



Public Works and Transportation Committee

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, September 23, 2015
4:00 p.m.

Pg. # ITEM

MINUTES

PWT-4

*Motion to adopt the **minutes** of the meeting of the Public Works and Transportation Committee held on July 22, 2015.*



NEXT COMMITTEE MEETING DATE

October 21, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

PRESENTATION

Cameron Cartiere, Associate Professor, Emily Carr University of Art and Design, to present on the Pollinator Pasture at Bridgeport Industrial Park.

PLANNING AND DEVELOPMENT DIVISION

1. **TRANSLINK 2016 CAPITAL PROGRAM COST-SHARING SUBMISSIONS**
(File Ref. No. 01-0154-04) (REDMS No. 4618500 v. 2)

PWT-9

See Page PWT-9 for full report

Designated Speaker: Victor Wei

STAFF RECOMMENDATION

- (1) *That the submission of pedestrian, bicycle and transit facility improvement projects for cost-sharing as part of the TransLink 2016 Bicycle Infrastructure Capital Cost Sharing Regional Needs Program and Transit-Related Road Infrastructure Program, as described in the report, titled, “TransLink 2016 Capital Program Cost-Sharing Submissions” dated August 17, 2015 from the Director, Transportation, be endorsed.*
- (2) *That, should the above submissions be successful and the projects receive Council’s approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2016 Capital Plan and the 5-Year Financial Plan (2016-2020) be updated accordingly dependant on the timing of the budget process.*
- (3) *That the Chief Administrative Officer and the Director, Transportation be authorized to execute a data licensing agreement with TransLink to obtain the 2011 Trip Diary dataset for Richmond.*



ENGINEERING AND PUBLIC WORKS DIVISION

2. **DRAINAGE, DYKE AND SANITARY SEWER SYSTEM BYLAW NO. 7551, AMENDMENT BYLAW NO. 9219**
(File Ref. No. 12-8060-20-009219) (REDMS No. 4505875)

PWT-15

See Page PWT-15 for full report

Designated Speaker: Romeo Bicego

STAFF RECOMMENDATION

That Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 9219, be introduced and given first, second and third readings.



3. **SERVICING AGREEMENT WITH ECOWASTE INDUSTRIES LTD.**
(File Ref. No. 10-6060-01) (REDMS No. 4687425 v. 2)

PWT-20

See Page PWT-20 for full report

Designated Speaker: Lloyd Bie

STAFF RECOMMENDATION

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to finalize and execute a Servicing Agreement between the City and Ecowaste Industries Ltd., to fill and preload Savage Road between Williams Road to Francis Road and to fill and preload Francis Road from Savage Road to a point 210 m to the east, containing the material terms and conditions set out in the staff report titled “Servicing Agreement with Ecowaste Industries Ltd.” dated August 31, 2015 from the Director, Engineering.



4. **2015 CLOTHES WASHER REBATE PROGRAM UPDATE**

(File Ref. No. 10-6650-02) (REDMS No. 4714455)

PWT-26

See Page PWT-26 for full report

Designated Speaker: Lloyd Bie

STAFF RECOMMENDATION

- (1) *That the City extends the current partnership with BC Hydro to the end of this year to offer a combined rebate program, which will provide a rebate of up to \$200, equally cost shared between BC Hydro and the City, for the replacement of an inefficient clothes washer with a new high efficiency one; and*
- (2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute an updated agreement with BC Hydro to extend the current program and update the specifications.*



5. **MANAGER’S REPORT**

ADJOURNMENT





Public Works and Transportation Committee

Date: Wednesday, July 22, 2015

Place: Anderson Room
Richmond City Hall

Present: Councillor Chak Au, Chair
Councillor Harold Steves
Councillor Ken Johnston
Councillor Alexa Loo
Mayor Malcolm Brodie

Absent: Councillor Derek Dang

Also Present: Councillor Carol Day

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on June 17, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

September 23, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

Public Works & Transportation Committee
Wednesday, July 22, 2015

PLANNING AND DEVELOPMENT DIVISION

1. SOUTHWEST AREA TRANSPORT PLAN – STRUCTURE AND PROCESS

(File Ref. No. 01-0154-04) (REDMS No. 4573211 v. 2)

Victor Wei, Director, Transportation, provided background information and in reply to queries from Committee commented on the value of having a member of Council participate in the Southwest Area Transport Plan Senior Advisory Committee. Also, he advised that input regarding the Plan will be sought from stakeholders as well as the general public.

Discussion took place on selecting a member of Council to represent the City at the Southwest Area Transport Plan Senior Advisory Committee and it was noted that the Chair of the Public Works and Transportation Committee has traditionally filled this role. As a result of the discussion, the following **motion** was introduced:

It was moved and seconded

That Councillor Chak Au be appointed to TransLink's Southwest Area Transport Plan Senior Advisory Committee to provide input into the development of the Southwest Area Transport Plan.

CARRIED

2. UPDATE ON GEORGE MASSEY TUNNEL REPLACEMENT PROJECT

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 4595519 v. 3)

Mr. Wei commented on the relocation of the BC Hydro transmission line as part of the proposed decommissioning of the George Massey Tunnel (GMT). He advised that although BC Hydro has indicated an overhead crossing as their preferred option, they have indicated that they remain committed to a public consultation anticipated for fall 2015, following which a final decision will be made on the relocation of the transmission line.

Discussion took place on a new configuration to the existing interchange at Steveston Highway and Highway 99, and Committee expressed concern with current fill activities at said interchange. Mr. Wei advised that staff would follow up with the Ministry of Transportation and Infrastructure (MoTI) regarding these activities.

An article titled "B.C. auditor general adds dozens of items to her to-do list" from the *Vancouver Sun* dated July 22, 2015 (copy on file, City Clerk's Office) was referenced and it was noted that Carol Bellringer, Auditor General for British Columbia, anticipates reviewing the need to replace the GMT; it was suggested that a letter be sent to her outlining the City's concerns with respect to the project.

Public Works & Transportation Committee

Wednesday, July 22, 2015

Discussion took place on the MoTI's position on decommissioning the GMT, and it was noted that, at a luncheon earlier this month, Minister Todd Stone advised that a decision on the matter had not been made. It was suggested that the letter to the Auditor General make reference to the aforementioned discussion.

Discussion then took place on transportation alternatives to alleviate traffic along the Highway 99 corridor and reference was made to past alternatives such as a new bridge to Vancouver across the Boundary Road right-of-way. Also, suggestions regarding a light rail transit corridor adjacent to the GMT were discussed.

In reply to query from the Chair, Mr. Wei advised that if there are a number of other transportation related concerns Council wishes to pursue, a staff referral on the matter would be suitable.

It was moved and seconded

- (1) That the staff report titled "Update on George Massey Tunnel Replacement Project" dated July 10, 2015 from the Director, Transportation, be forwarded to the Ministry of Transportation & Infrastructure's George Massey Tunnel Replacement project team for consideration in the development of the Project Definition Report;*
- (2) That a letter be sent to BC Hydro, advising that, should the George Massey Tunnel be decommissioned, the City's preferred options for the relocation of the BC Hydro transmission line from the tunnel would be either an underground crossing of the Fraser River or attached to the new bridge; and*
- (3) That a letter be sent to the Auditor General for British Columbia outlining Council's concerns with respect to the replacement of the George Massey Tunnel.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

3. PILOT MULTIFAMILY CONDOMINIUM ENERGY ADVISOR PROGRAM

(File Ref. No. 10-6125-07-02) (REDMS No. 4600669 v. 4)

It was moved and seconded

That the development and implementation of a Pilot Multifamily Condominium Energy Advisor Program, as outlined in the staff report dated June 22, 2015, from the Director, Engineering, be endorsed.

CARRIED

3.

Public Works & Transportation Committee
Wednesday, July 22, 2015

4. AGEING INFRASTRUCTURE PLANNING – 2015 UPDATE

(File Ref. No. 10-6060-04-01) (REDMS No. 4582509 v. 6)

In reply to a query from Committee, John Irving, Director, Engineering, spoke on infrastructure replacement funding levels, noting that the City's strategy of gradual rate increases to close the indentified funding gaps has substantially addressed the issue.

It was moved and seconded

That staff utilize the attached "Ageing Infrastructure Planning – 2015 Update" report dated June 26, 2015 from the Director, Engineering as input in the annual utility rate review and capital program process.

CARRIED

5. AGEING FACILITY INFRASTRUCTURE – UPDATE

(File Ref. No. 06-2050-01) (REDMS No. 4578048 v. 7)

It was moved and seconded

That staff utilize the attached "Ageing Facility Infrastructure – Update" report dated June 15, 2015 from the Director, Engineering, as input in the annual capital and operating budget preparation process.

CARRIED

6. MANAGER'S REPORT

(i) Stage 3 Water Restrictions

Tom Stewart, Director, Public Works Operations, spoke on the stage 3 water restrictions now in effect, and commented on interdepartmental efforts to manage the restrictions. In reply to a query from Committee, Mr. Stewart advised that a low snow pack resulted in lower than usual water levels in reservoirs.

(ii) Asia-Pacific Gateway Corridor Initiative

Mr. Wei provided background information regarding proposed road improvement projects as part of the Asia-Pacific Gateway Corridor Initiative and highlighted that the City's submitted projects have been approved in principle. He advised that a memorandum to Council with additional details is forthcoming.

(iii) McArthurGlen Mall

In reply to a query from the Chair, Mr. Wei advised that since the opening weekend of the McArthurGlen Mall, staff have not received any traffic complaints.

Public Works & Transportation Committee
Wednesday, July 22, 2015

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:41 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, July 22, 2015.

Councillor Chak Au
Chair

Hanieh Berg
Committee Clerk




City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** August 17, 2015
From: Victor Wei, P. Eng.
Director, Transportation **File:** 01-0154-04/2015-Vol 01
Re: **TransLink 2016 Capital Program Cost-Sharing Submissions**

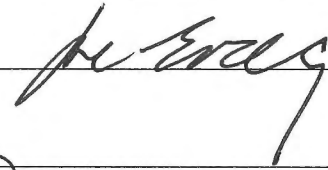


Staff Recommendation

1. That the submission of pedestrian, bicycle and transit facility improvement projects for cost-sharing as part of the TransLink 2016 Bicycle Infrastructure Capital Cost Sharing Regional Needs Program and Transit-Related Road Infrastructure Program, as described in the report, titled, "TransLink 2016 Capital Program Cost-Sharing Submissions" dated August 17, 2015 from the Director, Transportation, be endorsed.
2. That, should the above submissions be successful and the projects receive Council's approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2016 Capital Plan and the 5-Year Financial Plan (2016-2020) be updated accordingly dependant on the timing of the budget process.
3. That the Chief Administrative Officer and the Director, Transportation be authorized to execute a data licensing agreement with TransLink to obtain the 2011 Trip Diary dataset for Richmond.



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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Division	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

Each year, municipalities may submit road, bicycle and transit-related improvement projects for 50-50 funding consideration from TransLink's capital cost-share funding programs. This staff report presents the proposed submissions from the City to TransLink's 2016 capital cost-sharing programs, which support the goals of the City's *Official Community Plan* as well as Council's priorities for Term Goal #3 A Well-Planned Community:

3.3 *Effective transportation and mobility networks.*

Analysis

Major Road Network and Bike (MRNB) Upgrade Program

The MRNB Program provides allocated funding for capital improvements to the major roads across the region that comprise the MRN and the construction of bicycle facilities both on and off the MRN. Since 2013, there has been no allocated funding available to municipalities from TransLink for the annual MRNB Upgrade Program due to financial constraints. To mitigate this circumstance, TransLink provides municipalities with options to transfer funding from their allocation within the OMR (Operations, Maintenance and Rehabilitation) Program. This mechanism allows municipalities to transfer a funding allocation from O&M (operations, maintenance and non-pavement rehabilitation) to R (pavement rehabilitation), and then from R to MRNB Upgrade.

During 2013 through 2015, the City transferred funding from OMR to the MRNB Upgrade Program (an average of \$335,000 each year over the three year period) to support the construction and installation of road and bicycle infrastructure improvements. As shown in Table 1 below, the proposed Crosstown Bikeway (Phase 2) project will receive up to a total of \$210,000 in funding from TransLink's 2015 MRNB Upgrade Program.

Table 1: Project to Receive Funding from 2015 MRNB Program

Project Name/Scope	TransLink 2015 Funding ⁽¹⁾	Est. Total Project Cost
Crosstown Bikeway (Phase 2): Upgrade existing off-street pathway in Blundell Park to a paved multi-use pathway, upgrade existing special crosswalk at Gilbert Road-Lucas Road to a pedestrian signal, and install signage and pavement markings	\$210,000	\$420,000

(1) The amount shown represents the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

However, no further annual transfers are proposed as continuing these transfers would incur the trade-off of decreasing funding intended for MRN maintenance and rehabilitation.

Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program

While there is no allocated funding available for the 2016 MRNB Upgrade Program, TransLink does offer \$1.55 million on a competitive basis for bicycle infrastructure projects of regional significance through the BICCS Regional Needs Program. Due to funding constraints, municipalities are permitted to submit only one project each for TransLink 50-50 cost-share

funding up to a maximum of \$250,000. The City proposes to submit the following project for consideration to be included in the 2016 BICCS Regional Needs Program:

- *River Drive Multi-Use Pathway*: construction of a two-way paved 3.0 m wide asphalt pathway for pedestrians and cyclists on the south side of River Drive between No. 4 Road and Van Horne Way including pedestrian lighting (see Attachment 1). There are currently no pedestrian facilities on this section of River Drive and the City has received requests from residents of the Tait neighbourhood for a pedestrian connection to the Bridgeport Canada Line Station. The pathway will enable a safe pedestrian connection plus enhance access to the Canada Line Bridge for cyclists.

This application would be the first of a two-year accrual process over the 2016 and 2017 periods with \$250,000 being requested each year towards the total estimated cost of \$1,110,000. An application to the Province of BC's 2016-2017 BikeBC program will also be made seeking 50-50 cost-sharing of the balance of \$610,000 (i.e., \$1,110,000 total cost less \$500,000 accrued TransLink funding). The project will not proceed in 2017 unless the City is successful with all external cost-share funding applications.

Transit-Related Road Infrastructure Program (TRRIP)

TransLink's TRRIP provides funding for roadway infrastructure facilities required for the delivery of transit services in the region. As shown in Table 2, several City transit-related projects will receive up to a total of \$145,950 in funding from TransLink's 2015 TRRIP.

Table 2: Projects to Receive Funding from 2015 TRRIP

Project Name/Scope	TransLink 2015 Funding ⁽¹⁾	Est. Total Project Cost
Addition of Landing Pad to Bus Stop: 21 locations	\$75,950	\$151,900
Installation of Advance Left-turn Arrow to Traffic Signal: 3 locations ⁽²⁾	\$70,000	\$140,000
Total	\$145,950	\$291,900

- (1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.
- (2) The locations are: (i) westbound Cook Road to southbound No. 3 Road; (ii) northbound Garden City Road to westbound Cook Road; and (iii) southbound No. 3 Road to eastbound Park Road.

TransLink funding of \$1.0 million is available for cost-sharing under the 2016 TRRIP. As TRRIP has no block funding formula, there is no allocated amount of eligible funding for the City. Projects proposed to be submitted by the City for cost-sharing under the 2016 TRRIP are:

- *Bus Stop Upgrades*: continued retrofits to various existing bus stops to provide for universal accessibility (i.e., installation of a landing pad and/or connecting sidewalk for wheelchair users), installation of bus stop benches and shelters, and construction of connecting pathways to provide access to/from the bus stop. The exact bus stop locations for these upgrades will be determined through feedback from transit users and consultation with Richmond Centre for Disability. Typically, 10 to 15 bus stops are upgraded each year at an estimated cost of \$200,000.

Additional projects may be identified for submission to TransLink prior to its annual program deadline (e.g., installation of advance left-turn arrows at selected intersections to facilitate turning movements for buses in order to increase service reliability).

Requested Funding and Estimated Project Costs

The total requested funding for the above 2016 submissions to TransLink's capital cost-sharing programs is \$350,000 as summarized in Table 3, which will support projects with a total estimated cost of \$1,310,000.

Table 3: Projects to be Submitted to 2016 TransLink Cost-Share Programs

TransLink Funding Program	Project Name/Scope	Proposed City's Portion & Funding Source for 2016	Proposed TransLink 2016 Funding⁽¹⁾	Est. Total Project Cost
BICCS Regional Needs Program	River Drive (No. 4 Road-Van Horne Way): new multi-use pathway on south side including pedestrian lighting	N/A (to be considered as a 2017 capital project)	\$250,000	\$1,110,000
TRRIP	Existing Bus Stop Upgrades	2016 Transit-Related Road Improvement Program: \$100,000	\$100,000	\$200,000
TOTAL		\$100,000	\$350,000	\$1,310,000

(1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

Should the submissions be successful and the projects receive Council's approval via the annual capital budget process, the City would enter into funding agreements with TransLink. The agreements are standard form agreements provided by TransLink and include an indemnity and release in favour of TransLink. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements. The 2016 Capital Plan and the 5-Year Financial Plan (2016-2020) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

TransLink 2011 Trip Diary

TransLink has an on-going data collection and analytics program to monitor and report on the use and performance of Metro Vancouver's multi-modal transportation system. The primary objective of TransLink's regularly conducted Regional Trip Diaries is to obtain information on 24-hour weekday travel from a random sample of Metro Vancouver residents.

The 2011 Trip Diary is the most recent survey and TransLink has prepared releasable datasets of the results for member municipalities. As this information would assist the City with land use and transportation planning as well as continuous assessment of the effectiveness of investments on infrastructure for alternative transportation such as those proposed in this report, staff recommend that the City execute a data licensing agreement with TransLink to obtain the dataset for Richmond. The agreement is provided by TransLink and includes an indemnity and release in favour of TransLink. Staff recommend that the Director, Transportation be authorized to execute the agreement.

Financial Impact

As shown in Table 3, the proposed City cost is \$100,000 for TRRIP which will be considered during the 2016 capital budget process. The proposed City's cost for the multi-use pathway on River Drive is anticipated to be \$305,000 based on successful cost-share applications to both TransLink and the provincial BikeBC program (i.e., \$1,110,000 total cost less two-year accrual of \$500,000 from TransLink, less \$305,000 from BikeBC), which will be considered during the 2017 capital budget process. Implementation of the pathway project is contingent upon all

external cost-share applications being approved. Both projects would have operating budget impacts that would be incorporated as part of the annual budget process.

Conclusion

A number of pedestrian, bicycle route and transit-related facility improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2016 that would support the Council Term Goal with respect to "A Well Planned Community" as well as the goals of the Official Community Plan. Significant benefits for those using sustainable travel modes in terms of new infrastructure that provides safety and accessibility enhancements would be achieved should these projects be approved by TransLink and Council.


Joan Caravan
Transportation Planner
(604-276-4035)

JC:jc

Att. 1: Proposed Cost-Share Pedestrian and Cycling Infrastructure Project

Proposed Multi-Use Pathway on River Drive





City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: September 3, 2015


From: Tom Stewart, ASCT.
Director, Public Works

File: 10-6045-00/Vol 01

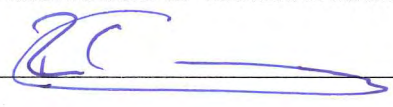

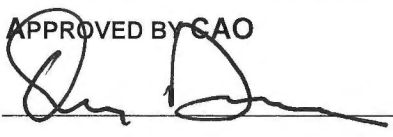
Re: Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment
Bylaw No. 9219

Staff Recommendation

That Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 9219, be introduced and given first, second and third readings.


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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

The City's existing Drainage, Dyke and Sanitary Sewer System Bylaw 7551 lacks provisions to allow staff to enter private property to conduct inspection and maintenance of City drainage and sanitary sewer systems. Even though these systems are located on City rights-of-way within private property, staff require Council's authority to enter onto private property in order to access, inspect and maintain these systems. This report, therefore, seeks Council's approval for the necessary amendments to Bylaw 7551 to allow access onto private property, when required.

Analysis

Inspection and maintenance of the City's drainage and sanitary sewer infrastructure is critical to ensuring the systems are functioning properly on an on-going basis. Regular maintenance is particularly important to help avoid flooding incidences on City and private property during heavy storms as well as helping to avoid blockages and potential breaks in the sanitary sewer system. City inspection and maintenance activities are not only beneficial in avoiding costly repairs to the City systems if adequate maintenance is not done, but is also beneficial to residents in helping to avoid flooding to their properties and/or sanitary sewer breaks or service disruptions impacting their properties.

In most cases, staff receive the cooperation of residents to provide access to their property for inspection and maintenance activities. However, there can be occasions where the public may be reluctant and can refuse access. This can lead to unnecessary damage and costly repairs to the City sanitary sewer and drainage infrastructure and potential future service failures impacting the property owner/s. Staff are seeking appropriate authority through amendments to Bylaw 7551 to allow access to private property in order to:

1. Ensure the provisions of the bylaw are being adhered to in relation to the requirements of property owners to connect to these City systems.
2. Conduct inspections and maintenance of the City sanitary sewer and drainage systems.
3. Undertake necessary repairs to the City's sanitary sewer and drainage systems.

Language is also proposed that would prevent a property owner from restricting access by City representatives for the above activities.

Financial Impact

None.

Conclusion

This report seeks administrative amendments to Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551 to permit access to private property for the purposes of conducting inspections and any required maintenance activities to the City's sanitary sewer and drainage systems on City rights-of-way. By ensuring City staff can access these systems by entering onto private

property, necessary infrastructure maintenance activities can be undertaken, thereby avoiding potential future property damage from flooding and/or sewer blockages.

A handwritten signature in black ink, appearing to read 'R. Bicego', written in a cursive style.

Romeo Bicego
Manager, Sewerage & Drainage
(604-244-1209)

Att. 1: Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw 9219



City of Richmond

Bylaw 9219

Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 9219

The Council of the City of Richmond enacts as follows:

1. The Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, as amended, is further amended:

- (a) by adding section 1.4 as follows:

“1.4 Inspection and Maintenance

- 1.4.1 Subject to section 16 of the *Community Charter*, an employee of, or other person authorized by, the **City** may access, enter into or upon private property to:

- (a) inspect and determine compliance with the provisions of this bylaw;
 - (b) inspect and investigate the **City’s sanitary sewer system and drainage system**, including **inspection chambers, manholes**, fixtures and any other works or infrastructure associated with the **City’s sanitary sewer system and drainage system**; and
 - (c) repair, replace and maintain the **City’s sanitary sewer system and drainage system**, at the discretion of the **General Manager of Engineering & Public Works**.

- 1.4.2 No person shall prevent or obstruct, or attempt to prevent or obstruct, access or entry permitted pursuant section 1.4.1 of this bylaw.”

2. This Bylaw is cited as **“Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 9219”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>[Signature]</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

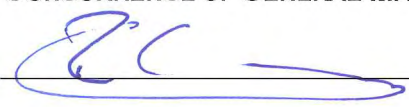


To: Public Works and Transportation Committee
From: John Irving, P.Eng. MPA
Director, Engineering
Date: August 31, 2015
File: 10-6060-01/2015-Vol
01
Re: Servicing Agreement with Ecowaste Industries Ltd.

Staff Recommendation

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to finalize and execute a Servicing Agreement between the City and Ecowaste Industries Ltd., to fill and preload Savage Road between Williams Road to Francis Road and to fill and preload Francis Road from Savage Road to a point 210m to the east, containing the material terms and conditions set out in the staff report titled "Servicing Agreement with Ecowaste Industries Ltd." dated August 31, 2015 from the Director, Engineering.


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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Development Applications	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

Ecowaste Industries Ltd. (“Ecowaste”) is proposing to develop a 170 acre light industrial park on Industrial zoned land, a former landfill site directly south of Blundell Road between Savage Road and No. 7 Road. The proposed land use is light industrial with businesses that focus on intermodal logistics, warehousing and distribution.

To facilitate future site access, on May 27, 2013, Council authorized staff to finalize and execute a Servicing Agreement (SA) between the City and Ecowaste Industries Ltd., to fill and preload Blundell Road from Savage Road to No 7. Road.

Ecowaste has requested the City enter into a second SA to fill and preload Savage Road between Williams Road and Francis Road, and to fill and preload Francis Road from Savage Road to a point 210m to the east, as shown in Attachment 1.

This report is being brought forward to obtain approval to execute a standalone SA in the absence of a rezoning or subdivision report, where authority to enter into a SA is typically sought. The proposed SA’s form will follow that of the City’s typical SA, modified to reflect the unique requirements for this development. Future reports will be brought forward to authorize additional SAs for Ecowaste to construct future road and utility works.

Analysis

Council Approval for the Opening and Development of Savage Road and Francis Road

On December 7, 2011, in the report titled “Ecowaste Industrial Proposal – Road Opening and Development” Council approved the opening and development of road works along Savage Road between Williams Road and Francis Road.

Approval was in part based on an understanding that there would be no net increase in traffic at the south end of the site at Williams Road to/from Steveston Highway/Highway 99 area until additional transportation planning and infrastructure upgrades occur along the Highway 99 corridor, and that traffic control measures would be implemented as part of Ecowaste offsite works to ensure this.

Landfill Operations

Ecowaste has operated the landfill north of Francis Road since 1971 where the landfill received construction/demolition waste and excavation materials. The former landfill site is significantly higher in elevation than the surrounding area.

Lands south of Francis Road and east of Savage Road have been cleared and used for sand and construction material storage.

Overview of Future Savage Road and Francis Road Works

Ultimately, Savage Road will become a two lane road with a shared pedestrian/bike path along the east side and an ALR buffer on the west side. The west side will also include a 1.8m high fence and a screening hedge. Francis Road will become a two lane road with a shared pedestrian/bike path along both sides of the road.

Proposed Filling and Preloading of Savage Road and Francis Road

Ecowaste proposes to fill and preload Savage Road and Francis Road under a standalone SA. The construction of road and utility works will be part of a future SA.

Ecowaste ultimately proposes to construct Savage Road at an existing elevation of 1m at its Williams Road intersection, rising to a 5m elevation along the majority of its length. Francis Road will be constructed at 5m elevation at its Savage Road intersection, rising to a 14m elevation as it interfaces with the private roads that will be constructed to the north. This increase in elevation is proposed as the development's peak land elevation is 18m above sea level. Despite the significant changes in road elevation, roads will be designed to ensure universal accessibility.

Environmentally Sensitive Area and Riparian Management Area

Portions of Savage Road that are proposed to receive fill and preload contain an Environmentally Sensitive Area (ESA) and a Riparian Management Area (RMA). An assessment has been conducted by a registered professional biologist and the City's Environmental Review Process to determine the ESA and RMA's extent within the proposed road area and their compensation values.

As the proposed Savage Road fill and preload works will be contained within the City's road allowance and will be effectively constructed on behalf of the City it will be exempted from the City's Development Permit requirements. To address the fill and preload work's environmental impact to the ESA and the RMA, the City will collect a bond through the fill and preload SA to secure future "like for like" habitat compensation at a nearby location. The bond will be valued at 150% of the assessed compensation value that will include a five year maintenance period.

Any additional environmental impacts related to the larger development site will be addressed through one or more separate Development Permit applications.

Fill and Preload Servicing Agreement

The City's typical form of SA shall be used and modified to reflect the unique requirements for this development. It will be based on, but not limited to, the following terms and conditions:

- Identify the scope of work, including limiting the works to fill and preload of Savage Road and Francis Road at the elevations described above (5m and 5m - 14m, respectively);
- Require the fill material be clean structural/mineral fill (not construction demolition or waste) and meet the appropriate Provincial soil standards for industrial lands;

- Require that Ecowaste maintain records related to the source of the fill material for quality control measures;
- Require Ecowaste to assume environmental liability, and indemnify the City for all costs related to any contamination attributable to their works;
- Identify that fill placed within the City's road/right-of-way be compatible with the future roadway (interim and ultimate), and be placed in accordance with geotechnical recommendations approved by the City;
- Establish the roles and responsibilities of Ecowaste and the City;
- Protect the City's interests;
- Identify the standard to which the works will be built;
- Identify the term of the agreement, including length of the Maintenance Period;
- Include provisions to reduce the City's liability due to Ecowaste's work;
- State the security that the City will hold, and conditions for the release of the security;
- State the insurance requirement that Ecowaste shall maintain; and
- Include indemnity clauses in the City's favor.

Future SA's will be required for road and infrastructure design and will address engineering, transportation and environmental details.

The execution of the fill and preload SA will in no way provide any assurance that the Development Permit or future SA's will be approved.

Agricultural Impacts on or Adjacent to the Agricultural Land Reserve (ALR)

The proposed filling and preload works on Savage Road are not anticipated to impact ALR land or agricultural activities as:

- Fill and preload will only be permitted within the areas designated for future roadway;
- Savage Road is located outside of the ALR and future roadway works will include provisions for an ALR buffer;
- A Development Permit application has been submitted and is being processed to primarily address agricultural buffering; and
- The fill and preload SA and future road and utility SAs will address any drainage impacts on the adjacent lower ALR lands.

The Francis Road alignment does not front ALR land, and the proposed filling and preload works are not anticipated to impact ALR land.

Financial Impact

None

Conclusion

The fill and preload works on Savage Road and Francis Road are critical to Ecowastes's proposed development. Staff recommends support for the works and seeks Council authorization to enter into an SA for the fill and preload works.



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

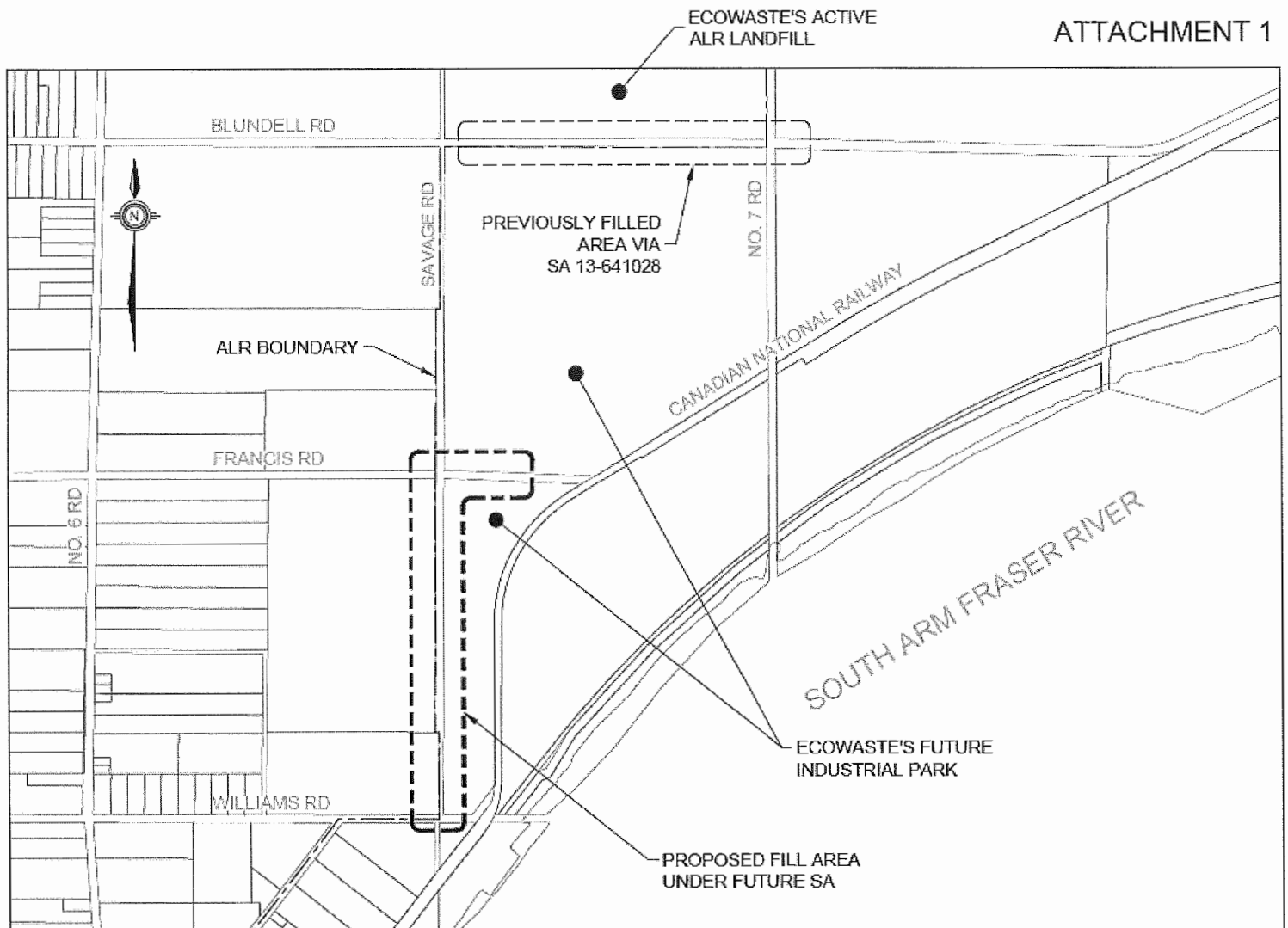


Andy Bell, P.Eng.
Project Engineer
(604-247-4656)

LB:ab

Att. 1: Location Map

ATTACHMENT 1



LOCATION MAP



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: August 28, 2015

From: John Irving, P.Eng. MPA
Director, Engineering

File: 10-6650-02/2015-Vol
01

Re: 2015 Clothes Washer Rebate Program Update

Staff Recommendation

That:

1. the City extends the current partnership with BC Hydro to the end of this year to offer a combined rebate program, which will provide a rebate of up to \$200, equally cost shared between BC Hydro and the City, for the replacement of an inefficient clothes washer with a new high efficiency one;
2. the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to execute an updated agreement with BC Hydro to extend the current program and update the specifications.

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

REPORT CONCURRENCE		
ROUTED TO: Finance Division Water Services	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the March 23, 2015 Regular Council Meeting, Council adopted the following motions:

- (1) That the City partner with BC Hydro to offer a combined rebate program May 1 to June 30 and October 1 to October 31 of this year, which will provide a rebate of up to \$200, equally cost shared between BC Hydro and the City, for the replacement of an inefficient clothes washer with a new high efficiency one;*
- (2) That the scope of the existing toilet rebate program funding be expanded to include clothes washer rebates; and*
- (3) That the CAO and General Manager, Engineering and Public Works, be authorized to execute an agreement with BC Hydro to implement this program.*

This report updates Council on the current status of the Clothes Washer Rebate Program and requests extension of the fall program.

Analysis

2015 Clothes Washer Rebate Program

The program offered by BC Hydro ran from May 1 to June 30 of this year. Program participation was lower than expected, with 40 clothes washer rebates at a total cost of \$2,000 to the City. The specifications for the spring campaign were likely too stringent resulting in fewer models qualifying for the rebate.

In response, BC Hydro has extended the term from one month to two months (October 1 to November 30) and adjusted the specifications for the fall campaign. The fall campaign specifications have been collapsed so that there is one specification for each level of rebate. In the past there were two specifications for the \$50 rebate. As a result, it is anticipated that the City will see an increased number of rebates for the fall program.

Staff recommend the City adjust the specifications for the fall campaign and extend the term to the end of this year to encompass BC Hydro's proposed extension and any future extensions that may be requested.

Financial Impact

Staff recommend that the rebates continue to be funded from the approved toilet rebate program. The toilet rebate program has an annual budget of \$100,000, with \$46,923 remaining in 2015. Staff anticipate that this funding will be sufficient and will report back to Council if there is higher than anticipated participation.

BC Hydro will cover all costs associated with program administration.

Conclusion

BC Hydro has adjusted their specifications and extended the term of the fall Clothes Washer Rebate Program from one month to two months. Council previously agreed to participate in the combined rebate program for the month of October. Staff recommend the City adjust the specifications for the fall campaign and extend the term to the end of this year to encompass BC Hydro's proposed extension and any future extensions that may be requested.



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

LB:ch



Corrine Haer, EIT
Project Engineer
(4026)