 3 Road to Gilbert Road is complete and open to the public but there will be some minor landscaping work occurring, (iii) the section between Gilbert and No. 2 Road is currently being constructed and anticipated to be completed in the second quarter of this year, and (iv) construction of the next section from No. 2 Road to Railway Avenue will begin in February and anticipated to be completed in early summer.

*(ii) Sturgeon Bank Sediment Enhancement Project*

Staff highlighted that the Sturgeon Bank Sediment Enhancement Project is well underway, and City staff have been assisting Ducks Unlimited with the project by delivering project notification in local neighbourhoods, coordinating projects signs and leading technical reviews. Staff noted that Ducks Unlimited will be reviewing effects of the project and a final placement will take place in the fall of 2025.

*(iii) Lest We Forget Remembrance crosswalk*

Staff advised that a report is forthcoming in June with regards to the Lest We Forget Remembrance crosswalk.

**ADJOURNMENT**

It was moved and seconded  
*That the meeting adjourn (5:00 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, January 22, 2025.

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Councillor Carol Day  
Chair

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Sarah Goddard  
Legislative Services Associate

By Councillor Michael Wolfe

**Referral motion:** to accelerate the reduction of plastic pollution, by directing staff to research the feasibility of implementing the use of reusable food containers at restaurants and large events.

**Reasoning:**

The City of Richmond already focuses on recycling programs, as per the provincial roadmap, but this is at a slow pace for change.

The City of Richmond hosts many large public events, like the annual Salmon Festival, and many private functions year-round.

Even though we can't see obvious plastic pollution around us, we are not safe from it. There is growing evidence that microplastics and chemical additives have been found in all organs of the human body, because of its presence in the air, water and food we eat. As only an average of 9% of plastic waste is recycled, the rest accumulates in the environment. In fact, plastic can only be recycled a limited number of times before it ends up as waste. Also, some of the collected recyclable plastic is eventually exported to developing nations, perpetuating their plastic waste problems. The production of plastic is growing exponentially and will become a significant contributor to global warming as well.

There is disproportionate environmental degradation and health impacts in global south and developing nations. Organizations in these nations have started to develop the framework for concepts such as reusable containers at large events and restaurants.

Clearly the best solution to slow down the plastic pollution crisis is to reduce the use and production of plastic, specifically single use plastics.

Here are some links highlighting various facts about Plastic Pollution:

1. Nice visual describing the amount of plastic produced worldwide, and specifically that single use plastics make up 50% of new plastic production

<https://www.unep.org/interactives/beat-plastic-pollution/>

[Visual Feature | Beat Plastic](#)

[Pollution](#)

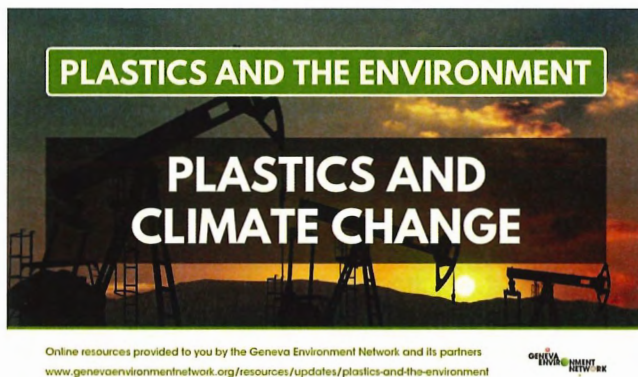
Around the world, one million plastic drinking bottles are purchased every minute, while 500



billion single-use plastic bags are used worldwide every year. In total, half of all plastic produced is designed to be used only once — and then thrown away.  
[www.unep.org](http://www.unep.org)

2. Plastic contributes to global warming along its entire life cycle. By 2050, GHG emissions from plastic alone will amount to 13% of all emissions.

<https://www.genevaenvironmentnetwork.org/resources/updates/plastics-and-climate/>



### [Plastics and Climate Change - Geneva Environment Network](https://www.genevaenvironmentnetwork.org/resources/updates/plastics-and-climate/)

As 99% of plastics are made from fossil feedstocks, plastic pollution is indubitably linked with climate change. This page is part of our Plastics and the Environment series, a set of online resources on the plastics crisis, its impact on people and the environment, and international cooperation to address this global problem. They include resources and news from organizations in Geneva and ...  
[www.genevaenvironmentnetwork.org](http://www.genevaenvironmentnetwork.org)

3. The health impacts from microplastics and chemicals in plastics are summarized in this article. The links within the article describe various studies done.

<https://www.aamc.org/news/microplastics-are-inside-us-all-what-does-mean-our-health>



[Microplastics are inside us all. What does that mean for our health?](#)

When Jaime Ross, PhD, a neuroscientist and assistant professor at the University of Rhode Island College of Pharmacy, decided to study how contaminating the drinking water of mice with tiny fragments of plastic might affect their cognitive function, she didn't expect the experiment to yield much.  
[www.aamc.org](http://www.aamc.org)

4. Recycle BC annual report states 98% of plastics collected are sent to recycling end market in BC. This is great, BUT the recovery rate is disappointing:
  - Plastic Recovery Rate 43% (2023); Target 50% by 2025
  - Rigid Plastic Recovery Rate 56% (2023); Target 73% by 2025
  - Flexible Plastic Recovery Rate 20% (2023); Target 22% by 2022

Also, Recycle BC only accounts for residential plastic collection. I could not find data for the end market for industrial, institutional plastic waste, which is more important to know to advocate for the reusable container concept in restaurants and city events.

5. [https://recyclebc.ca/wp-content/uploads/2024/06/Recycle-BC\\_Annual-Report\\_2023\\_F.pdf](https://recyclebc.ca/wp-content/uploads/2024/06/Recycle-BC_Annual-Report_2023_F.pdf)

In fact, plastic can only be recycled a limited number of times and “Recycling” might actually be “Downcycling”.

6. The next 2 links are organizations involved with implementing re-use systems. Perpetual is working with Galveston, Texas which has a population of 150,000.

<https://www.perpetualuse.org/approach>

### Approach — Perpetual

Our Process. Perpetual partners with local nonprofits and community organizations to establish city-scale reusable foodware systems. Once a local partner(s) is confirmed, we conduct an Ecosystem Mapping to identify key characteristics of a city/county, understand the local geography, tourism flows, climate and weather, key languages, and more.

[www.perpetualuse.org](http://www.perpetualuse.org)

<https://www.pressenza.com/2024/11/asias-reuse-revolution-a-blueprint-for-tackling-plastic-pollution/>



### Asia's Reuse Revolution: A Blueprint for Tackling Plastic Pollution

“Unpacking Reuse in Asia”: A New Report Highlighting Regional Solutions to Combat Plastic Pollution . Busan, South Korea — 27 November 2024 – Plastic pollution has reached a critical tipping point, but

Asia is leading the charge with innovative reuse and refill systems that prove we can move beyond single-use plastics. With the fifth round of negotiations of the Intergovernmental ...  
[www.pressenza.com](http://www.pressenza.com)

## The Real Solution to is to Turn Off the Plastic Tap!



Image courtesy of artist [Ben Von Wong](#).

**This was a major objective of the Global Plastics Treaty, still to be finalized in 2025 - summarized in this Oceana post:**

<https://oceana.ca/en/blog/global-plastics-treaty-key-takeaways-inc-5/>



## [INC-5 Wrap-up: What's Next for the Global Plastics Treaty](#)

The fifth, and what was supposed to be the final, round of negotiations for a Global Plastics Treaty at the United Nations Intergovernmental Negotiating Committee (INC-5) just concluded in Busan, South Korea on December 1, 2025. The result? After over a year of hard work from delegates across the world, there is still no finalized Global Plastics Treaty, which means more negotiations are to come.

[oceana.ca](https://oceana.ca)

7. Plastic People is a 2024 documentary that is making the rounds. A group of Richmond physicians are watching a screening of it this week.

<https://plasticpeopledoc.com>

End.



**To:** Public Works and Transportation Committee

**Date:** January 15, 2025

**From:** Milton Chan, P.Eng.  
Director, Engineering

**File:** 10-6060-01/2025-Vol  
01

**Re:** **Disaster Resilience and Innovation Fund (DRIF) – North Dike Preliminary Design Project Grant Application**

**Staff Recommendations**

1. That the application to the Disaster Resilience and Innovation Fund (DRIF) as outlined in the staff report titled “Disaster Resilience and Innovation Fund (DRIF) – North Dike Preliminary Design Project Grant Application” dated January 15, 2025 from the Director, Engineering, be endorsed; and
2. That should the grant application be successful, the Chief Administrative Officer and the General Manager, Engineering and Public Works, be authorized on behalf of the City to negotiate and execute a funding agreement with the Province of British Columbia for the above mentioned project.

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

Att. 1

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

## Staff Report

### Origin

The Disaster Resilience and Innovation Fund (DRIF) is a provincially funded program intended to help communities plan and undertake projects that reduce the risk and impact of future disasters. DRIF is accepting applications for projects that support community resilience and long-term disaster risk reduction and climate adaptation planning.

Staff submitted an Expression of Interest to the Province in September 2024. At the end of December, staff were advised that the application for the North Dike Preliminary Design Project had been advanced to the full application stage and that a Council resolution is required as part of the submission. The deadline for submission of the grant application is January 31, 2025. As such, staff will prepare and submit an application for the project described in this report prior to the deadline.

Should Council choose not to endorse this submission, staff will contact the Province to withdraw the application.

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

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

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

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

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

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

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

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

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

## Analysis

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

### Disaster Resilience and Innovation Fund (DRIF)

#### *Funding and Program Overview*

The DRIF program, administered by the Provincial Ministry of Emergency Management and Climate Readiness, supports communities in enhancing their resilience to natural and climate-driven disasters. It supports improving the understanding of hazards, vulnerabilities, and risk-reduction strategies, as well as implementing structural and non-structural projects that strengthen long-term disaster preparedness.

#### *Funding Streams*

DRIF funding opportunities are divided into two streams:

- Stream 1: Foundational and Non-Structural Projects
- Stream 2: Structural Projects

In September 2024, staff identified eligible projects and submitted Expressions of Interest (EOIs) for both streams. The North Dike Preliminary Design Project, estimated at \$1.14 million, was proposed under Stream 1 and has been approved to advance to the full application stage. The fund can contribute up to 100% of eligible costs for this project, to a maximum of \$400,000. The submission under Stream 2 for No. 6 Road North Drainage Pump Station and Dike Upgrade was not approved for this intake.

#### *North Dike Preliminary Design Project*

This project will develop a preliminary design to raise a low-lying section of the City's north dike along River Road between Nelson Road and the CN Train Trestle which is susceptible to flooding from the Fraser River. The scope includes engineering and environmental assessments that consider climate change impacts and address land constraints, erosion protection, and utility relocations. The project will establish a foundation for future design and construction phases, ultimately helping protect residents, businesses, and agricultural land from rising water levels, and enhancing overall flood resilience through sustainable dike improvements.



## **Financial Impact**

The North Dike Preliminary Design Project has funding in place through the Council approved 2025 capital project, Dike Upgrade Designs. Should the City be successful with this grant application, the actual grant payment will be used to offset the previously approved City funding.

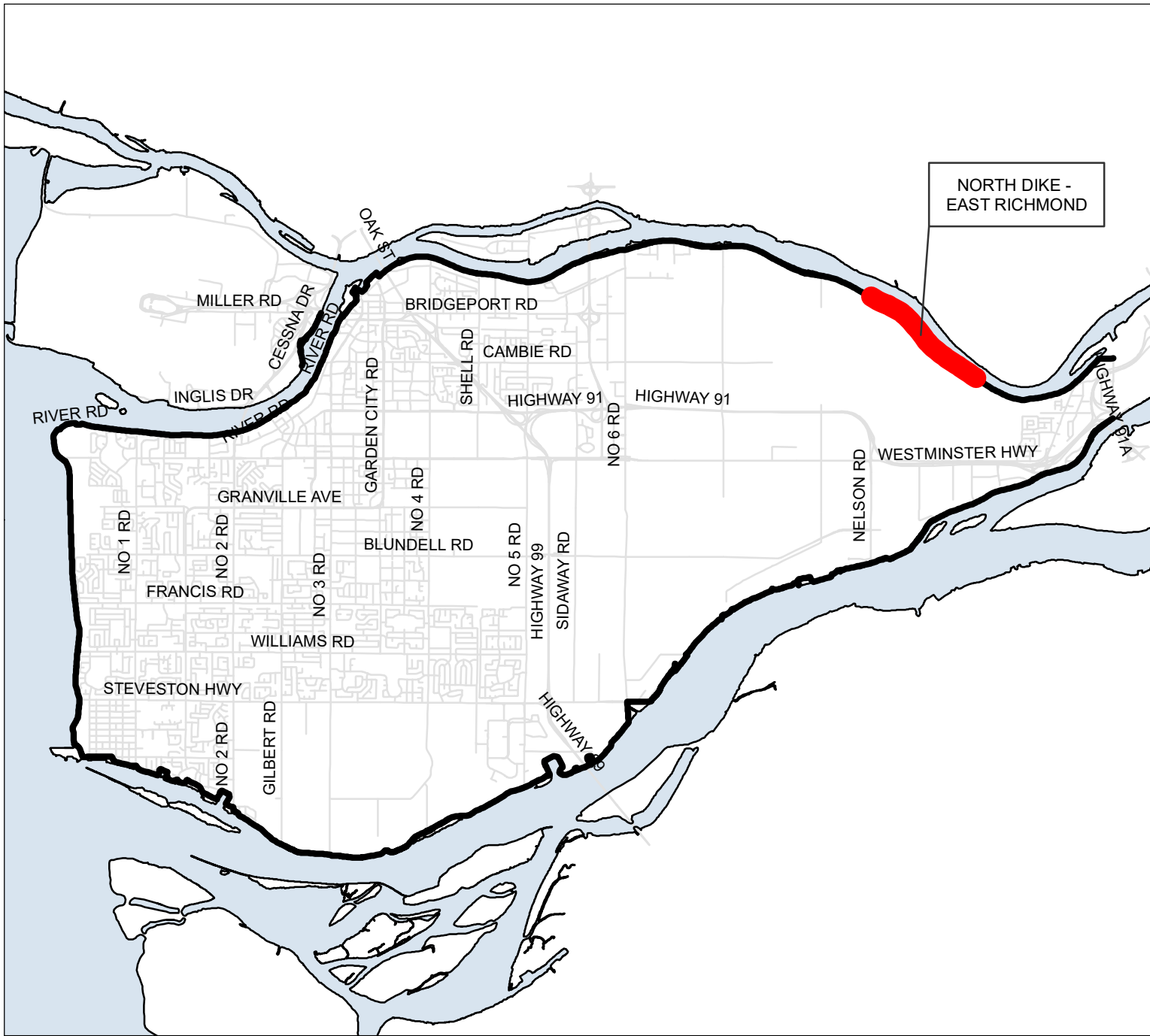
## **Conclusion**

Grant funding opportunities are available through the DRIF to help communities reduce future flood risk and adapt to climate-related hazards. The North Dike Preliminary Design Project is critical to enhancing Richmond's flood protection infrastructure in East Richmond. Staff recommend that Council endorse the City's application for DRIF funding and, if successful, authorize the Chief Administrative Officer and the General Manager, Engineering and Public Works, to negotiate and execute a funding agreement with the Province of British Columbia.



Ridhi Dalla,  
Senior Project Manager, Engineering Planning  
(604-204-8521)

Att. 1: Project Location



### Legend PWT - 18



Project Location



Dike Centreline



Street Centreline



Note:  
 The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, with the accuracy or completeness of the information.  
 There are no warranties that the uses and legal descriptions shown on this map are correct or that the information is true.  
 This is not a legal document and is not intended for reference and is not a substitute for a legal document.  
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Scale: 0 0.25 0.5 Kilometers  
 Name: Riley Van Dusen  
 Date: 2022-01-10



**To:** Public Works and Transportation Committee

**Date:** January 28, 2025

**From:** Chad Paulin  
Director, Climate and Environment

**File:** 10-6160-07-01/2025-  
Vol 01

**Re:** **Provincial Invasive Species Monitoring Update: Northern Giant Hornet**

**Staff Recommendation**

That the staff report titled “Provincial Invasive Species Monitoring Update: Northern Giant Hornet” dated January 28, 2025 from the Director, Climate and Environment be received for information.

Chad Paulin, M.Sc P.Ag  
Director, Climate and Environment  
(604-247-4672)

Att. 1

<b>REPORT CONCURRENCE</b>	
<b>CONCURRENCE OF GENERAL MANAGER</b> 	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 
<b>APPROVED BY CAO</b> 	

## Staff Report

### Origin

Northern giant hornets (*Vespa mandarinia*) are native to South and East Asia. The first reports of these species on the Pacific Coast began in 2019 and it is estimated that they were likely introduced via shipping containers. Permanent populations of these insects in BC pose a significant risk to local ecology and the local agricultural sector.

This report summarizes the local and regional response to the detection of this species in BC, which has led to the recent provincial statement that the province has been deemed “Northern giant hornet-free.”

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

*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:

*5.2 Support the preservation and enhancement of Richmond’s natural environment.*

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

*6.2 Enhance the City’s network of parks, trails and open spaces.*

### Analysis

Northern giant hornets were first detected on the Pacific Coast in Nanaimo, BC mid-2019 and in Washington State U.S.A. in late-2019. Northern giant hornets (the hornets) are the world’s largest species of hornet. They range in size between 2.5 cm to 5 cm and possess distinctive characteristics including a bright orange head, large jaw and black eyes (Attachment 1). The hornets prefer to nest underground or above ground in tree stumps. The hornets primarily feed on other insect colonies and their aggressive hunting strategy poses a significant risk to local, native insect populations that have not developed evolutionary defense mechanisms to protect themselves. It’s estimated that 40 hornets have the ability to destroy up to 30,000 North American bee species within just a few hours, which also poses a significant risk to the region’s agricultural sectors that depend on pollination for food production. Despite these threats, the hornets do not exhibit aggressive behavior towards humans but will sting to defend their nest.

Invasive species in Canada are managed by all three levels of government. The federal government is responsible, in part, for monitoring and managing pests that pose a threat to Canada’s ecosystems and economy through the federal Plant Protection Act. Invasive species in BC are managed by the province through provisions under the Weed Control Act and Forest and Range Practices Act. The

provincial Community Charter Act allows Local Governments to manage invasive species with bylaws and policies. Richmond developed its Invasive Action Plan in 2016 to guide the management of invasive species based on threats to human health and infrastructure in the community. Due to its recent introduction to BC, the hornet is not currently listed in the Invasive Action Plan.

### Summary of Early Detection and Rapid Response Activities for Hornets

The framework for responding to the introduction of invasive species is based on Early Detection Rapid Response (EDRR) principles. To determine if an invasive species requires an EDRR the province assesses its potential impacts to the environment, the economy, and human health. During the EDRR screening process, the province will also work with federal agencies to determine inter-governmental management responsibilities. To support the EDRR response, the province maintained responsibility and sought to work closely with officials in Washington State to coordinate efforts.

In September 2019, Canadian beekeepers identified and destroyed a colony of the hornets in Nanaimo, BC. Concurrently, a local beekeeper in Blaine, Washington also reported hornet attacks on private bee colonies. These reports prompted the Province and Washington State to issue public pest alerts and established a coordinated management approach. Survey efforts began in bordering jurisdiction between the Fraser Valley and Whatcom County that focused on surveillance, trapping and public awareness. Traps were baited with sap, designed to attract Queen Hornets emerging in early spring. Support from the local community was also quick to develop which lead to a public campaign in Washington that installed and monitored over 700 additional traps.

In 2020 and 2021, both BC and Washington had confirmed additional sightings of the hornet within jurisdictions between the Fraser Valley and Whatcom County. Although a few individual sightings were confirmed in areas between White Rock and Abbotsford between 2019 and 2021, no nests were discovered in the Fraser Valley or the Lower Mainland. In 2021, the Washington State Department of Agriculture successfully tagged a live hornet with a radio tracker that led to the discovery of the first nest in a cavity of a tree. U.S officials destroyed the nest with a combination of equipment and carbon dioxide. A total of 98 hornets and 190 larvae were recorded and a total of four nests were identified and destroyed in Washington between 2020 and 2021.

After 3 consecutive years of surveillance with no detections of the hornets in BC, the province declared BC “Northern giant hornet-free” in December 2024. Although the surveillance and monitoring program has concluded for the hornet, the Province and Washington will continue to pursue any potential sightings of the pest through their respective online platforms. Staff are also preparing communications for Richmond residents and the City’s 24 hour hotline remains activated to respond to any community questions on invasive species.

### **Financial Impact**

None.

## **Conclusion**

The Northern giant hornet is an invasive pest that was detected within bordering jurisdictions between BC and Washington State. With a prompt coordinated approach, community awareness and innovative management tactics, both BC and Washington has had no sightings of the pest for 3 years. As a result the province has declared BC “Northern giant hornet-free.”



Taryn Hesketh  
Environmental Coordinator  
(604-276-4216)

Att. 1: Northern giant hornet identification Poster

# Northern giant hornet

## *Vespa mandarinia*

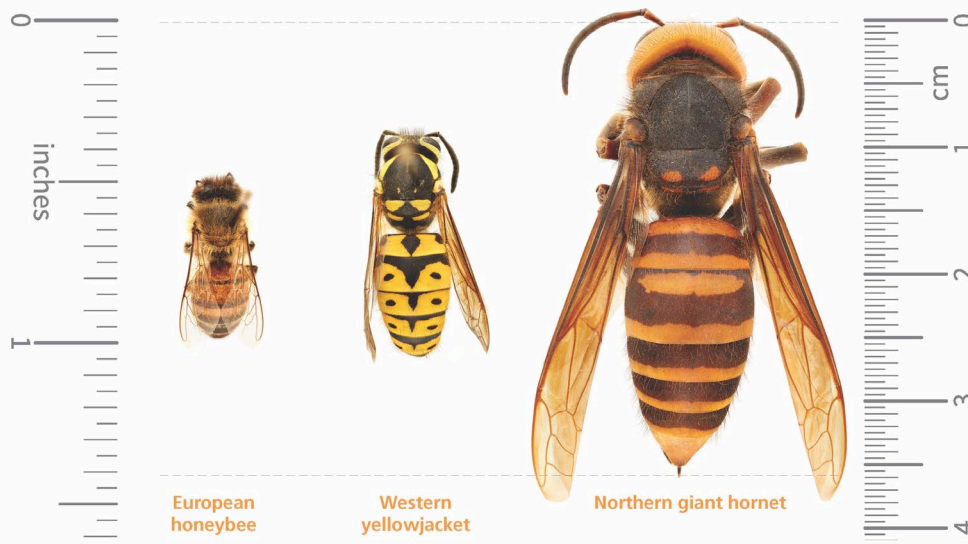


Photo: Hanna Royal, Museum Collections: Hymenoptera, USDA APHIS PPQ Bugwood.org

Northern giant hornets have been in the news lately. Luckily, there have been no confirmed sightings of this invasive species recorded in Richmond.

### Here's what you need to know:

#### Identify

##### Northern giant hornets:

- Have an enlarged head
- Have large black eyes
- Can be different shades of orange
- Have yellow and brown abdominal stripes

The worker hornets are approximately 3.5 cm in length and queens can be up to 4 to 5 cm in length with a wingspan of 4 to 7 cm.

#### Avoid

##### If you come across a hornet nest:

- Avoid, if possible
- Contact a professional to remove it if it's on your property

#### Report

##### If you've seen a northern giant hornet, please report it to the Invasive Species Council of BC:

- 1-888-933-3722
- <https://bcinvasives.ca/report>
- Download app:



App for **Android**



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For more information about the northern giant hornet or invasive species in Richmond:

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**Extract From:**

**Regular (Open) Council Meeting  
Monday, January 27, 2025**

**13. PROPOSED SPEED MITIGATION MEASURES ON DYKE ROAD  
AND LONDON/PRINCESS AREA**

(File Ref. No. 12-8060-20-010623;10-6450-15-01) (REDMS No. 7859884, 7909364)

R25/2-8

It was moved and seconded

*That the recommendation:*

- (1) *That the posted speed limit be reduced from 50 km/h to 30 km/h on London Road, Princess Lane, Princess Street and the section of Dyke Road from London Road to the proposed eastern speed cushion, as described in the staff report titled “Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area”, dated December 12, 2024, from the Director, Transportation;*
- (2) *That Option 3 to implement the physical traffic calming measures as described in the staff report titled “Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area”, dated December 12, 2024, from the Director, Transportation be endorsed; and*
- (3) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 10623, to revise the posted speed limit be introduced and given first, second and third readings.*

*be referred back to the Public Works and Transportation Committee for further discussion.*

The question on the referral motion was not called as discussion ensued with respect to the merits of referring the report back.

In response to query from Council, staff noted a report back to Council on an existing referral to look at the speed on Dyke Road, as well as a bike route around Bark Park, is anticipated in March.

As a result of further discussion, a friendly amendment to separate Resolution R25/2-8 was made.





**Extract From:**

**Regular (Open) Council Meeting  
Monday, January 27, 2025**

The question on Resolution R25/2-8, as amended, which reads as follows:

- (1) *That the posted speed limit be reduced from 50 km/h to 30 km/h on the section of Dyke Road from London Road to the proposed eastern speed cushion, as described in the staff report titled “Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area”, dated December 12, 2024, from the Director, Transportation; and*
- (3) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 10623, to revise the posted speed limit on the section of Dyke Road from London Road to the proposed eastern speed cushion, be introduced and given first, second and third readings,*

*be referred back to the Public Works and Transportation Committee for further discussion.*

was then called, and it was **CARRIED** with Cllr. Wolfe opposed.

R25/2-9

It was moved and seconded

- (1) *That the posted speed limit be reduced from 50 km/h to 30 km/h on London Road, Princess Lane and Princess Street, as described in the staff report titled “Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area”, dated December 12, 2024, from the Director, Transportation;*
- (2) *That Option 3 to implement the physical traffic calming measures as described in the staff report titled “Proposed Speed Mitigation Measures on Dyke Road and London/Princess Area”, dated December 12, 2024, from the Director, Transportation be endorsed; and*
- (3) *That Traffic Bylaw No. 5870, Amendment Bylaw No. 10623, to revise the posted speed limit on London Road, Princess Lane and Princess Street, be introduced and given first, second and third readings,*

**CARRIED**

Opposed: Cllr. Wolfe