



Public Works & Transportation Committee

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, February 20, 2013
4:00 p.m.

Pg. # ITEM

MINUTES

PWT-5 *Motion to adopt the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, January 23, 2013.*



NEXT COMMITTEE MEETING DATE

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

PLANNING & DEVELOPMENT DEPARTMENT

1. **RICHMOND COMMUNITY CYCLING COMMITTEE – PROPOSED 2013 INITIATIVES**

(File Ref. No. 01-0100-20-RCYC1/2012) (REDMS No. 3642537 v7)

PWT-15

See Page **PWT-15** for full report

Designated Speaker: Victor Wei

STAFF RECOMMENDATION

- (1) *That the proposed 2013 initiatives of the renamed Richmond Active Transportation Committee, as described in the staff report dated January 18, 2013 from the Director, Transportation, be endorsed; and*
- (2) *That a copy of the above report be forwarded to the Richmond Council-School Board Liaison Committee for information.*



2. **DELTAPORT EXPANSION – POTENTIAL TRAFFIC IMPACTS TO RICHMOND**

(File Ref. No. 01-0153-04-04) (REDMS No. 3690210 v6)

PWT-23

See Page PWT-23 for full report

Designated Speaker: Donna Chan

STAFF RECOMMENDATION

- (1) *That Port Metro Vancouver be advised of the City's concerns regarding the forecast magnitude of port-related truck traffic growth in Richmond and the need to plan for the timely implementation of any future road improvements needed to accommodate the traffic growth, including municipal roads in the Fraser Port area;*
- (2) *That Port Metro Vancouver be strongly encouraged to implement in a timely manner its proposed measures to reduce container truck traffic through the George Massey Tunnel, including working with Tsawwassen First Nations regarding its plans for the development of port-related uses on its land adjacent to Deltaport Way as described in the attached report;*
- (3) *That staff liaise with the Ministry of Transportation and Infrastructure regarding its plans to accommodate the area traffic impacts generated by the Deltaport expansion and other potential significant developments in Delta, such as Southlands and the Tsawwassen First Nation lands; and*
- (4) *That a letter be sent to TransLink advising of the City's opposition to the consideration of a new Fraser River crossing in the vicinity of Tree Island as part of any option to replace or upgrade the Pattullo Bridge.*



ENGINEERING AND PUBLIC WORKS DEPARTMENT

3. **ORGANICS RECYCLING/LARGE ITEM COLLECTION PROGRAM IMPLEMENTATION UPDATE**

(File Ref. No. 10-6370-10-05/2013) (REDMS No. 3790646)

PWT-43

See Page **PWT-43** for full report

Designated Speaker: Suzanne Bycraft

STAFF RECOMMENDATION

That the staff report dated January 30, 2013 from the Director, Public Works Operations titled Organics Recycling/Large Item Collection Program Implementation Update be received for information.



4. **2013 PAVING PROGRAM**

(File Ref. No. 10-6340-20-P.13201) (REDMS No. 3794070)

PWT-55

See Page **PWT-55** for full report

Designated Speaker: Milton Chan

STAFF RECOMMENDATION

That the staff report dated January 25, 2013 from the Director, Engineering titled 2013 Paving Program be received for information.



5. **EXCESS AND EXTENDED SERVICES AND LATECOMER CHARGES ADMINISTRATIVE PROCEDURE**

(File Ref. No. 12-8060-20-8982/8983) (REDMS No. 3698579 v2)

PWT-63

See Page **PWT-63** for full report

Designated Speaker: Lloyd Bie

STAFF RECOMMENDATION

(1) *That Development Application Fees Bylaw No. 8951, Amendment Bylaw 8982 be introduced and given first, second and third readings; and*

Pg. #

ITEM

- (2) *That Consolidated Fees Bylaw No. 8636, Amendment Bylaw 8983 be introduced and given first, second and third readings.*

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6. **MANAGER'S REPORT**

ADJOURNMENT

☐



Public Works & Transportation Committee

Date: Wednesday, January 23, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Chak Au, Vice-Chair
Councillor Derek Dang
Councillor Linda McPhail
Councillor Harold Steves
Mayor Malcolm Brodie (4:40 p.m.)

Absent: Councillor Linda Barnes

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, November 21, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

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

ENGINEERING AND PUBLIC WORKS DEPARTMENT

1. WATERWORKS AND WATER RATES BYLAW AMENDMENT

(File Ref. No. 10-6060-00; 12-8060-20-5637/8909) (REDMS No. 3654517)

John Irving, Director, Engineering, noted that the rates in Schedules B and C to Bylaw No. 5637 as presented in the staff report required updating, and circulated revised versions of both Schedules which are attached as **Schedule 1**, and form part of these minutes.

A brief discussion ensued about the various recommended changes to the existing bylaw, during which Mr. Irving noted that the amendments result in more clarity and easier administration of the bylaw.

It was moved and seconded

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

CARRIED

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

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

Suzanne Bycraft, Manager, Fleet & Environmental Programs, introduced Dalton Cross, Environmental Health Officer, Vancouver Coastal Health.

A discussion then ensued and the following was noted:

- surveillance relating to the West Nile Virus has been conducted for several years, which included collecting and testing of mosquitos for the virus;
- the results of the surveillance have been monitored by the BC Centre for Disease Control (BCCDC), and it has been determined that it is unlikely that the West Nile Virus would appear in Richmond to the extent that would cause public health concerns;
- if the virus does appear in Richmond, there will be enough lead time to respond and get the program running before there is a substantial outbreak of the virus; and
- members of the public with any concerns related to the West Nile Virus are encouraged to contact the Richmond Health Department.

Public Works & Transportation Committee
Wednesday, January 23, 2013

It was moved and seconded

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

CARRIED

PLANNING AND DEVELOPMENT DEPARTMENT

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

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

Donna Chan, Manager, Transportation Planning, was available to answer questions. A discussion took place, during which the following was noted:

- in an effort to alleviate some of the traffic delays, the no right-turn-on-red restriction and the associated warning signs will be removed;
- people with visual impairments rely on traffic movement as well as the “cuckoo” and “chirp” sounds made by the traffic lights as they indicate when it’s safe to cross the street in a particular direction. It was further noted that the scramble feature creates confusion for those with guide dogs;
- the scramble feature has been well received by pedestrians;
- the scramble feature has received some negative feedback from drivers, especially with the existing parking concerns in that area;
- the lines on the pavement at the intersection are confusing; and
- staff will provide periodic updates on the matter.

It was moved and seconded

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

The question on the motion was not called, as a member of the public requested an opportunity to speak to Committee.

Ralph Turner, Steveston resident, expressed concerns related to the confusion between drivers and pedestrians as a result of the scramble feature. Mr. Turner suggested that (i) the traffic lights at the intersection be programmed to not allow pedestrians in the intersection at the same time as vehicles; and (ii) consideration be given to removing the parking spots on both sides of the intersection.

Public Works & Transportation Committee
Wednesday, January 23, 2013

In response to Mr. Turner's suggestions and concerns, staff advised that programming the traffic lights to not allow pedestrians in the intersection simultaneously with vehicles is difficult as those with visual impairments rely on the traffic cues to cross the intersection.

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

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

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

Victor Wei, Director, Transportation, circulated a revised version of page 7 to the staff report, which is attached as **Schedule 2**, and forms part of these minutes.

A discussion then ensued about:

- the need for additional parking in Steveston, as well as the need to improve parking along No. 1 Road;
- the benefits associated with increasing the time limit from two to three hours for both on- and off-street parking spaces;
- how the Steveston Conservation Strategy recommends that the streetscape in Steveston be kept simple, which includes minimizing signage;
- how the addition of angled parking on Chatham Street would increase the parking capacity in the area by approximately 80 or 90 spots; and
- two reports that are anticipated to be presented to Committee in late February or early March, 2013. It was noted that one of the reports will address the streetscape in Steveston, and the other report will be in connection to the Steveston Conservation Strategy.

Ralph Turner, Steveston resident, stated that the parking problem in Steveston is not a simple issue to address as Steveston's demographics have significantly changed. He also expressed concerns related to vehicles speeding along Chatham Street, and the "holiday mode" mindset of people when they visit Steveston. In conclusion, Mr. Turner noted that overzealous bylaw enforcement makes people feel unwelcome to Steveston, and suggested that consideration be given to issuing a warning to first-time violators. He also requested the City not to approve any reductions in parking requirements for new developments in Steveston.

Mayor Brodie entered the meeting (4:40 p.m.).

Public Works & Transportation Committee
Wednesday, January 23, 2013

It was moved and seconded

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

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

CARRIED

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

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

It was moved and seconded

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

CARRIED

6. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:48 p.m.).

CARRIED

Public Works & Transportation Committee
Wednesday, January 23, 2013

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, January 23, 2013.

Councillor Chak Au
Vice-Chair

Shanan Sarbjit Dhaliwal
Executive Assistant, City Clerk's Office

**SCHEDULE "B" TO BYLAW NO. 5637
BYLAW YEAR 2013
METERED RATES**

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

1. RATES

All consumption per cubic metre:	\$1.1976
Minimum charge in any 3 month period (not applicable to Farms)	\$110.00
Undetected leak rate per cubic meter (per section 25B of this bylaw)	\$0.6727

2. RATES FOR EACH METER

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

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

**SCHEDULE "C" TO BYLAW NO. 5637
BYLAW YEAR 2013
METERED RATES**

METERED RESIDENTIAL PROPERTIES

1. RATES

All consumption per cubic metre:

\$1.1976

Undetected leak rate per cubic meter (per section 25B of this bylaw)

\$0.6727

2. RATES FOR EACH METER

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

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

Financial Impact

The provision of regular enforcement in the Steveston Village area would be accommodated within Community Bylaw's existing operational budget which would be similar to the pre-trial service levels.

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

Conclusion

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



Joan Caravan
Transportation Planner
(604-276-4035)

JC:lce



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: January 18, 2013

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

File: 01-0100-20-
RCYC1/2012-Vol 01

Re: RICHMOND COMMUNITY CYCLING COMMITTEE – PROPOSED 2013
INITIATIVES

Staff Recommendation

1. That the proposed 2013 initiatives of the renamed Richmond Active Transportation Committee, as described in the report, be endorsed.
2. That a copy of the above report be forwarded to the Richmond Council-School Board Liaison Committee for information.

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

REPORT CONCURRENCE				
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Parks		<input checked="" type="checkbox"/>		
Recreation		<input checked="" type="checkbox"/>		
Sustainability		<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS		INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

The report reviews the 2012 activities of the Committee and identifies an expanded mandate and new name for the Committee to allow for members' consideration of other human-powered or electric motor-assisted wheeled devices when providing feedback on the planning and design of the City's transportation infrastructure and encouraging more people to cycle and roll in Richmond. The report then identifies a number of initiatives for 2013 that would reflect its broader mandate.

Analysis

1. Summary of 2012 Committee Activities and Achievements

The RCCC undertook and participated in a number of activities in 2012 that contributed to enhanced cycling and rolling opportunities, and increased education and awareness of cycling in Richmond.

1.1 Expansion and Improvement of Cycling and Rolling Network

The City continued to add to the active transportation network in 2012, which now comprises nearly 60 km of on- and off-street bike and rolling routes, with the support of funding grants from external agencies including TransLink and the Ministry of Transportation & Infrastructure (MoTI). The Committee provided feedback on the design and construction of the following facilities.

- *Granville Ave-Garden City Road Intersection Improvements*: installation of new traffic signal, multi-use pathway, crosswalks, green bike lanes, and delineator posts to improve the safety and north-south cycling and pedestrian movements through the intersection.
- *Parkside Neighbourhood Bike Route (Phase 1)*: modification of the existing diagonal diverter on Ash Street at Dayton Ave (Figures 1 and 2) to permit passage by through cyclists as part of Phase 1 of this second neighbourhood bike route that connects the South Arm area (Williams Road at Ash Street) to Garden City Park.



Figure 1: Diagonal Diverter on Ash Street
at Dayton Avenue - Before



Figure 2: Diagonal Diverter on Ash Street
at Dayton Avenue - After

- Massey Tunnel Cycling Connection: installation of bike lanes and signage to designate a cycling route through Riverside Industrial Park (via Hammersmith Gate-Hammersmith Way-Horseshoe Way-Machrina Way) and then via signage on No. 5 Road-Rice Mill Road to connect the Shell Road Bike Route with the pick-up/drop off location of MoTI's bike shuttle service through the George Massey Tunnel.
- Railway Avenue Greenway: design of this major north-south pedestrian, cycling and rolling greenway that will connect Steveston with the Middle Arm Greenway.
- Development Applications and Road Improvement Projects: the Committee provided input on proposed cycling facility improvements associated with new developments and road improvement projects including the Lansdowne Road extension (Minoru Blvd-Alderbridge Way).

1.2 Education and Promotion

The Committee participated in the following activities to promote cycling in Richmond.

- Bike to Work Week (May and November 2012): the Committee worked with organizers of this region-wide annual initiative to successfully stage these events in Richmond. Despite rain during both the May and November events, four bike commuter stations recorded a total of 344 cyclists (i.e., stopping at the commuter station or passing by) during a 2-hour period in May and 152 cyclists were recorded at two bike commuter stations during a 2-hour period in November (see Figure 3). As shown in Table 1, the number of registered participants at Richmond workplaces and trips by bike shows a continued increase over the past few years.

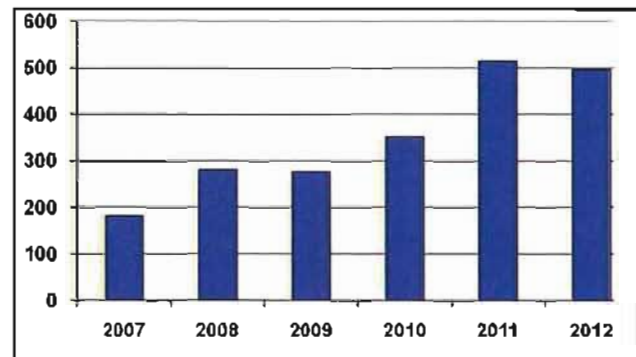


Figure 3: Cyclists Counted at Commuter Stations

- 12th Annual "Island City, by Bike" Tour (June 10, 2012): each year in June, as part of regional Bike Month activities and the City's Environment Week events, the Committee and the City jointly stage a guided tour for the community of some of the city's cycling routes. The 12th annual "Island City, by Bike" tour was based at Terra Nova Rural Park and offered short (7-km) and long (18-km) rides that both featured the newly completed Crabapple Ridge Neighbourhood Bike Route. Activities included a bike and helmet safety check prior to the ride plus a barbecue lunch and raffle prize draw at the finish. Local businesses donated goods and services to the raffle draw and the event attracted a record number of 137 cyclists of all ages and cycling ability (see Figure 4).

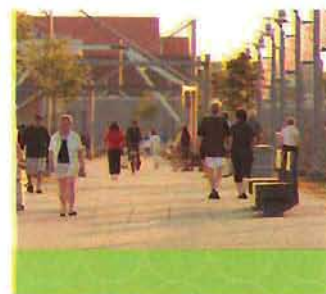
Table 1: Annual Bike to Work Week Statistics for Richmond Workplaces

Statistic	2009	2010	2011	2012
# Richmond Workplace Teams	71	105	76	81
Est. GHGs not Emitted (tonnes)	3.8	3.0	5.6	5.5
# Kms Ridden	19,350	24,831	26,121	26,566
# Trips by Bike	1,002	1,925	1,883	1,903



Figure 4: Participants on Long Ride of the 2012 Bike Tour

- Richmond 2013 Trails & Cycling Map: provided input into the update of the 2010 edition of the Richmond cycling map that will incorporate recent improvements to the local cycling network including the Crabapple Ridge Neighbourhood Bike Route, and be integrated with the City's trails map to create a single comprehensive cycling and trails map that features safety tips as well as suggested scenic routes. The new map will be distributed in early 2013 to community centres, libraries and other civic facilities as well as handed out at various City events.



2013 TRAILS & CYCLING MAP



1.3 Expansion of Committee Scope beyond Bicycling to include Personal Mobility Devices

At the January 23, 2012 regular Council meeting, the following referral was made: *That staff examine the possibility of expanding the Richmond Community Cycling Committee beyond bicycling.* As part of the Committee's 2012 initiatives, members and staff jointly investigated the definition of "personal mobility devices" and examined the expansion of the Committee's scope to include these users in response to the Council referral.

There are many diverse types of human-powered or electric motor-assisted wheeled devices, collectively called personal mobility devices (PMDs), including bicycles, electric motor-assisted cycles or e-bikes (see Figure 5), wheelchairs (manual or motorized), motorized mobility scooters, skateboards, in-line skates, and kick-scooters. As PMDs are not



Figure 5: Types of E-Bikes

classified as vehicles, they do not require registration, insurance or a driver's licence.

As shown in Table 2, the provincial *Motor Vehicle Act* specifies that bicycles and motor-assisted cycles are the only PMDs that can legally operate on roadways with e-bikes limited to electric motors and a maximum speed of 32 km/h. All other PMDs are restricted to off-street facilities with limited exceptions (e.g., as wheelchair and scooter users are classified as pedestrians, these users may travel on the roadway facing traffic only if no pedestrian facilities are present).

Table 2: Where PMDs Can Operate per Provincial and City Legislation

Personal Mobility Device	Where Permitted		
	Roadway	Sidewalk	Trail/Path
Bicycle / Motor-Assisted Cycle	✓ ⁽¹⁾	✗ ⁽²⁾	✓
Motorized Scooter / Wheelchair	✗ ⁽³⁾	✓	✓
Skateboard / Skis with Wheels / Kick-Scooter	✗ ⁽⁴⁾	✗	✗
Roller Skates / In-line Skates	✗ ⁽⁴⁾	✗	✗

(1) Unless otherwise signed.

(2) Unless otherwise signed or by bylaw.

(3) Unless no pedestrian facilities.

(4) Unless by bylaw.

The City's *Traffic Bylaw* currently prohibits the use of skateboards, skates and other devices that coast or slide on any street, lane or "other public place." The latter phrase effectively prohibits the use of skateboards, skates or kick-scooters on off-street paved pathways or in parks and thus limits their use to private property only. A future expanded role for the Committee would be to provide input to staff on any needed amendments to City bylaws that regulate PMDs to ensure that their use is permitted where appropriate infrastructure exists.

The Committee is enthusiastic about and supportive of broadening its scope to include the consideration of other PMDs beyond the bicycle. With the recent adoption of the City's updated Official Community Plan (OCP), the Committee considers the timing quite appropriate as the expanded scope would better enable the Committee to help the City advance the goals of the OCP, particularly with respect to the travel mode share targets.

Staff and Committee members also agree that a new Committee name that better reflects the proposed expanded mandate would be appropriate and both support "Richmond Active Transportation Committee" as the new name. The proposed new name conveys the Committee's focus on human-powered or motor-assisted travel modes that have health benefits ("active") and can be used for utilitarian trips ("transportation").

An expanded scope of the Committee would be to provide input and advice to the City on cycling- and rolling-related issues throughout the city, including the following:

- development, implementation and update of City plans, bylaws, policies, standards, and guidelines relating to cycling and the use of PMDs;
- identification of local issues and opportunities related to cycling and the use of PMDs;
- development of planning concepts, implementation strategies and design for new and/or improvements to facilities for cycling and PMDs;
- evaluation and prioritization of improvement strategies for cycling and the use of PMDs;
- promotion of cycling and PMD's as a viable means of transportation; and
- promotion of education, integration, awareness, and safety amongst drivers, pedestrians, cyclists, and PMD users.

The Committee currently has a staff liaison from Transportation. As the expanded scope would entail greater consideration of off-street facilities such as paths, trails and greenways, a staff liaison from Parks will attend Committee meetings as needed. New members that use or have experience with PMDs other than bicycles will be sought through internal contacts (e.g., Minoru Seniors Centre, community centres and associations) and external means (e.g., placing a notice in the City Page that appears bi-weekly in the *Richmond Review* newspaper).

1.4 Other Cycling-Related Initiatives

The Committee provided input on the following City initiatives with elements related to active transportation:

- Official Community Plan (2041) Update: review of and feedback on the draft cycling policies to be included in the Mobility & Access section of the OCP update including the conceptual long-term cycling network.

2. Proposed Committee Initiatives for 2013

In addition to providing input on the planning, design and implementation of major capital infrastructure projects designed for active modes of transportation, the Committee proposes to undertake various activities in co-operation with the City and external agencies that encourage and raise awareness of active transportation, and educate all users how to safely share facilities.

2.1 Active Transportation Network Expansion & Improvement Projects

The expanded Committee will provide input at the earliest conceptual stage on the prioritisation, planning, design, and implementation of the following projects that expand and/or improve the network of infrastructure that can be used by active transportation modes:

- Planned Active Transportation Network Expansion: continuation of implementation of the Parkside Neighbourhood Bike Route to provide a multi-use pathway connection (for cycling, walking and rolling) from the north end of Ash Street to Garden City Park as well as the detailed design of the Railway Avenue Greenway;
- Cycling Network Improvement Projects: localised improvements to existing on-street cycling facilities such as improved pavement markings (e.g., green painted bike lanes at potential conflict areas), additional signage and installation of delineators to prevent motorists from encroaching into bike lanes;
- Planned Park, Road and Development Projects: review of additional projects that impact existing or would incorporate new active transportation infrastructure as part of the overall project; and
- Promotion of Completed Routes: develop new and/or enhanced promotional campaigns to raise the awareness of new active transportation facilities both locally and regionally such as news releases, regular City notices in local newspapers and wide distribution of the trails and cycling map.

2.2 Education and Encouragement Initiatives

The Committee will encourage and promote active transportation as sustainable travel modes that also have significant health benefits via the following activities:

- Review of City Bylaws and Policies: provide feedback on any needed updates of City plans, bylaws, policies, standards, and guidelines relating to cycling and the use of PMDs;
- 13th Annual "Island City, by Bike" Tour: assist in the planning, promotion and staging of the thirteenth annual bike tour of Richmond during Bike Month in June 2013, which is set for Sunday, June 9th at Woodward's Landing. The long route will utilize the Parkside Neighbourhood Bike Route to raise community awareness of this new cycling connection, which will also include improved multi-use pathways that can accommodate PMDs;
- Bike to Work & School: assist in the planning, promotion and staging of this region-wide event during May and November 2013, which includes the provision of bike commuter stations throughout the city;
- Adult Learn to Ride Courses: work with HUB (formerly the Vancouver Area Cycling Coalition) and a variety of community agencies to host and promote safe cycling education courses in Richmond; and
- City Page and City Website: provide education and awareness notices regarding active transportation in the City Page of the *Richmond Review* and continue to update, revise and enhance related information on the City's website and Facebook site.

Financial Impact

None.

Conclusion

The Richmond Community Cycling Committee has been an effective community forum for enhancing the city's cycling environment and promoting safe cycling in Richmond. Broadening the scope of the Committee to include the consideration of personal mobility devices and renaming it to the Richmond Active Transportation Committee would not only give recognition to the growing use of these travel modes but also assist the City in safely integrating and accommodating these users within the city's transportation system. The Committee's proposed 2013 initiatives would continue efforts to further encourage greater and safer use of active transportation modes in Richmond, which in turn will support progress towards meeting the City's target for the reduction of greenhouse gas emissions as well as the travel mode share targets of the City's Official Community Plan.



Joan Caravan
Transportation Planner
(604-276-4035)



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: January 15, 2013

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

File: 01-0153-04-04/2012-
Vol 01

Re: Deltaport Expansion – Potential Traffic Impacts to Richmond

Staff Recommendation

1. That Port Metro Vancouver be advised of the City's concerns regarding the forecast magnitude of port-related truck traffic growth in Richmond and the need to plan for the timely implementation of any future road improvements needed to accommodate the traffic growth, including municipal roads in the Fraser Port area.
2. That Port Metro Vancouver be strongly encouraged to implement in a timely manner its proposed measures to reduce container truck traffic through the George Massey Tunnel, including working with Tsawwassen First Nations regarding its plans for the development of port-related uses on its land adjacent to Deltaport Way as described in the attached report.
3. That staff liaise with the Ministry of Transportation and Infrastructure regarding its plans to accommodate the area traffic impacts generated by the Deltaport expansion and other potential significant developments in Delta, such as Southlands and the Tsawwassen First Nation lands.
4. That a letter be sent to TransLink advising of the City's opposition to the consideration of a new Fraser River crossing in the vicinity of Tree Island as part of any option to replace or upgrade the Pattullo Bridge.

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

Att. 8

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Policy Planning	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

At the December 7, 2011 meeting of the Planning Committee, the following referral was made:

That staff provide updates to the Planning Committee and to the Public Works and Transportation Committee regarding the expansion of the Delta Port, and the potential for expansion of Southlands, and potential traffic from Tsawwassen First Nation.

This report responds to the referral and provides additional requested information regarding the alignment of the South Fraser Perimeter Road and its connections to major highways as well as the potential for a new Fraser River crossing in the vicinity of No. 8 Road and the east Richmond area.

Analysis

1. Planned or Potential Developments in Delta

Currently, there are several planned or potential large-scale developments in the south Delta area (i.e., planned expansion of Deltaport and potential development of Southlands and the Tsawwassen First Nation lands) that could add a significant amount of traffic to the regional road network and thus have a secondary impact on conditions in Richmond, particularly at the George Massey Tunnel (the Tunnel). The South Fraser Perimeter Road, which is planned for completion in December 2013, will directly and indirectly link these developments to south Fraser River crossings, including the Tunnel and Alex Fraser Bridge, and could help to distribute some of the existing and potential traffic demand on these crossings.

2. Expansion of Deltaport

Port Metro Vancouver (PMV) estimates that container traffic through Canada's Pacific Gateway will double over the next 10 to 15 years and nearly triple by 2030. PMV's current projections indicate that approximately four million TEUs (twenty-foot equivalent units) of additional capacity will be needed to meet West Coast container demand by 2030. The Container Capacity Improvement Program (CCIP) is PMV's long-term strategy to meet this anticipated growth and comprises two main approaches:

- improvements to existing terminals and infrastructure to accommodate growth; and
- new infrastructure that may be required as demand continues to increase.

2.1 Deltaport Terminal, Road and Rail Improvement Project

Deltaport, at Roberts Bank in Delta, is the largest container terminal in Canada with a current capacity of 1.8 million TEUs. The Deltaport Terminal, Road and Rail Improvement Project (DTRRIP), which is part of CCIP noted above, consists of upgrades to existing port infrastructure to increase container capacity by one-third for a total of 2.4 million TEUs by 2015 (see Attachment 1).

2.2 Roberts Bank Terminal 2 Project

Building on DTRRIP above, the Roberts Bank Terminal 2 Project (T2) is a proposed new multi-berth container terminal at Deltaport that would provide an additional 2.4 million TEUs of container capacity for a combined total capacity of 4.8 million TEUs, which would meet forecast demand to 2030. Terminal 2 would be located west of the existing Roberts Bank terminal facilities approximately 5.5 kilometres offshore from the mainland (see Attachment 2).

PMV undertook consultation for the Project Definition phase during October 22 to November 30, 2012 (staff attended one of the sessions) and anticipates submitting a Project Description to regulatory agencies in mid-2013. Based on the current project schedule and subject to regulatory approvals, the project could be fully operational by 2024. The recent public consultation material prepared by PMV indicates that the agency will develop a transportation plan for the proposed T2 project, which will include “traffic counts and an analysis of traffic distribution across the various routes leading to and from the Roberts Bank port facilities.”

Staff currently sit on the Richmond PMV Technical Liaison Committee, which provides a forum to exchange technical information as project planning proceeds and ensure that the City’s interests relating to technical information can be raised and discussed.

2.3 Current and Forecast Truck Traffic at Deltaport

Based on information from a traffic distribution report¹ (the Report) prepared for Port Metro Vancouver in September 2012, approximately 45 per cent of all import and export containers to and from Deltaport were handled by truck in 2010. Table 1 below summarizes the existing and forecast truck trips per day with the planned expansions of Deltaport.

Table 1: Existing and Forecast Total Two-Way Truck Trips to/from Deltaport

Year	Truck Trips/Day
2010: existing	3,000
2014: without DTRRIP	3,500
2014: with DTRRIP	4,500
2030: with T2	8,200

2.4 Road Traffic Distribution

The above noted Report established the current and forecast traffic volumes generated by Deltaport at the cargo horizons of: (1) current capacity of 1.8 million TEUs; (2) planned capacity of 2.4 million TEUs after completion of DTRRIP; and (3) future capacity of 4.8 million TEUs after completion of T2. The Report then identified the impacts that the Deltaport traffic would have on key roadways including the South Fraser Perimeter Road (SFPR), Highways 99 and 91, and crossings of the Fraser River under different operating scenarios.

Attachment 3 illustrates the general traffic distribution through the Tunnel while Attachment 4 focuses on the distribution of container truck traffic from Deltaport. Of the container truck traffic, 55 per cent is dispersed to destinations south of the Fraser River while the remaining 45 per cent travels either via the Tunnel (35 per cent) or the Alex Fraser Bridge (10 per cent) for destinations north of the Fraser River. Staff spoke further with the Report authors who estimate

¹ *Container Capacity Improvement Program: Road Traffic Distribution Report*, prepared by Mainline Management, Inc., Delcan, Collings Johnston Inc., WorleyParson, and Port Metro Vancouver (September 27, 2012).

that of the port-related truck traffic travelling through the GMT, about 60 per cent is destined for PMV's Richmond Logistics Hub. Currently, the Tunnel (rather than the Alex Fraser Bridge) is the preferred crossing for trucks destined to the Richmond Logistics Hub as travel times are shorter due to congestion along River Road in Delta and fewer potential traffic signal or weigh scale delays. While a fully operational SFPR will reduce congestion on River Road, the Report authors estimate that port-related truck traffic heading to Richmond will still prefer to use the Tunnel rather than the Alex Fraser Bridge due to fewer traffic signals and no requirement for scaling.

The Report states that over the course of October 2010 (a peak month for container flows), the maximum tunnel flow was 5,600 vehicles per hour in three lanes or 1,900 vehicles per hour in one lane. The Report also states that port-related traffic through the Tunnel in both directions currently amounts to 170 vehicles during the AM peak-hour period (i.e., 8:00 am to 9:00 am) and 120 vehicles during the PM peak-hour period (i.e., 4:00 pm to 5:00 pm). These figures will increase by two-thirds with a capacity of 2.4 million TEUs and more than triple when capacity reaches 4.8 million TEUs.

In the context of overall traffic through the George Massey Tunnel, the study concludes that:

- Roberts Bank port-related traffic does not have a significant effect on operations as the main traffic loads are commuter and ferry-related; and
- current conditions are not, and future potential improvements to terminal facilities at Roberts Bank will not be, a major cause of congestion.

2.5 Proposed Truck Congestion Reduction Measures

PMV is exploring the following truck congestion reduction measures to reduce container truck traffic in local communities and on local roads:

- reducing truck trips in peak periods by encouraging truck drivers and companies to shift their pickup and delivery to off-peak delivery times;
- implementing a dispatch system to reduce the number of empty trips (trips to or from the terminal with no container) in co-operation with trucking associations and companies;
- utilizing GPS or other tracking technology in co-operation with trucking associations and companies to locate and contact vehicles on a real-time basis in order to anticipate travelling conditions for individual vehicles, thereby creating better arrival and departure strategies; and
- providing designated sites in the vicinity of Deltaport for waiting trucks.

Collectively, these measures have the potential to reduce container truck traffic and PMV should be encouraged to implement them as soon as feasible.

2.6 Staff Comments

Staff reviewed the Report cited in Section 2.3 and note the following observations with respect to the planned expansion of Deltaport.

- *Congestion at George Massey Tunnel*: while the Report concludes that current conditions and future potential improvements to terminal facilities at Roberts Bank will not be a major cause

of congestion at the Tunnel, the added port-related traffic will increase vehicle queues in the peak periods, particularly in the off-peak direction. The Report states that fewer than 2,000 vehicles per hour can traverse the Tunnel with only one lane open in the non-peak direction but, conversely, also indicates that the single lane will carry over 2,000 vehicles per hour in future projections in both AM and PM peak hour periods, indicating that increased queuing will occur. When questioned on this forecast condition, the main author of the Report advised that the Report assumes that queuing would be ameliorated by motorists changing their travel behaviour in response to traffic conditions (e.g., shift to using the Alex Fraser Bridge) and/or the implementation of truck congestion reduction measures and land use changes that may reduce truck traffic (see Section 4.1 for further discussion of this latter scenario). Furthermore, a new improved crossing that replaces the existing tunnel, the planning of which was recently announced by the Province, may increase capacity in the area and alleviate much of the existing and forecast congestion.

- *Truck Traffic to/from Richmond Logistics Hub*: the Report identifies that most (57 per cent or more) of the port-related truck traffic using the Tunnel is destined for or coming from the Richmond Logistics Hub (Fraserport area) and, accordingly, truck traffic to/from the site will increase from current levels by over 50 per cent at 2.4 million TEUs and more than triple at 4.8 million TEUs. The main author of the Report has confirmed that while truck traffic volumes will increase threefold at 4.8 million TEUs, the current scope of the Nelson Road widening project between Westminster Highway and Blundell Road will increase roadway capacity to adequately accommodate a fourfold growth in truck traffic associated with the foreseeable expansion of Deltaport. However, should Deltaport or Fraserport expand to beyond the highest level currently forecast, further road improvements would likely be required. Staff also note that further road improvements would likely include the Nelson Road-Highway 91 Interchange ramps.
- *Impact of Truck Traffic on Local Roads*: overall, the Report has a relatively narrow focus on major highways only and ignores the impacts to the local road network in each municipality. It is therefore essential that staff work with PMV to ensure that the impacts of port-related traffic growth on local roads are adequately addressed.

While the SFPR will help to accommodate port-related truck traffic growth south of the Fraser River, there are as yet no complementary plans for similar roadway improvements north of the Fraser River. Current truck volumes at the Tunnel already significantly impact traffic conditions, particularly during peak periods, as illustrated in Figure 1. The forecast magnitude of the truck traffic growth due to the planned expansion of Deltaport will only exacerbate these conditions.

Given the potential impacts to Richmond, PMV should therefore be advised of the City's desire to work with the agency to ensure that plans are developed for the timely implementation of any



Figure 1: Highway 99 Southbound Vehicle Queue at Steveston Highway Overpass (weekday at 8:30 am)

future road improvements to accommodate any port-related traffic growth in Richmond, including municipal roads in the Fraserport area. Staff will also work with PMV and the Ministry of Transportation and Infrastructure (MoTI) to address any required highway improvements to accommodate the T2 project and, in future, if necessary any unforeseen expansion of Deltaport.

3. Potential Development of Southlands

Southlands is a 218 ha (537 ac) private property site located in south Tsawwassen (see Attachment 5) and owned by Tsawwassen-based Century Group. The site generally falls within the area bounded by Boundary Bay, the US border, 56th Street, and Boundary Bay (see Attachment 6). The site is currently designated Agricultural but is not within the Agricultural Land Reserve.

3.1 Proposed Land Uses

According to material prepared by the Corporation of Delta for a public information meeting held on October 25, 2012, Century Group has prepared a development plan that would transfer 80 per cent of the Southlands properties (173.7 ha or 429 ac) to Delta. Of this land, close to two-thirds (108.1 ha or 267 ac) would be used for farming and the remaining lands would be designated for public open space and greenways (19.1 ha or 47 ac) and a natural habitat area (46.5 ha or 115 ac). On the remaining 20 per cent of the site (43.4 ha or 107 ac), Century Group is proposing 950 homes to be developed over a number of years including cottage style homes, cluster houses, fee simple row-houses, townhouses, country flats, live work units, and condominiums. Approximately 7,432 m² (80,000 ft²) of ground oriented commercial space is also proposed, which would be concentrated primarily along a High Street and a market square.

An amendment to the Regional Growth Strategy would be required for the proposed Southlands development as the subject lands are located outside of the Urban Containment Boundary and designated Agricultural, which does not permit mixed use residential and commercial developments. The amendment to the Regional Growth Strategy would be considered a Type 2 Minor Amendment that would require an affirmative two-thirds weighted vote of the Regional Board and regional public hearing. An amendment to Delta's Regional Context Statement (part of its Official Community Plan) would also be required.

A transportation review prepared for the application states that at full build-out in 2031:

- Southlands is anticipated to generate 482 vehicle trips during the AM peak and 895 vehicle trips during the PM peak; and
- all relevant intersections will operate within capacity except for:
 - Highway 17-56 Street due to the impact of the development of Tsawwassen First Nation (TFN) lands; and
 - 56 Street-12 Avenue where intersection improvements will be required to accommodate overall growth.

The review does not mention any potential impact of the development on the George Massey Tunnel. As part of the planning for the replacement of the Tunnel, staff will consult and liaise with MoTI to ensure that any traffic increases due to the proposed Southlands development or other major developments in Delta can be accommodated.

3.2 Consideration by Delta Council

At its December 17, 2012 regular meeting, Delta Council received an update from staff on the Official Community Plan amendment and rezoning application including the status of the application, a summary of public input received and next steps. Staff advised that additional design and project data details are needed from the applicant in order for staff to prepare the various bylaws and Development Permit Area Guidelines. Prior to submitting the staff report and bylaws to Council for consideration of first and second readings, staff recommended that another public information meeting be held in early 2013 once these issues have been addressed and draft bylaws prepared.

4. Potential Development of Tsawwassen First Nation Lands

Under the terms of the Tsawwassen First Nation (TFN) Final Agreement, the TFN land base comprises 724 ha (1,789 ac). Of this land, TFN will have law-making authority over 662 ha while the remaining 62 ha (comprised of the Boundary Bay and Fraser River parcels) will be also owned by TFN but be subject to municipal regulatory authority.

4.1 Proposed Land Uses

The TFN Land Use Plan (Attachment 7) designates the land uses summarized in Table 1 below.

Table 1: Designations of TFN Land Use Plan

Designation	Land Use
TFN Community	<ul style="list-style-type: none"> 48 ha (117 ac) to accommodate present and future generations of TFN members Build-out would provide 720 units and accommodate up to 1,800 TFN members
Commercial Enterprise/ Residential Area	<ul style="list-style-type: none"> 51 ha (126 ac) for series of commercial clusters and residential neighbourhoods Commercial clusters would include business park and office uses, as well as commercial uses that are compatible with surrounding uses
Single Family and Multiple Family Housing	<ul style="list-style-type: none"> Existing residential developments south of Highway 17 Further 16.8 ha of underdeveloped land south of Highway 17 that could be used for multiple and single family housing
Industrial	<ul style="list-style-type: none"> 135 ha of industrial land for port-related logistics development and other types of industrial development such as warehousing, an intermodal rail yard, truck servicing, and other port associated activities
Mixed Use	<ul style="list-style-type: none"> 71 ha (175 ac) that will include hotel, retail and business park uses, including a specialty retail outlet mall
Agriculture and Managed Forest	<ul style="list-style-type: none"> 157 ha (388 ac) that preserve the lands identified as Agricultural Land Reserve (ALR) for crop growing/harvesting related activities
Bluff Area	<ul style="list-style-type: none"> 12 ha (30 ac) environmentally and culturally significant area that is intended to remain undeveloped

With respect to the designated industrial area, access would be limited to Deltaport Way with no connections through the TFN community area. This industrial development could reduce port-related traffic on the major road network as containers would be transloaded at the TFN facilities and transported back to the terminal; currently, this type of traffic is moved inland. The Road Traffic Distribution Report prepared for PMV analyzed a scenario whereby: (1) an empty container transfer and stuffing facility is developed on TFN land to intercept empties and minimize truck trips to/from the rest of Metro Vancouver; and (2) 25 per cent of Roberts Bank trips are destined to/from the TFN industrial lands. Based on those assumptions, container traffic

having to make a river crossing via the GMT could be reduced by as much as 60 per cent, which would likely have a positive impact of reducing the volume of truck traffic going to and coming from the Richmond Logistics Hub. Therefore, as part of the proposed letter to PMV noted in Section 2.6, staff recommend that PMV be encouraged to pursue this land use scenario with TFN.

With respect to the lands designated mixed use, the TFN Economic Development Corporation (TEDC, the economic development arm of TFN), entered into a Memorandum of Agreement with Ivanhoe Cambridge and Property Development Group in April 2011 to develop up to all of the lands as a significant new mixed-use project comprising approximately 1.8 million square feet of the following retail, office, entertainment and other uses:

- Tsawwassen Mills (Shopping Mall): 1.2 million sq ft and 6,200 parking stalls;
- Tsawwassen Commons (Big Box Retail): 600,000 sq ft and 2,300 parking stalls; and
- Tourist Commercial (Movie Theatres, Restaurants, etc): 100,000 sq ft.

This scale of development would be equivalent to all three floors of Metrotown or six times larger than Richmond Centre. Following the approval of TFN members in January 2012 to grant a 99-year lease to allow the complexes to be built on TFN land, site preparation began in November 2012 with completion anticipated in 2015.

4.2 Consideration by Delta Council

At its May 7, 2012 meeting, Delta Council considered a staff report regarding the estimated transportation impacts arising from the planned mixed-use developments. Delta staff advised that significant increases in traffic will be generated by 2015 and continue to 2031 as full build-out is reached. While TFN is proposing major intersection upgrades and a widening of Highway 17 (i.e., three lanes in each direction) to accommodate the traffic growth, Delta staff conclude that even with the proposed upgrades to provincial highways and municipal-TFN roads, traffic congestion and delays are anticipated to worsen over existing conditions. At many of the intersections in the area, PM and Saturday peak hour traffic is estimated to double and even triple by 2015. Significant increases to Tunnel traffic are also anticipated with up to 700 and 900 vehicles being added in the northbound and southbound directions respectively by 2031.

Delta Council unanimously resolved that:

- a letter be sent to the TFN and the Minister of Transportation and Infrastructure requesting details on how the transportation impacts to Delta will be addressed;
- the TFN revise its transportation plan to ensure traffic is directed off Delta roads and onto provincial highways; and
- the use of Delta road dedications for the proposed TFN road improvements not be supported.

5. South Fraser Perimeter Road

Approximately 40 km long, the South Fraser Perimeter Road is a new four-lane, 80 km/hr route along the south side of the Fraser River from Deltaport Way in southwest Delta to 176 Street (Highway 15) in Surrey, with connections to Highways 1, 15, 17, 91, and 99 (see Figure 2

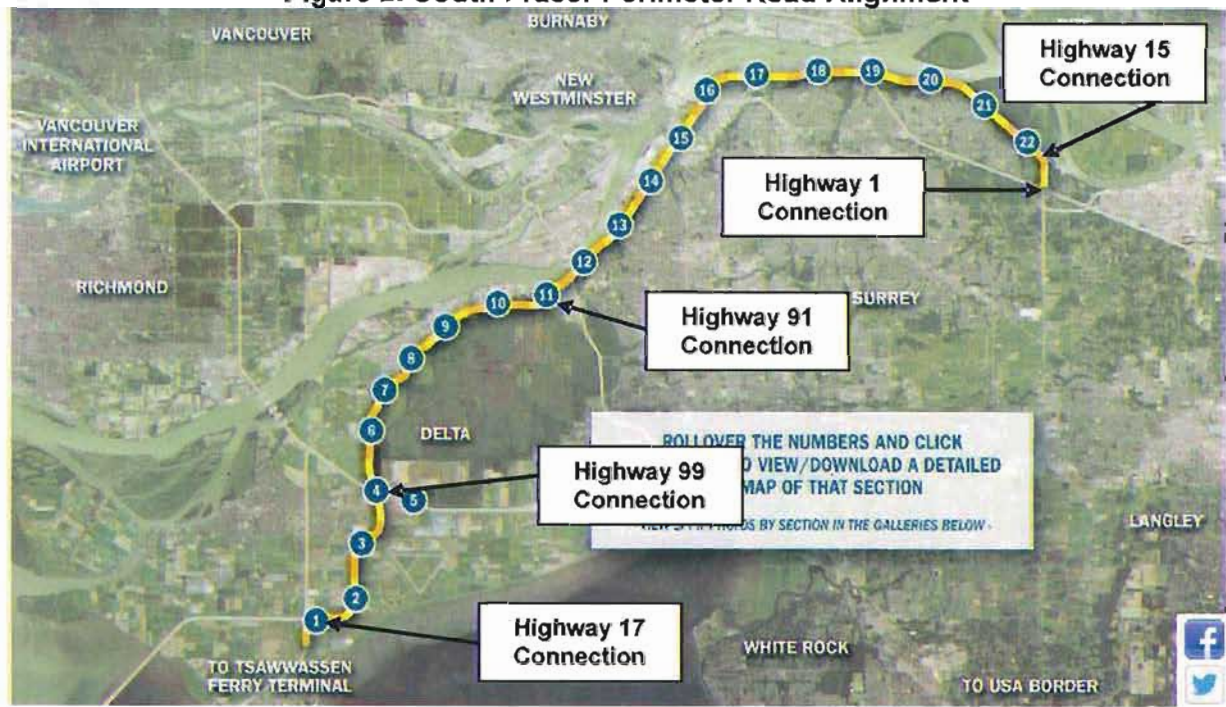
below). A staff memorandum to the Public Works & Transportation Committee, distributed at its October 17, 2012 meeting, identified these highway connections in detail.

The SFPR is opening to traffic in two phases:

- December 1, 2012: the section east of 136 Street to 176 Street in Surrey was opened; and
- December 2013: the section west of 136 Street to Deltaport Way is anticipated to be opened.

When the SFPR is fully completed at the end of 2013, container trucks departing from Deltaport will be routed onto the new highway, removing them from Highway 17 north of Deltaport Way and from Highway 10 west of Highway 91. As noted in Section 2.4, container truck traffic destined for PMV's Richmond Logistics Hub would still likely use the Tunnel as the preferred Fraser River crossing as travel times are shorter than the alternative of the Alex Fraser Bridge even when the South Fraser Perimeter Road is fully operational.

Figure 2: South Fraser Perimeter Road Alignment



6. Potential Fraser River Crossing in the Vicinity of No. 8 Road and East Richmond Area

The concept of a potential new Fraser River crossing in the vicinity of No. 8 Road and east Richmond area continues to be considered by various agencies, including as a potential option for the replacement of the Pattullo Bridge in the vicinity of Tree Island as noted below.

- ***Pattullo Bridge Replacement:*** in 2011, TransLink initiated plans to replace the Pattullo Bridge with a new 6-lane structure and identified options immediately upstream and downstream of the existing bridge. As part of the update of its Master Transportation Plan (MTP), the City of New Westminster identified a further six preliminary options, one of which included demolition of the existing bridge and replacement with a new crossing outside the city in the vicinity of Tree Island (see Attachment 8). New Westminster

acknowledges that the support of affected municipalities (i.e., Richmond and Burnaby) would be required for considering this preliminary option any further. All of the options were presented for feedback at a public open house for the MTP Update held in May 2012 with the consultation results to be used to articulate New Westminster's response to TransLink and the Province regarding the Pattullo Bridge.

Staff currently sit on TransLink's Pattullo External Advisory Committee², which in January 2013 was presented with a number of potential replacement/rehabilitation options for comment, including a concept that paired a new Tree Island crossing with refurbishment of the existing Pattullo Bridge. Staff advised TransLink staff that any alternatives that include Tree Island as part of a replacement option would not be supported as the crossing has never been part of the City's Official Community Plan (OCP); Burnaby's OCP also does not identify such a potential crossing. Moreover, a new crossing that expands private vehicle capacity may impact progress towards the goals of the Regional Growth Strategy. As the Pattullo Bridge replacement project is actively underway, staff recommend that the City formally register its opposition to any alternatives that include a new Tree Island crossing as part of a replacement option to preclude any further consideration.

- *Road Traffic Distribution Report for Deltaport*: the Report (previously cited in Section 2.3 and prepared in 2012) also cited a number of possible measures to reduce port-related truck traffic crossing the Fraser River that have been identified through PMV's ongoing community and stakeholder engagement. One of the potential measures cited is an alternative bridge crossing close to 80th Street in Delta (and No. 8 Road-Nelson Road in Richmond) that would connect the warehouse and transload areas north (Richmond Logistics Hub) and south (Tilbury Island) of the Fraser River via the SFPR and Highway 91 via Nelson Road. Staff spoke with the study authors who advise that while the concept has been identified, no further action has proceeded.
- *George Massey Tunnel Replacement*: staff contacted MoTI to clarify if the agency has any plans for a potential Fraser River crossing in the vicinity of No. 8 Road. Ministry staff confirmed that an option for such a crossing is not being studied at this time. However, in November 2012, MoTI announced the initiation of a multi-phase consultation process for the replacement of the George Massey Tunnel. Phase 1, which sought input regarding the collective interests that need to be considered in developing requirements and potential options, was completed in December 2012. Phase 2 is scheduled to occur in January-February 2013 and will present a range of potential options based on the feedback received in Phase 1 and further technical analysis. The consultation is intended to identify a preferred option in 2013, likely after the provincial election in May 2013. While a new crossing further east of the present Highway 99 corridor could be a potential option, no further design details of the crossing replacement are known at this time until the tunnel project is advanced to the design phase. As part of the work on the Tunnel replacement, a new crossing in the vicinity of the No. 8 Road corridor may be raised as an option in which case, as with all proposed options, it will be subject to a technical cost-benefit analysis to determine the more feasible options.

² The Committee comprises representatives of the surrounding municipalities and other interested stakeholders such as the Ministry of Transportation & Infrastructure.

Financial Impact

None.

Conclusion

Each of the identified developments in Delta has the potential to generate increased traffic volumes through the George Massey Tunnel and, in the case of the expansion of Deltaport, may in turn impact Richmond's local road network as truck traffic to/from the Richmond Logistics Hub will increase from current levels by over 50 per cent at 2.4 million TEUs and more than triple at 4.8 million TEUs.

A pro-active response by Port Metro Vancouver towards reducing container truck traffic through the George Massey Tunnel and on local roads as well as planning for any road improvements to accommodate port-related traffic growth should be encouraged in order to minimize impacts to community liveability. To ensure that Richmond's interests are recognized, staff will continue to liaise with Port Metro Vancouver and the Ministry of Transportation and Infrastructure regarding these major development and infrastructure projects that may impact traffic volumes within Richmond.

A letter to TransLink would formally record the City's opposition to the identification of a potential new Fraser River crossing in the vicinity of Tree Island as an alignment option for the replacement of the Pattullo Bridge.

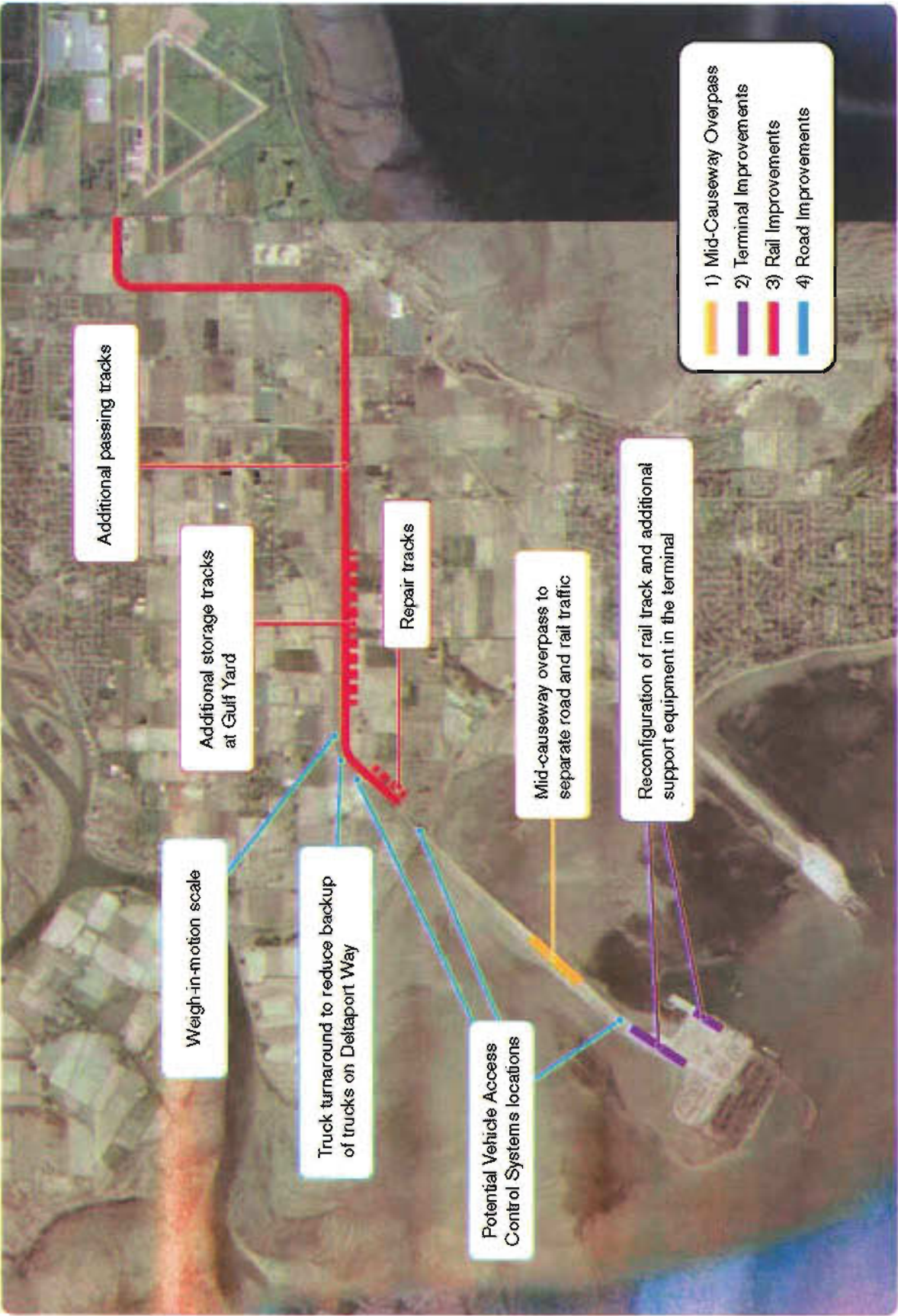


Joan Caravan
Transportation Planner
(604-276-4035)

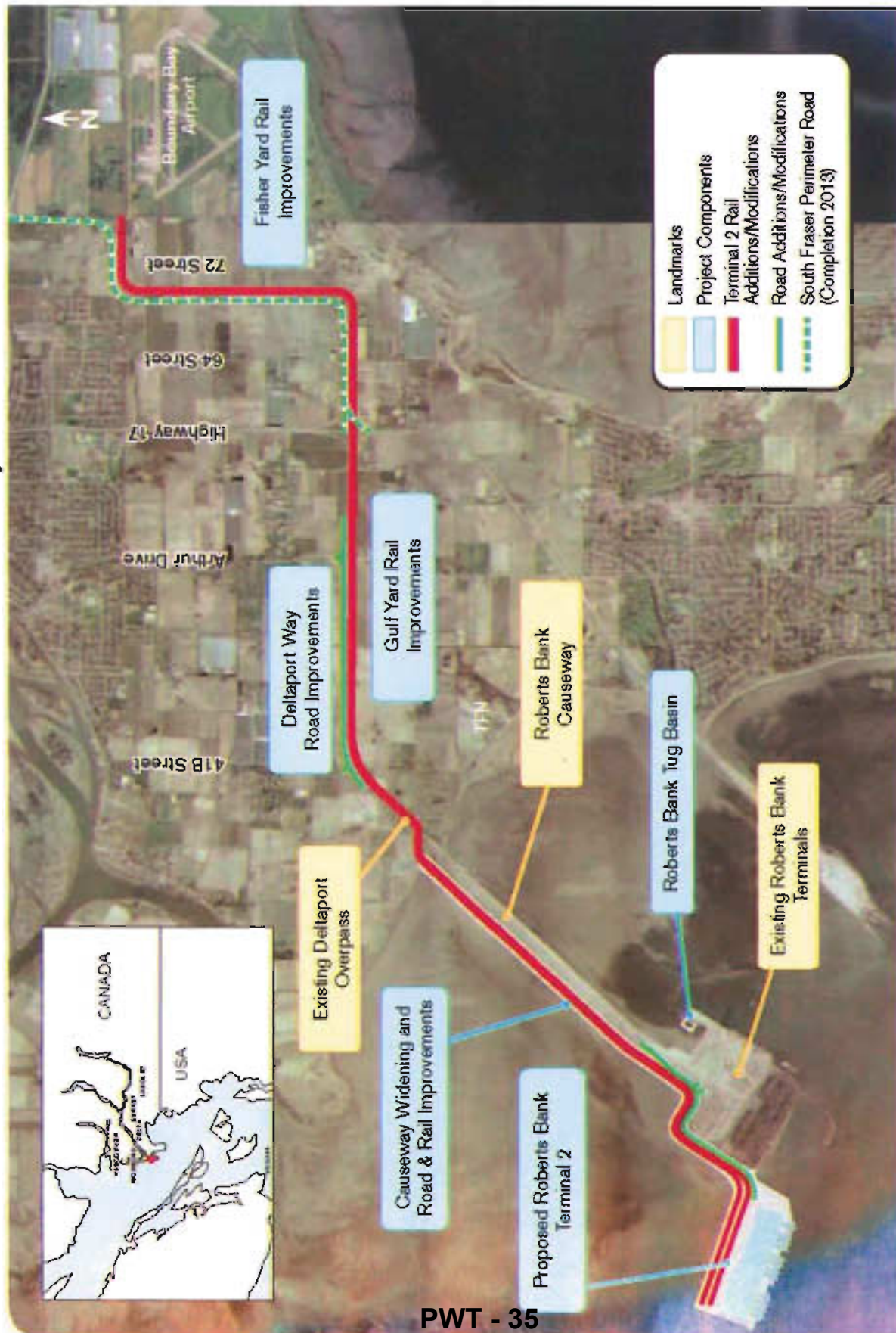


Donna Chan, P.Eng., PTOE
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(604-276-4126)

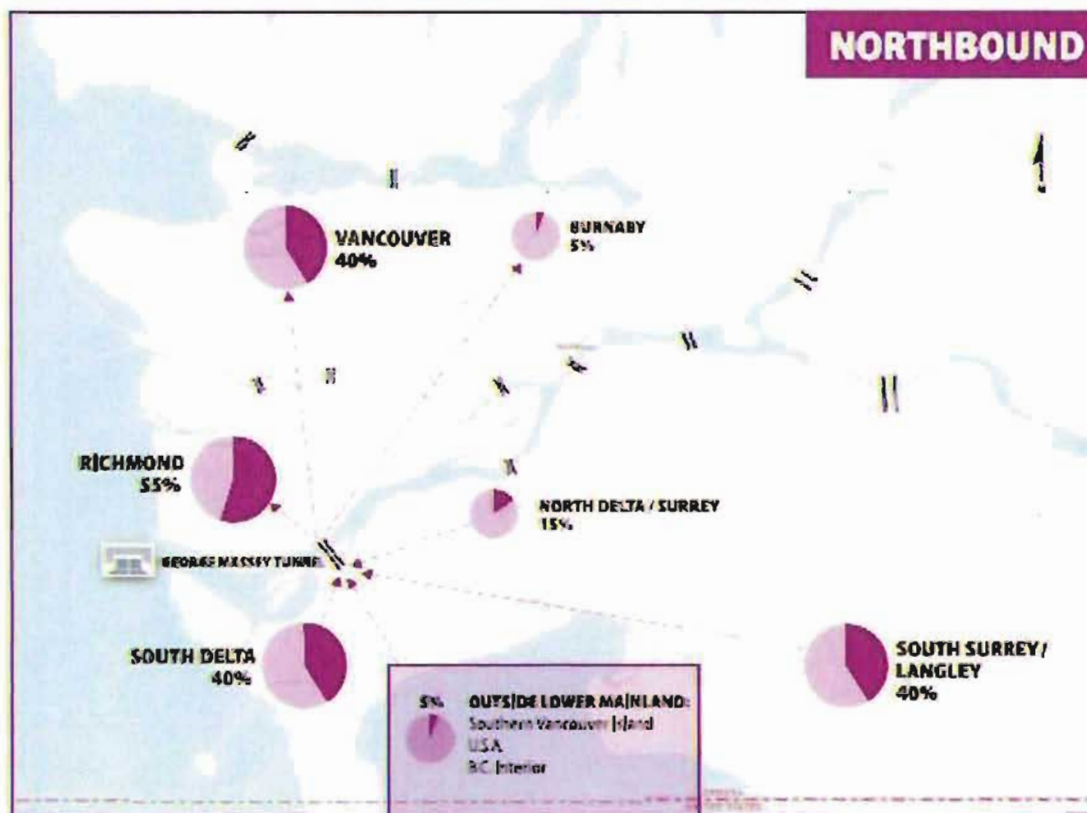
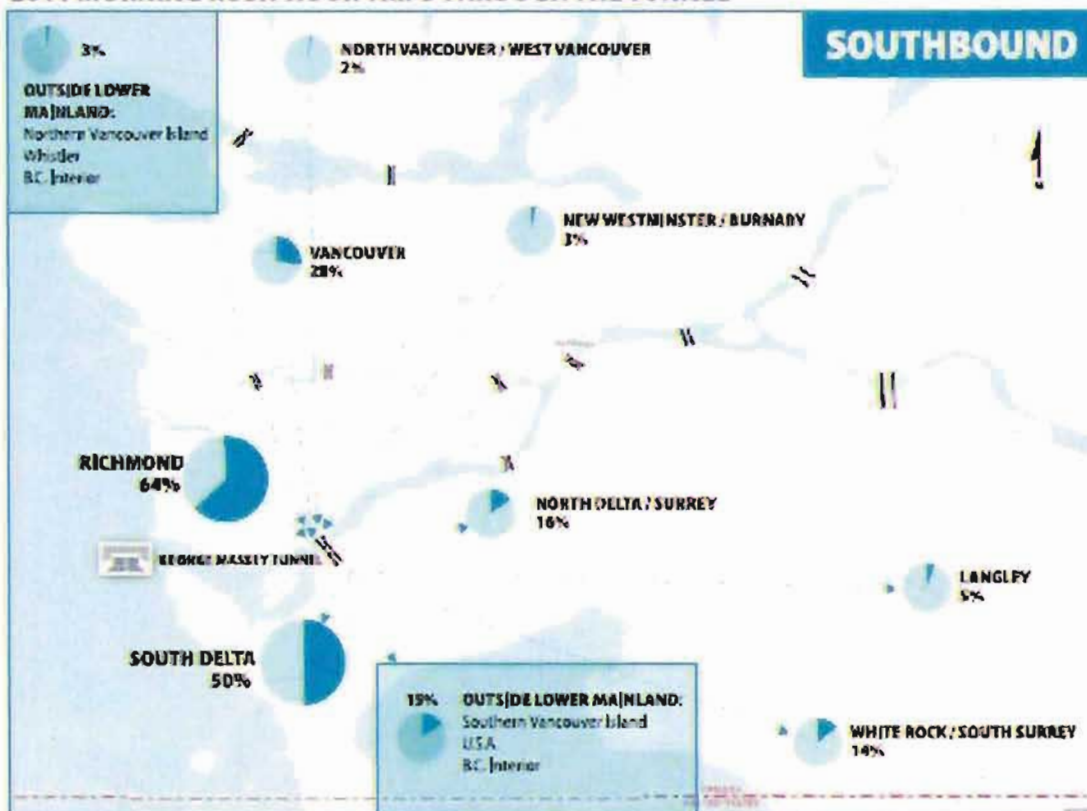
Deltaport Terminal, Road and Rail Improvement Project



Roberts Bank Terminal 2 Project



2011 MORNING RUSH HOUR TRIPS THROUGH THE TUNNEL

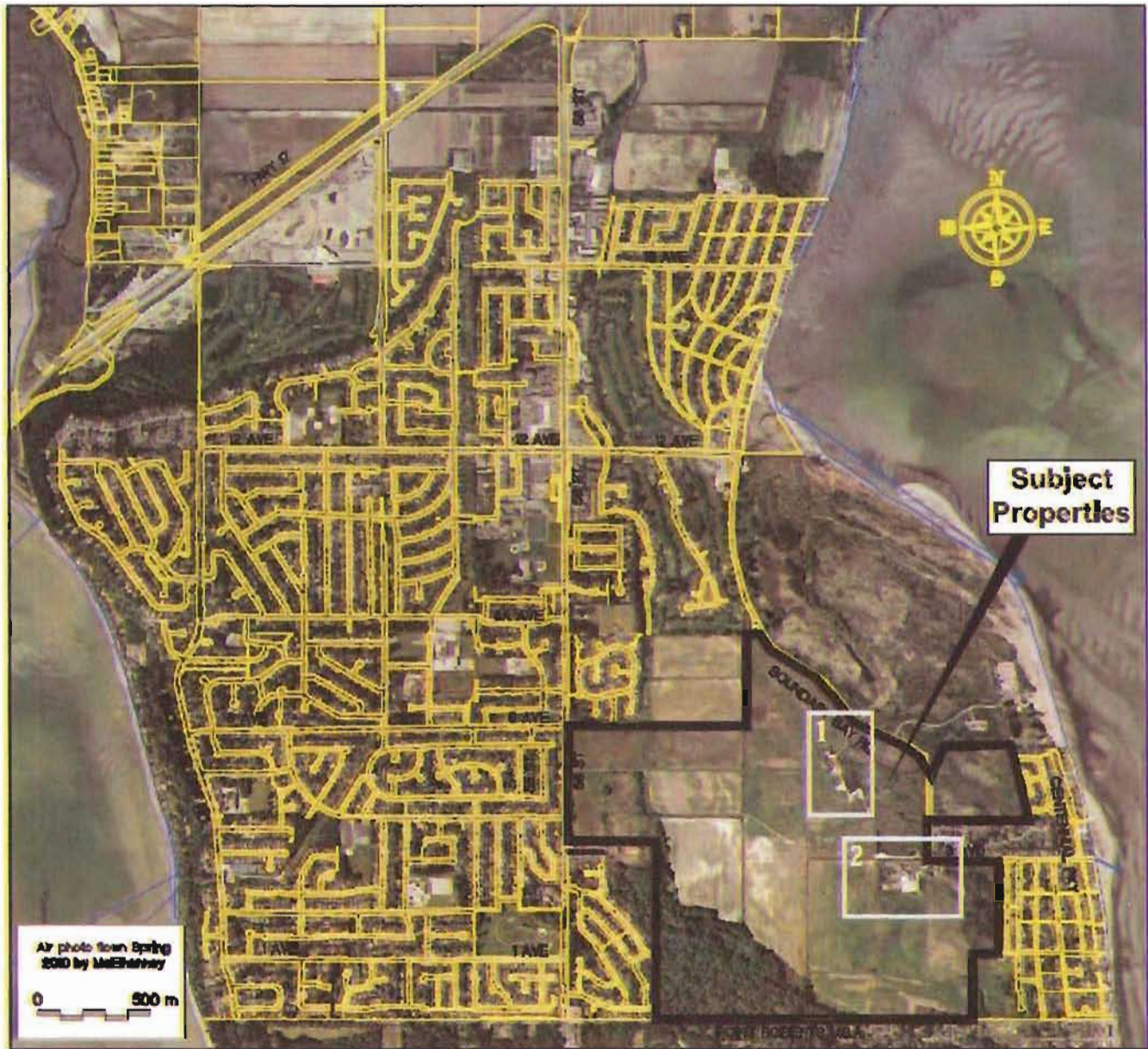


Distribution of Container Truck Traffic from Deltaport



Attachment 4

Context Map: Tsawwassen and Southlands Properties



Southlands Farmstead



Alexander/Gunn Farmhouse and Earthwise Garden



Southlands Land Use Plan

The working ideas plan presented on 20 June 2011 at Delta Municipal Hall



537 acres
Total land area

430 acres
Land transferred to public ownership

107 acres
Land designated for neighbourhoods

950
Number of townhomes, cottages and small family residences

1 PUBLICLY-OWNED COMMUNITY FARM

The working plan to secure agricultural land for public ownership through a direct transfer to the Municipality of Delta. The parcels designated for farming have the highest soil quality and the best agricultural potential once improvements to irrigation and drainage are completed.

The contiguous nature of the land, and its vast scale, allows farmers flexibility in determining various services. If managed to its full potential, Southlands can represent a form of farming of an earlier era in Delta, when farming was more connected to the community and a part of the local culture.



2 NEIGHBOURHOOD CENTRE & THE MARKET SQUARE

At the neighbourhood centre, a small commercial project would provide Southlands Movers and the Boundary Bay neighbourhood with a cafe, a convenience store with farm-fresh food, and artisan shops within walking distance.

By connecting the agricultural with local community, this one space could support galleries, arts and cultural activities, a farmers' market, a culinary classroom, kitchen and catering school.

This Market Square will be an important link between the agricultural activities on the land and everyday life in Townswater.



3 INTEGRATED NEIGHBOURHOODS

The revised working plan reduces the number of homes in the development component from 1,300 units to 950 units.

This number is the minimum Century Group needs to make the transfer of 470 acres to be viable and to cover the agricultural upgrades needed to cultivate the best farmland on the property.

A range of housing choices planned in three distinct neighbourhoods will provide a mix of townhomes, cottages, small family homes, apartment-style residences, and long-term and artist studios.



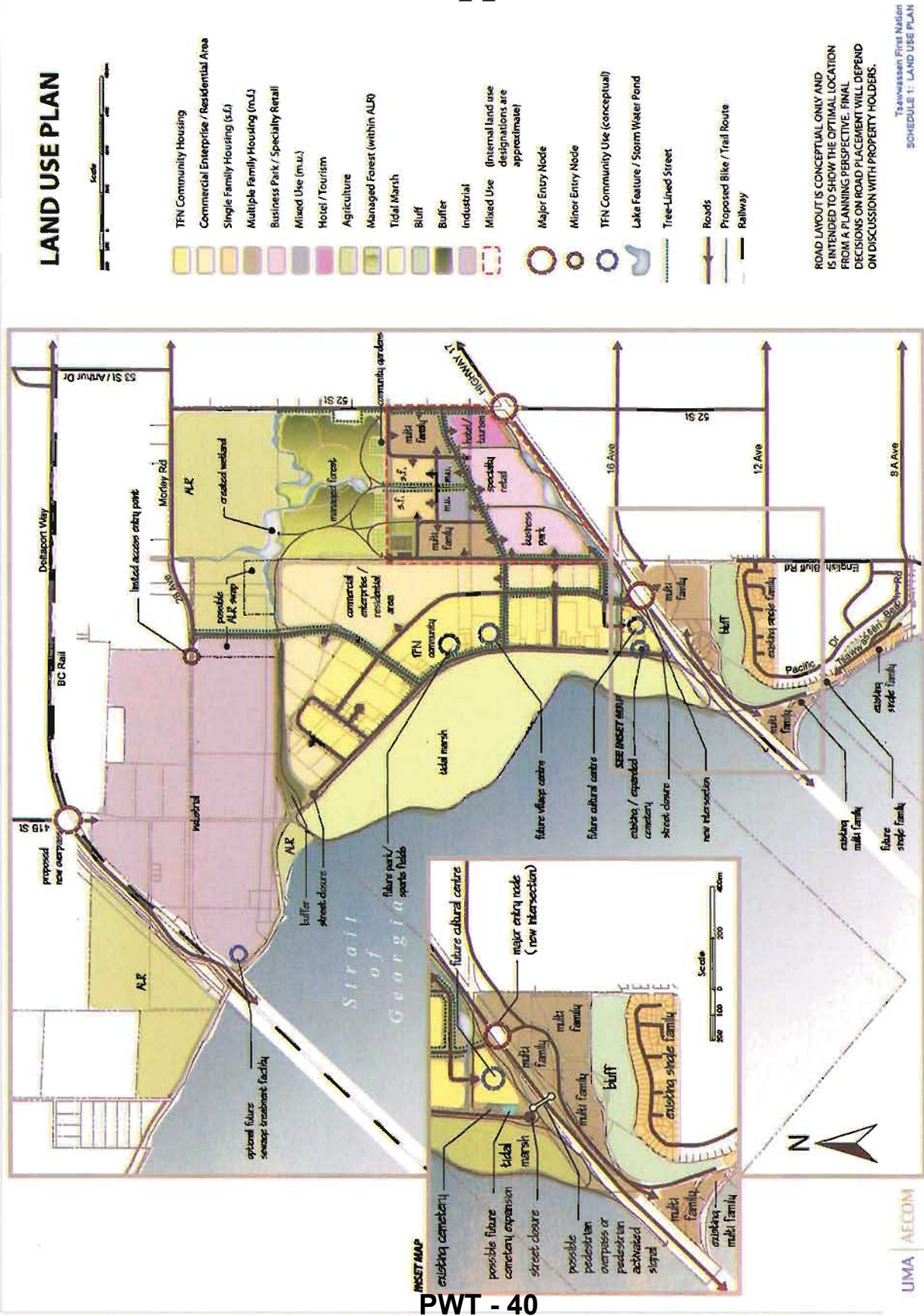
4 PARKS, TRAILS & OPEN SPACE

These new parks, located adjacent to all residential areas, will provide natural buffer zones and walkable green areas to local residents in all neighbourhoods, including Movers and Boundary Bay.

Open spaces will maintain the setting views from upper Townswater and Boundary Bay Road.

These parks will provide Townswater, and attract a number of visitors to the area, to get outdoors, relax and reconnect with nature. Protected wilderness areas, similar to those found at Boundary Bay Regional Park, will create habitat for local plants and animals.

Tsawwassen First Nation Land Use Plan



City of New Westminster: Proposed Option for Pattullo Bridge



Option 8:

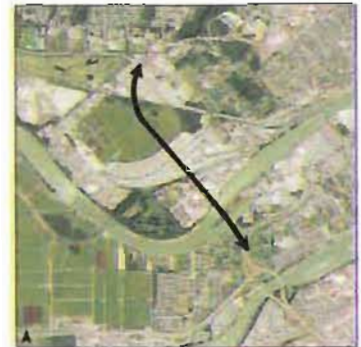
Demolish the Pattullo Bridge and replace it with a Tree crossing outside of the City (ie. Tree Island)*

* Requires consultation with affected Municipalities

The Pattullo Bridge would be demolished and a new bridge constructed connecting Richmond and Burnaby via Tree Island.

Benefits

- Through traffic through downtown New Westminster would be reduced
- Land currently used for approaches to the Pattullo Bridge could be reallocated for urban use
- Possibility for improved neighbourhood connectivity within New Westminster



Concerns

- Inconvenience for existing bridge trips that start or end in New Westminster
- Circuitous routes for New Westminster businesses to access growing markets south of the Fraser River
- Less direct pedestrian/cyclist connections
- Impacts recent property development in the City of Burnaby
- Require support from the affected Municipalities such as Richmond and Burnaby
- Changes established pattern for inter municipal traffic
- High capital cost



Open House
May 3, 2012

City of New Westminster -
Pattullo Bridge Consultation



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: January 30, 2013

From: Tom Stewart, ASCT.
Director, Public Works Operations

File: 10-6370-10-05/2013-
Vol 01


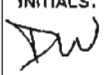

Re: Organics Recycling/Large Item Collection Program Implementation Update

Staff Recommendation

That the staff report dated January 30, 2013 regarding "Organics Recycling/Large Item Collection Program Implementation Update", from the Director – Public Works Operations, be received for information.

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

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY DIRECTORS	INITIALS: 
REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

At their November 26, 2012 meeting, Council approved expanded recycling services for organics collection and a new large item pickup program for residents commencing June, 2013. This report provides details about these programs and their implementation. In addition, information relating to planned and upcoming considerations relating to recycling and waste management initiatives is also provided.

Analysis

The regional Integrated Solid Waste and Resource Management Plan (ISWRMP) targets organic waste for increased recycling, with the intention to ban all compostable organics from the waste disposal stream in 2015. Organics diversion is a key objective as we work toward the regional waste diversion targets of 70% by 2015, aspiring to 80% by 2020. The City of Richmond was the first Lower Mainland municipality to add food scraps to the City's organics collection program from single-family residential homes commencing in 2010. We are now taking the next steps and beginning to expand food scraps and organics recycling services to multi-family townhome residents as well as enhancing service to residents in single-family homes.

Under Council's latest recycling and waste management initiative, three key program enhancements to the City's organics recycling and waste management services will be implemented commencing in June, 2013. An overview of these programs, the implementation schedule, and community education activities to inform residents about these programs are outlined below. Please note that the term 'organics' includes food scraps and yard trimmings.

Program Overview

1. ***Green Carts for Single-Family Homes:*** The City's current organics recycling program (i.e. "Green Can") will be expanded to incorporate the use of Green Carts. Residents in single-family homes will receive their choice of an 80 L, 120 L, 240 L or 360 L cart to use for food scraps and yard trimmings recycling. Residents can use the Green Carts in place of, or in addition to, their existing Green Cans. Residents may also re-use any surplus existing Green Cans as garbage cans by removing the label or bring cleaned cans to the Recycling Depot, where they will be accepted for re-use or recycling.
2. ***Green Carts for Townhome Residents:*** Organics recycling services will be expanded to residents in townhomes who currently receive City garbage and/or Blue Box collection service. These residents will receive their choice of a 46.5 L or 80 L cart to recycle food scraps and yard trimmings. This service expansion represents an additional ~11,200 residential units that will now be able to recycle their organic waste.

The Green Carts are being incorporated into the City's program in response to resident feedback and to promote greater recycling of food scraps by providing rodent-resistant containers with secure lids. The carts are easy for residents to manoeuvre since they are on wheels. Weight limits will not apply to the carts since they will be emptied on the collection vehicle using an automated tipper.

3. ***Large Item Pick Up Program:*** Residents in single-family homes and those townhome residents noted under Item 2., above, will also be eligible to have up to four large items (such as refrigerators, household furniture, mattresses, etc.) collected per year from curbside on their regular garbage/recycling collection day by making an appointment with the City's recycling service provider, Sierra Waste Services.

Implementation Schedule

Until February 28, 2013: Residents have until February 28, 2013 to notify the City of their desired cart size. Residents have four options available to order: 1) via the City's website, 2) via postcards mailed to residents, 3) contact the City or 4) contact Sierra Waste Services.

Residents who opt not to select a preferred size will receive the standard size of:

- 240 L for single-family homes
- 46.5 L for townhomes

Residents may change their cart size post-implementation through to the end of 2013. After that time, carts can be exchanged and a fee of \$25 will apply.

April and May, 2013

Delivery of the carts will take place during April and May – since approximately two months is required to ensure delivery of all the carts in time for the start of collection in June.

Residents will also receive:

- A kitchen container with a complimentary paper liner – for convenient, temporary storage of food scraps in their kitchen which can be emptied into the Green Cart.
- Program details and tips on what can be recycled in the Green Cart and information on where to buy bin liners/paper yard waste bags.
- Program details on what will be accepted under the large item pickup program and how to make arrangements for pick up.

June, 2013

Starting on residents' first collection day in June, the City's contractor will collect materials from their Green Carts. A swamper will wheel the carts and hook them onto the automated tipping device at the back of the truck. The Carts will be automatically emptied/tipped into the truck. The swamper will also service any additional Green Cans or yard waste bags by manually emptying/loading them into the truck. For this reason, the 20 kg/44 lb weight limit will still apply to Green Cans and yard waste bags.

Community Education Program

A robust communications plan has been developed using a wide variety of outreach materials and is being undertaken in four key phases:

- | | |
|---|--|
| <p><i>Phase 1 – Awareness:
(November to December)</i></p> | <p>Designed to raise awareness about these new programs, this phase included activities such as a media launch event with Mayor Brodie on December 6th; the set up of Green Cart displays at six City facilities (City Hall, Recycling Depot, Steveston, Thompson, South Arm and Hamilton Community Centres), information posted on the City’s website, use of social media and newspaper ads.</p> |
| <p><i>Phase 2 – Cart Selection:
(December – February)</i></p> | <p>This phase of communications is designed to make residents aware of the various cart sizes available and how they can select their desired size. This includes a number of activities such as:</p> <ul style="list-style-type: none"> • A series of ads in local and Chinese language newspapers. • Transit shelter ads. • Direct mail to residents (letter, calendar, brochure, postage paid cart order card, etc.). • Green Cart displays at malls and various locations (Aberdeen Mall, Richmond Public Library, Richmond Centre, Yaohan) • Translated/Chinese brochures on City website • Information included in City’s utility bill |
| <p><i>Phase 3 – Cart Delivery
(March – April)</i></p> | <p>This aspect includes informing residents of when cart delivery will take place and program details. This aspect includes extensive advertising in local and Chinese papers, New Home Living magazine, transit shelter ads, etc</p> <p>Detailed program information will also be provided directly to residents with the delivery of the carts.</p> |
| <p><i>Phase 4 – Launch
(June)</i></p> | <p>The launch phase will principally be to support residents and answer/clarify questions about the program, etc. This includes:</p> <ul style="list-style-type: none"> • Ads in local and Chinese language newspapers • Transit shelter ads • Potential media program launch event • Frontline phone support |

An “At a Glance” overview of some of the key communication items/ads is shown in Attachment 1.

Preliminary Resident Feedback: To date, the majority of resident response to the program has been very positive. Residents are pleased to be receiving carts provided by the City and recognize the convenience they provide – on wheels, secure lids, easy to manoeuvre and no concerns with weight of the materials. Most enquiries relate to providing clarification about the program and that residents do not need to separate food scraps from yard trimmings – all are recycled and deposited together in the Green Cart. A very small minority have indicated they do not wish to receive carts. Many have asked if the City will also provide carts for garbage in the future. The large item pick up program has been well received and residents are able to easily understand this program and are looking forward to using the service. The large item pickup program is expected to reduce illegal dumping concerns and help make proper disposal of large items easier, convenient and less complex.

At the staff level, the implementation of this program is our principal focus to ensure a smooth transition and implementation. This will remain the case until likely three-six months post implementation while residents adjust to the changes.

Other Planned Initiatives and Future Considerations

There are a number of other significant recycling/waste management initiatives that are active, planned or potential future considerations. A brief overview is provided below for information.

Active Workplan Items

1. **Packaging and Printed Paper/Multi-Material BC (MMBC) Stewardship Plan**

A review of industry's final plan to assume responsibility for packaging and printed paper collection. This will have significant impact and will require review in relation to issues such as impacts to the City's blue box, multi-family and Recycling Depot programs; potential impacts to existing contractual arrangements and local bylaws; review of the industry's financial offer; and reporting to Council with a recommendation concerning acceptance/participation depending on MMBC's offer and program structure.

2. **Eco Centres – Funding Equity**

Eco Centres are an initiative in the ISWRMP to provide one-stop shopping for a multitude of recycling services. Staff are working with Metro Vancouver to review the issue of equity for communities that host regional transfer stations where Metro Vancouver intends to provide enhanced recycling services vs. those municipalities who provide recycling services independently at municipally-owned recycling depot sites.

3. **Review of New/Expanded EPR Programs for Potential Expansion at Recycling Depot**

Staff continually review the range of services at the Recycling Depot to consider whether new products may be added. For example, residential light fixtures and exercise equipment were recently added to the range of materials accepted. Other items being considered include toys and batteries.

4. Communications Strategy

A new communications strategy, with the tagline “Let’s Trim Our Waste” has been developed to help guide Richmond’s recycling and solid waste programs toward the City’s new waste diversion targets. The City’s website, brochures and outreach programs are being redesigned to ensure a consistent look, feel and overall messaging to help create a sense of community pride, aspiration and a supportive approach to help make recycling as easy and convenient for residents as possible.

Planned Activities

5. Review of Organics Collection Options for Multi-Family and Commercial

In accordance with Council direction of September 24, 2012, staff will look to develop a pilot project to collect organics from multi-family buildings, residential/commercial mixed use, and commercial businesses. Centralized collection is envisioned as likely the most practical approach. The results of the pilot project would be used to help formulate organics collection models and approaches for the multi-family and commercial business sectors.

6. Demolition, Land Clearing Bylaw

Metro Vancouver has developed a model bylaw for review and potential implementation by municipalities to require recycling/solid waste management plans for new construction/demolitions. The intention is to require recycling and appropriate disposal of waste generated through demolition and construction activities. Staff plan to review the model bylaw for potential implementation in Richmond and report to Council with recommendations and requirements.

7. Eco Centre

Expansion of the City’s existing Recycling Depot into a larger facility which accepts a much broader range of materials and offers additional services (re-use centre, education facility, etc.) will be reviewed and reported to Council for review and consideration.

Future Considerations

8. Potential Expansion of Municipal Recycling Services

Staff will review opportunities to expand the range of materials collected in the City’s Blue Box, Multi-Family and Recycling Depot programs in relation to market capacity improvements for recycling additional packaging materials under MMBC’s stewardship program.

9. Introduce Carts for Curbside Garbage Collection

Information from the Green Cart program expansion will be used to evaluate the potential for introducing City-provided carts for garbage collection. Residential garbage cans would be eliminated under this potential concept.

10. Review of Frequency of Collection Services for Garbage Collection

Staff will review existing service levels for garbage collection, i.e. weekly collection vs. bi-weekly collection. Changes in the frequency of garbage collection may help to improve recycling participation levels. However, collection savings are minimal and must be weighed against residents' perceptions concerning a service level reduction without a corresponding reduction in costs.

Financial Impact

None

Conclusion

The City is pursuing expansion of organics collection and waste management services to improve recycling and divert additional materials from disposal, while also providing greater access to convenient disposal/recycling services for residents. This report provides a detailed overview of the new Green Cart and Large Item Pickup services being introduced for residents in June, 2013.

The landscape for recycling and solid waste management is changing rapidly in light of new product stewardship initiatives and as part of implementing the municipal actions under the new ISWRMP to advance toward aggressive waste reduction targets. An overview of current key and planned workplan initiatives as well as future considerations is provided with this report for information.



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

SJB:

Attachment 1

Overview of Key Communication Activities

Media Launch Event – Dec. 6, 2012 at City Hall



Responses from the Media

Friday, December 7, 2012

Expanded recycling program a big deal for local residents

Large item pick-up, townhouse composting to be added next June

By Rachel Rose and David Hurd

Local residents will be able to pick up large items and compost townhouse waste from next June.

The city of Richmond is expanding its recycling program to include large item pick-up and composting for townhouse residents.

The city is also adding a new service for townhouse residents to pick up large items and compost townhouse waste from next June.

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<http://www.richmondreview.com/news/182454451.html>

Locals urged to pick their green carts

RICHMOND REVIEW DECEMBER 12, 2012

In a bid to deal with a future ban on food scraps in landfill sites, the City of Richmond will expand its green cart program next spring. And residents in single-family homes and many townhomes - who will soon be able to recycle food scraps and yard trimmings as well as have large household items picked up - will be asked next month to choose what size of cart they need.

The new programs support the city's goal to be a "Recycling Smart City" by diverting 70 per cent of its waste by 2015 when food scraps will be illegal in landfill sites.

The Green Cart will be a new service to townhomes and will be provided to all those that currently receive the city's garbage collection and/or Blue Box program collection services. The new carts are provided free of charge to residents in the program and residents will also be provided with a small kitchen container free of charge. For more information on ordering your cart, go to www.richmond.ca/greencart.

© Copyright (c) Richmond Review

Sample of static display at City facilities (City Hall, Works Yard, Thompson, South Arm, Cambie & Hamilton)



Green Cart Outreach in the Community (Richmond Public Library, Richmond Centre Mall, Yaohan Centre, Aberdeen Mall)



Ad#1: Richmond Review for Jan. 2, 4, 9, 11
Full page – cart size selection & calendar is coming

Ad#2: Richmond Review for Jan. 16, 18, 23, 25, 30
Feb. 1, 6, 8, 13, 15

Sing Tao for Jan. 26, Feb. 9 & 23; Ming Pao for Feb. 2;
World Journal for Feb. 2 & 16
Half page – cart size selection

Let's trim our waste!

RICHMOND'S NEW GREEN CART - COMING JUNE 2013

SELECT YOUR SIZE BY FEBRUARY 28, 2013!

If the standard size works – no action is required. A standard size cart will be delivered to residents in April/May 2013. If you prefer a different cart size, please send in your order by February 28, 2013.

Online: Visit www.richmond.ca/greencart or scan this QR code

By mail or drop box at City facilities: Use the Cart Selection postage-paid postcard, which is available at City facilities and will be mailed in January to homes in the Green Cart program.

By phone: Environmental Programs Information Line: 604-276-4010
 Sierra Waste Services Ltd. Customer Service: 604-276-4723

NEW CARTS FOR SINGLE-FAMILY HOMES

NEW SERVICE FOR TOWNHOMES!

JANUARY 2013 – RECYCLING & GARBAGE COLLECTION SCHEDULE

The following is the collection schedule and zone map for January 2013 for single-family homes and townhomes with City garbage and/or blue box service. Please watch your mail in January for your 2013 Recycling & Garbage Collection Schedule.

Environmental Programs Information Line: 604-276-4010
www.richmond.ca/recycle

RICHMOND'S NEW GREEN CART COMING JUNE 2013

FOR RECYCLING FOOD SCRAPS & YARD TRIMMINGS – SELECT YOUR CART SIZE BY FEBRUARY 28, 2013!

FOR SINGLE-FAMILY HOMES

FOR TOWNHOMES

ENHANCED PROGRAM FOR SINGLE-FAMILY HOMES AND NEW FOR TOWNHOMES!

If the standard size works – no action is required. A standard size cart will be delivered to residents in April/May 2013. If you prefer a different cart size, please send in your order by February 28, 2013.

Online: Visit www.richmond.ca/greencart or scan this QR code

By mail or drop box at City facilities: Use the Cart Selection postage-paid postcard, which is available at City facilities and will be mailed in January to homes in the Green Cart program.

By phone: Environmental Programs Information Line: 604-276-4010
 Sierra Waste Services Ltd. Customer Service: 604-276-4723

Let's trim our waste!

2013年6月，列治文將推行全新「有輪綠桶」(GREEN CART) 計劃

普通居民收買殘廢及庭院修剪廢物：請在2013年2月28日或之前向市內所預訂適合容量的有輪綠桶！

客戶電線圖

新服務範圍

「有輪綠桶」計劃將為普通居民提供，對綠桶及藍桶進行分類。

「普通居民定時收集，包括家庭垃圾及廚餘」2013年4月及5月開始，市內普通居民將收到2個綠桶，普通居民，請在2013年2月28日或之前向市內所預訂。

網上預訂： 請到www.richmond.ca/greencart 或掃描此QR碼

郵寄或向市內指定地點索取： 請到市內指定地點索取，或向市內指定地點索取，或向市內指定地點索取。

電話預訂： 市內電話：604-276-4010
 市外電話：604-276-4723

請小心處理垃圾！

Transit Shelter Ad – January 7 to 31



City Page – Richmond Review for Jan. 23, Feb. 6 & 20

Richmond's New Green Cart Coming June 2013
 - Select Your Cart Size by February 28, 2013

Richmond's new Green Cart program starts this June. If you are a resident in a single-family home or a townhome with the City's blue box and/or garbage service, please order your preferred cart size by February 28, 2013. Visit our website at www.richmond.ca/greencart for more information

Promotional & Awareness Posters/Banners



Facebook Messages

1. There's one more thing to look forward to next year... Richmond is enhancing the Green Can Program, residents in single-family homes and many town homes will be provided a complimentary green cart and a small kitchen container. Find out more about the Green Cart program and go select your preferred cart size, visit www.richmond.ca/greencart
Posting Date: December 18 @ noon
2. Richmond's new Green Cart program starts this June. If you are a resident in a single-family home or a townhome with the City's blue box and/or garbage service, please order your preferred cart size by February 28, 2013. Information will be mailed to you, and you can visit our website at www.richmond.ca/greencart.
Posting Date: January 8 @ noon
3. Select your preferred Green Cart today! Use the following options to order your Green Cart by February 28, 2013 if you live in a detached house or in townhouse with Blue Box and/or City garbage collection!
 1. Online – visit www.richmond.ca/greencart
 2. Call Environmental Programs at 604-276-4010 or Sierra Waste Services at 604-270-4722*Posting Date: Jan. 14 @ 6 p.m.*

Sample of the Direct Mail Materials to Residents

Customized Envelope

City of Richmond Environmental Services
5000 Lorain Lane
Richmond, BC V6X 1S3



Insert #1 – Letter



Insert #2 – Information brochure



Insert #3 – 2013 Recycling & Garbage Collection Calendar



Insert #4 – Cart Order Postage Paid Card





City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: John Irving, P.Eng. MPA
Director, Engineering
Re: 2013 Paving Program

Date: January 25, 2013
File: 10-6340-20-
P.13201/Vol 01

Staff Recommendation

That the staff report dated January 25, 2013, titled "2013 Paving Program" from the Director, Engineering be received for information.

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

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Roads & Construction	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

In past years, staff have presented the annual paving program to the Public Works & Transportation Committee for information.

Background

The paving program is required to maintain the City's road network to current operating levels as well as reduce the need for costly repairs. Staff have developed a prioritized list of locations which are included in 2013 Paving Program.

Analysis

The scope of work includes the milling and paving of roads in priority order as identified by the City's Pavement Management System (PMS) and staff. The PMS software takes into account items such as the age, structure, and current condition of the road. Pavement deflection data was gathered for select roads (arterial roads, the TransLink Major Road Network (MRN), recently resurfaced segments, and sections with substantial surface cracking) and is being used in the current PMS model.

The annual Aging Infrastructure Planning Report has identified a need for additional funding to maintain the City's roads to the current level of service. The impact of this funding gap has been partially mitigated in the last few years by low paving contract prices and the allocation of provisional funds. \$700,000 of additional funding was approved in the 2013 Capital Budget that will help to close this gap over the short term.

Paving is tentatively scheduled to commence in April 2013, or earlier as weather permits, and will continue until approximately the end of October 2013. Residents and businesses impacted by construction will receive hand delivered letters in advance of construction, road advisories will be advertised in local newspapers and the schedule will be posted on the City's website.

Included in **Attachment 1** is a list of the primary paving sites included in the 2013 Paving Program.

As with past years, it is possible that identified paving locations cannot be completed due to conflict with development projects that are not known at this time. Should the seasonal paving restrictions permit, any new development related paving locations would be replaced with the secondary paving locations. See **Attachment 2** for a list of the secondary paving sites. A map for all proposed paving sites is also attached (**Attachment 3**).

The tender for last year's Paving Program (2012) was issued to the market in December 2011 and awarded to Imperial Paving Ltd. At that time, asphalt paving unit rates were lower than the average of the previous four years due to the prevailing market conditions. To maximize the benefit of these low rates to the City, an extension clause was included in the Contract language that would allow the City and the Contractor, by mutual agreement to extend the contract through 2013.

Imperial Paving Ltd, the City's current contractor has indicated that they are willing to extend the 2012 Contract rates into 2013.

Asphalt paving costs are heavily influenced by oil pricing and have fluctuated widely in past years. In 2012, bids received for paving work outside the scope of the paving program were higher than the paving program rates. Based on this experience, extending the 2012 Paving Program rates through 2013 presents the best value and staff are preparing the award documents for this extension.

The 2012 Paving Program included an amendment to the City's standard tendering practices that reflects upon the City's environmental initiatives and allows for the use of recycled asphalt. Imperial Paving will continue to be encouraged to employ sustainable methodologies, practices and materials that would assist in reducing harmful emissions, in direct alignment with the City's sustainability goals.

The 2013 Paving Program is funded through the Capital Budget as follows:

Available Funding	Amount (\$)
2013 Annual Asphalt Re-Paving Program - MRN - Recurring	\$ 831,000
2013 Annual Asphalt Re-Paving Program - Non-MRN – Recurring	\$ 2,460,000
2013 Asphalt Re-Paving Program - Non-MRN Backlog Management	\$ 700,000
Total Available Funding	\$ 3,991,000
Estimated Program	
2013 Primary Paving Program – Attachment 1	\$ 3,984,000
Funding Remaining	\$ 7,000

Financial Impact

Funding for the paving program was considered and approved by Council as part of the 2013 Capital Budget.

Conclusion

The 2013 Paving Program is scheduled to commence in April and the contract extension is in the process of being awarded.

While a deficit exists in the annual paving program funding that will make future maintenance of roads challenging, it is anticipated that the current low paving contract price and the \$700,000 of additional capital funding for 2013 will allow service levels to be maintained over the short term.



Milton Chan, P. Eng.
Acting Manager, Engineering D&C
(604-276-4377)



for Wasim Memon, C.E.T.
Supervisor – Inspections
(604-247-4189)

ATTACHMENT 1

2013 PAVING PROGRAM – PRIMARY LOCATIONS

LOCATION	FAULTS
Knight Street – City's Portion - North and South Bound lanes	- MRN Treatment
Knight Street and Westminster Highway Intersection	- MRN Treatment
5000 Block Blundell Road	- Utility cuts, pavement cracking
6000 Block Blundell Road	- Utility cuts, pavement cracking
9000 Block Blundell Road	- Utility cuts, pavement cracking
10000 Block Blundell Road	- Utility cuts, pavement cracking
11000 Block Blundell Road	- Utility cuts, pavement cracking
7000 Block Alderbridge Way	- Utility cuts, pavement cracking
8000 Block Lansdowne Road	- Utility cuts, pavement cracking
13000 Westminster Highway (Knight Street – No.6 Road)	- Utility cuts, pavement cracking
9000 Block Geal Road (Groat Avenue to Williams Road)	- Utility cuts, pavement cracking
2000 Block Great Canadian Way (Bridgeport Rd to Beckwith Rd)	- Utility cuts, pavement cracking
4000 Block Garden City Road	- Utility cuts, pavement cracking
7000 Block No.5 Road	- Utility cuts, pavement cracking

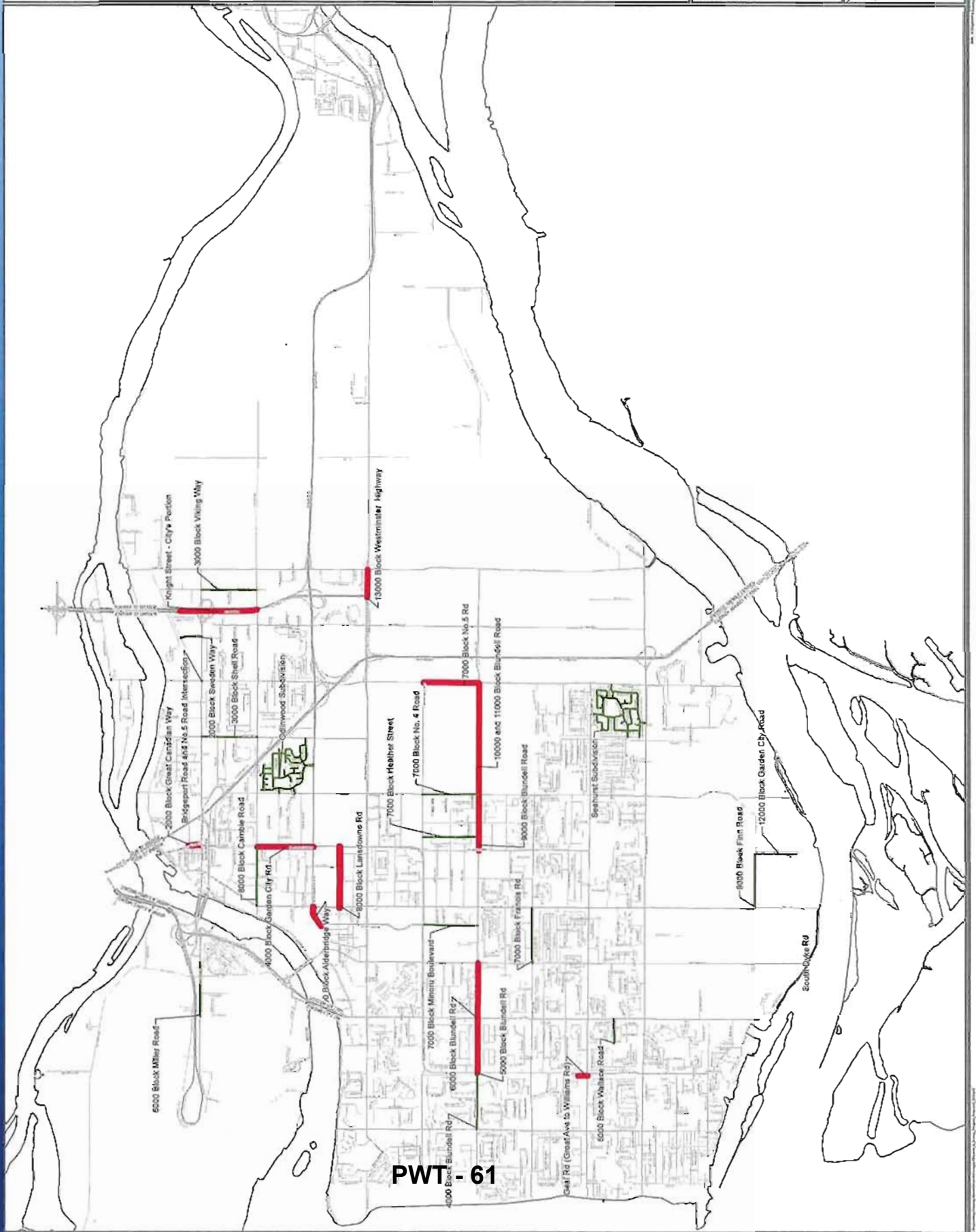
ATTACHMENT 2

2013 PAVING PROGRAM - SECONDARY LOCATIONS

LOCATION	FAULTS
2000 Block Sweden Way	- Utility cuts, pavement cracking
5000 Block Wallace Road	- Utility cuts, pavement cracking
6000 Block Miller Road	- Utility cuts, pavement cracking
South Dyke (No.2 Road to No.3 Road)	- Utility cuts, pavement cracking
8000 Block Cambie Road	- Utility cuts, pavement cracking
7000 Block Minoru Boulevard	- Utility cuts, pavement cracking
3000 Block Shell Road	- Utility cuts, pavement cracking
7000 Block No.4 Road	- Utility cuts, pavement cracking
3000 Block Viking Way	- Utility cuts, pavement cracking
8000 Block Finn Road	- Utility cuts, pavement cracking
12000 Block Garden City Road	- Utility cuts, pavement cracking
Bridgeport Road and No.5 Road Intersection	- MRN Treatment
6000 Block Steveston Highway (No.2 Road to Firehall)	- MRN Treatment
4000 Block Blundell Road	- Utility cuts, pavement cracking
7000 Block Francis Road	- Utility cuts, pavement cracking
7000 Block Heather Street	- Utility cuts, pavement cracking
Odlinwood Subdivision	- Utility cuts, pavement cracking
Seahurst Subdivision	- Utility cuts, pavement cracking

Legend

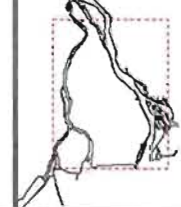
- PRIMARY
- SECONDARY



PWT - 61

Project Status: February 19th, 2013
Project ID: 10000

This map is intended to provide a general overview of the proposed paving program. It is not intended to be a final design or construction document. The City of Richmond reserves the right to make changes to the program at any time without notice. The City of Richmond is not responsible for any errors or omissions on this map. The City of Richmond is not responsible for any damages or liabilities arising from the use of this map. The City of Richmond is not responsible for any claims or lawsuits arising from the use of this map. The City of Richmond is not responsible for any claims or lawsuits arising from the use of this map.





City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** January 10, 2013
From: John Irving, P.Eng. MPA **File:** 10-6060-00/Vol 01
Director, Engineering
Re: Excess and Extended Services and Latecomer Charges Administrative Procedure

Staff Recommendation

1. That Development Application Fees Bylaw No. 8951, Amendment Bylaw 8982 be introduced and given first, second and third readings.
2. That Consolidated Fees Bylaw No. 8636, Amendment Bylaw 8983 be introduced and given first, second and third readings.

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

Att. 2

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
Building Approvals	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS: GI

Staff Report

Origin

Developments that significantly alter land use or increase density on a property often require infrastructure improvements to support the new or improved land use. Infrastructure improvements required for development are generally supplied or financed by the development that makes them necessary.

From time to time developers are required to perform an infrastructure upgrade that benefits properties beyond their own with an upgraded size in excess of that required to support their development. Section 939 of the Local Government Act gives local governments the ability to require excess or extended services (EES) and it also allows the providing developer the ability to recover the cost of EES from benefitting property owners through latecomer charges.

While the Local Government Act lays out the legal framework for recovery of EES, there are a number of details and process issues that are left to the municipality. Staff are implementing an Excess and Extended Services and Latecomer Charges Administrative Procedure which addresses those elements and outlines a process that will guide staff and developers through development of latecomer agreements. Over the last 15 years, the City has entered into and managed a small number of latecomer agreements which were developed on an as required basis.

Analysis

Section 939 of the Local Government Act allows local governments to require property owners that are subdividing or developing land to provide EES. EES are defined as:

- A) A portion of a highway system that will provide access to land other than the land being subdivided or developed, and
- B) A portion of a water, sewage or drainage system that will serve land other than the land being subdivided or developed.

Section 939 also allows for those providing EES to recover the cost of the EES from benefiting property owners through latecomer charges. Latecomer charges are collected by the local government and paid to the provider of the EES on an annual basis. Section 939 limits the period that latecomer charges can be collected to 15 years from completion of the EES.

Staff are implementing an Excess and Extended Services and Latecomer Charges Administrative Procedure that builds on Section 939 and outlines a process for developers in the City of Richmond to enter into and manage latecomer agreements that recover costs for the EES. The administrative procedure identifies:

- The requirement relating to latecomer agreement application;
- The form of the latecomer agreement;
- How the latecomer charges will be calculated;
- What costs can be included in a latecomer charge;

- When latecomer charges will be collected;
- When accrued latecomer charges will be forwarded to the developer providing the EES;
- The notification process for benefiting properties; and
- The payment of a fee to the City for administering a latecomer agreement for EES.

The Excess and Extended Services and Latecomer Charges Administrative Procedure will add consistency and certainty to the development of future latecomer charges.

The current Subdivision and Development Bylaw No. 8751 enables the General Manager of Engineering to enter into latecomer agreements on behalf of the City.

The current Excess or Extended Services and Latecomer Payment Interest Rate Establishment Bylaw No. 6936 prescribes the interest rate to be utilized for latecomer charges.

Bylaw Amendments

The Excess and Extended Services and Latecomer Charges Administrative Procedure identifies a fee for administering latecomer agreements for excess or extended services. The following two City Bylaw amendments are required to facilitate collection of the administration fee:

1. Development Application Fees Bylaw No. 8951, Amendment Bylaw 8982 (Attachment 1), requires those entering into a latecomer agreement for excess or extended services to pay an administration fee specified in the Consolidated Fees Bylaw No. 8636.
2. Consolidated Fees Bylaw No. 8636, Amendment Bylaw 8983 (Attachment 2), identifies the fee for administration of a latecomer agreement as \$5,000. The administration fee is intended to offset City expenses required during the approval process and up to 15 year administration of the latecomer agreement.

Stakeholder Consultation

The Excess and Extended Services and Latecomer Charges Administrative Procedure was presented to both the Urban Development Institute (UDI) and the Small Builders Association for feedback. The response was generally positive, with some concerns registered regarding the Latecomers Administration Fee.


Financial Impact

None.

Conclusion

Section 939 of the Local Government Act allows local governments to require developers to provide EES and also allows developers to recover the cost of EES they provide from benefiting properties. Staff are implementing an Excess and Extended Services and Latecomer Charges Administrative Procedure that builds on Section 939, outlining a process for developing and executing latecomer agreements within the City of Richmond that adds clarity and improves

consistency for the latecomer process. It also identifies an administration fee that will be required from proponents entering a latecomer agreement. Amendments to the Development Application Fees Bylaw No. 8951 and the Consolidated Fees Bylaw No. 8636 are required to implement the administration fee.



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

LB:lb



**Development Application Fees Bylaw No. 8951,
Amendment Bylaw 8982**

The Council of the City of Richmond enacts as follows:

1. **Development Application Fees Bylaw No. 8951** is amended by:
 - (a) deleting the title of section 1.12 and substituting "**Servicing Agreements and Latecomer Agreements**"; and
 - (b) adding the following after section 1.12.2:

"1.12.3 Every **applicant** for a latecomer agreement for excess or extended services, as defined in section 939 of the *Local Government Act*, must pay the applicable fee specified in the Consolidated Fees Bylaw No. 8636 prior to execution of the latecomer agreement."
2. This Bylaw is cited as "**Development Application Fees Bylaw No. 8951, Amendment Bylaw No. 8982**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>U3</i>
APPROVED for legality by Solicitor <i>h</i>



Consolidated Fees Bylaw No. 8636, Amendment Bylaw 8983

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Consolidated Fees Bylaw No. 8636, as amended, is further amended by deleting the heading "***Servicing Agreements***" and substituting "***Servicing Agreements and Latecomer Fees***" in the schedule entitled "Schedule – Development Application Fees".
2. The Consolidated Fees Bylaw No. 8636, as amended, is further amended by adding the following after Section 1.12.1 in the schedule entitled "Schedule – Development Application Fees":

<u>Section</u>	<u>Application Type</u>	<u>Base Fee</u>	<u>Incremental Fee</u>
Section 1.12.3	Latecomer Agreement	\$5,000	Not Applicable



3. This Bylaw may be cited as "**Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 8983**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER