

Schedule 3 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Tuesday, September 4, 2018.

ON TABLE ITEM

Date: Sept. 4, 2018
Meeting: Public Hearing
Item: #5

Jesson, Claudia

From: Ellis, Mandy <Mandy.Ellis@portvancouver.com>
Sent: Tuesday, 4 September 2018 15:00
To: CityClerk
Subject: Public Hearing Submission - Attachment: 2018-09-04 Response Ltr - Richmond OCP Bylaw 9000 Amendment Bylaw 9901
Attachments: 2018-09-04 Response Ltr - Richmond OCP Bylaw 9000 Amendment Bylaw 9901.pdf

Good afternoon,

Attached please find a letter addressed to Mayor and Council, which forms the Vancouver Fraser Port Authority's comments for Public Hearing regarding Official Community Plan Bylaw 9000, Amendment Bylaw 9901.

Sincerely,

Mandy Ellis
Public Affairs Specialist



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September 4, 2018

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor and Council:

RE: Richmond OCP Plan Bylaw 9000, Amendment Bylaw 9901

Thank you for providing the Vancouver Fraser Port Authority with an opportunity to comment on the City of Richmond's proposed Amendment Bylaw 9901, which seeks to remove reference from the City of Richmond Official Community Plan to a new interchange at Highway 99 and Blundell Road and the extension of Blundell Road west of Savage Road.

In preparing these comments, we have reviewed your letter to the chair of the Vancouver Fraser Port Authority board of directors, dated July 25, 2018, and the report that was presented to Council on July 23, 2018.

We first want to reiterate our appreciation for the letters of support the City of Richmond provided for our federal funding application for the Portside Blundell Overpass and Upgrade Project, which was submitted to the National Trade Corridors Fund last fall. As you will know from recent announcements, the port authority was successful in securing more than \$200 million from the federal government for projects in the Greater Vancouver area. While the Portside Blundell Overpass and Upgrade Project did not receive a federal funding commitment, it remains a priority for us and we are exploring other options to move it forward, including applying again during the next funding intake round, anticipated for late 2019 or 2020.

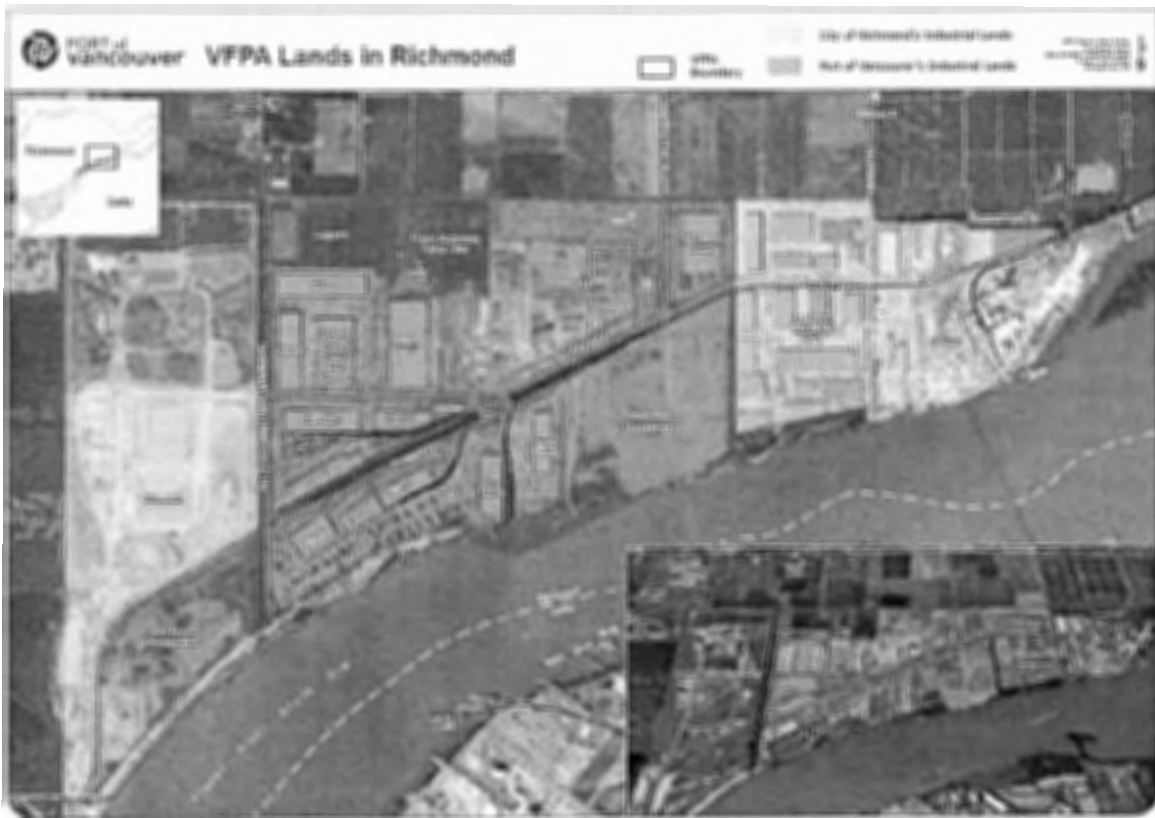
With respect to proposed Amendment Bylaw 9901, we acknowledge your request for the port authority to make short-term improvements within the Fraser Richmond Port Lands in East Richmond. We are committed to working with the City of Richmond, the Blundell Road Business Consortium and other industry stakeholders to determine how best to proceed with these improvements, including discussions regarding cost sharing.

However, we consider a decision to remove reference to a new interchange from the Official Community Plan to be premature, given existing and planned development within the industrial-zoned area located south of Westminster Highway, west of No. 9 Road and east of

... /2

Steveston Highway/Highway 99 interchange. Should Council choose to adopt Amendment Bylaw 9901, we believe it would be prudent to consider transferring the capital dollars identified to support construction of the Blundell Interchange to the East Richmond industrial area where it is desperately needed.

As you will know, the port authority owns several hundred acres of industrial property within East Richmond, most of which was acquired from the City of Richmond through a land exchange, but which represents only a portion of the approximately 1,200 acres of industrial-zoned land and water in the area. As shown in the map below, the City of Richmond has jurisdiction over a significant amount of privately held industrial property in the area.



Within the port authority's East Richmond lands, we do not directly operate any of the industrial or marine terminal properties. Rather, all buildings and businesses are owned by our tenants. Many of these businesses provide services in support of international trade, and all pay taxes to the City of Richmond and sustain jobs for the region. It is estimated that port tenants and the port authority (by way of Payments in Lieu of Taxes) pay a total of approximately \$7 million per year in property tax to the City of Richmond.

Further, as detailed in the Fraser Richmond Port Lands Freight Profile and Gateway Significance memo prepared by Colledge Transportation Consulting Inc. in 2014, port-related businesses operating in the Fraser Richmond Port Lands generated:

- 4,700 person-years of direct employment;
- \$260 million a year in direct wages;
- \$400 million a year in direct gross domestic product (GDP); and
- \$870 million a year in output.

The existing road network, including associated servicing utilities, in the East Richmond industrial area has been built with significant funding from the Vancouver Fraser Port Authority (over \$70 million), the City of Richmond, private industry and other levels of government. These investments were made to support the large-scale development in the area, which has been constructed with some reliance that the Blundell interchange would ultimately materialize as it has been in the City's Official Community Plan for many years.

We understand that Ecowaste is in the process of developing another 170 acres of industrial land to the west of port authority properties that will include several large distribution and logistics warehouse buildings, complete with staging areas and loading docks.

In a traffic study prepared for Ecowaste in 2013, several key municipal road intersections were identified as requiring upgrades, namely:

- Westminster Highway and Nelson Road
- Westminster Highway and No. 8 Road
- Westminster Highway and No. 6 Road
- Nelson Road and Blundell Road
- No. 8 Road and Blundell Road

The Ecowaste study assumed the above intersections were operating at an acceptable Level of Service "D", while not accounting for the unique dynamics of commercial vehicle operation and rail blockage. Our tenants are currently experiencing unacceptable congestion that is negatively impacting their businesses during the day, particularly on Blundell Road. The Ecowaste study assumed a number of intersection upgrades would be made prior to the site being developed; however, some of those upgrades have still not been done. The study also recommends a series of intersection upgrades in both the 2021 and 2026 time horizons when the above intersections are forecast to operate at Level of Service "E" and "F". We also believe there will be other transportation infrastructure upgrades required to replace the anticipated Blundell Interchange, such as additional upgrades to Nelson Road and the widening of Highway 91.

All this combined, a plan to improve the capacity and efficiency of this area is critically necessary. We reiterate our commitment to work collaboratively with you to deliver on transportation needs that would benefit the local economy while also facilitating trade for Canada. To that end, we are requesting Council direct staff to further engage with us to identify and pursue how funding for this needed infrastructure will be shared between government entities, and the timeframe for implementation of these improvements. We would welcome this engagement through the established City of Richmond-Vancouver

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Fraser Port Authority staff liaison committee or another avenue. In the interim, we recommend that Council not approve proposed Amendment Bylaw 9901 so that the long-envisioned interchange at Highway 99 and Blundell Road continues to be considered as part of the City's long-range transportation planning.

Thank you again for the opportunity to provide our comments on this matter. If you wish to discuss further, please do not hesitate to contact me.

Yours truly,

VANCOUVER FRASER PORT AUTHORITY

A handwritten signature in black ink, appearing to read 'Tom Corsie', with a long horizontal flourish extending to the right.

Tom Corsie, PPM
Vice President, Real Estate