



General Purposes Committee

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

**Monday, October 19, 2015
4:00 p.m.**

Pg. # ITEM

MINUTES

GP-4 *Motion to adopt the **minutes** of the meeting of the General Purposes Committee held on October 5, 2015.*



DELEGATION

GP-12 1. Richard Vetter, WealthSmart Incorporated and Stephanie Clarke, Myriad Strategic Marketing, to present on the potential to establish a **Business Improvement Area in Steveston.**

FINANCE AND CORPORATE SERVICES DIVISION

2. **STATUTORY RIGHT OF WAY OVER A PORTION OF 23560 WESTMINSTER HIGHWAY**
(File Ref. No. 06-2285-30-187) (REDMS No. 4571310 v. 2)

GP-15

See Page GP-15 for full report

Designated Speaker: Kirk Taylor

STAFF RECOMMENDATION

- (1) *That the City secure a statutory right of way over ±272.5 m² portion of 23560 Westminster Highway (PID: 027-095-878) from the British Columbia Transportation Financing Authority for Five Thousand Dollars (\$5,000.00) including applicable taxes; and*
- (2) *That the Chief Administrative Officer and the General Manager, Finance & Corporate Services be authorized to negotiate and execute all documentation to effect the transaction detailed in the staff report, dated September 29, 2015, including all agreements and Land Title Office documents.*



LAW AND COMMUNITY SAFETY DIVISION

3. **LESSONS LEARNED FROM THE WINDSTORM OF AUGUST 29, 2015**

(File Ref. No. 09-5125-03-01) (REDMS No. 4727701 v. 2)

GP-21

See Page GP-21 for full report

Designated Speakers: Deborah Procter & Tom Stewart

STAFF RECOMMENDATION

That the staff report titled “Lessons Learned from the Windstorm of August 29, 2015,” dated September 13, 2015, from the General Manager, Law and Community Safety, be received for information.



ENGINEERING AND PUBLIC WORKS DIVISION

4. **UPDATE ON PORT METRO VANCOUVER PROJECT AND ENVIRONMENTAL REVIEW APPLICATION PROCESS**

(File Ref. No. 10-6160-01) (REDMS No. 4746931 v. 4)

GP-28

See Page GP-28 for full report

Designated Speaker: Lesley Douglas

Pg. #

ITEM

STAFF RECOMMENDATION

That comments in the staff report titled “Update on Port Metro Vancouver Project and Environmental Review Application Process” for projects and activities within Port Metro Vancouver’s jurisdiction, dated October 9, 2015 from the Director, Engineering, be forwarded to Port Metro Vancouver, local Members of Parliament and the Federal Ministry of the Environment.

ADJOURNMENT



General Purposes Committee

Date: Monday, October 5, 2015

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Carol Day
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

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 General Purposes Committee held on September 21, 2015, be adopted as circulated.

CARRIED

DELEGATION

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Ed Gavsie, Executive Director, and Pat Watson, Chair, Richmond Cares, Richmond Gives, commented on the collaboration between Volunteer Richmond Information Services and the Richmond Community Foundation and the following information was highlighted:

- Richmond Cares, Richmond Gives' mission is to encourage local philanthropy and to support the charitable sector so that it can better respond to community needs;

General Purposes Committee

Monday, October 5, 2015

- the Child Care Resource and Referral Centre is a positive resource for parents and provides a wide-range of services such as a lending library, and referral information;
- Youth Now is a program that helps post-secondary students develop their leadership skills, along with their understanding of the roles that boards of directors fill and the benefits of being involved as a community leader;
- the Richmond Christmas Fund supports approximately 700 low income families annually by providing grocery vouchers and toys to families in need;
- in partnership with the Richmond Community Foundation over the course of 25 years, approximately \$1 million has been awarded in grants and scholarships;
- Seniors Community Support Services offers seniors services that allow them to stay independent longer; for instance, trained community volunteers provide grocery shopping assistance so that seniors may remain in their own homes longer;
- as the lead agency in Richmond, Volunteer Richmond offers transportation, friendly visiting and light housekeeping services to seniors through the Better at Home program, which is funded by the Government of British Columbia and managed through the United Way of the Lower Mainland; and
- the Information and Volunteer Centre aims to increase volunteerism in the community; also, the volunteer database allows non-profit organizations to post their volunteer opportunities – <http://volunteer.rcrg.org/>.

In reply to queries from Committee, Mr. Gavsie commented on an upcoming change in the management of Child Care Resource Centres across British Columbia, and advised that Volunteer Richmond will be attending upcoming input sessions. Committee requested that Mr. Gavsie keep Council apprised of the matter.

Also, Mr. Gavsie spoke to the Better at Home program, noting that the program has been renewed until July 1, 2016.

General Purposes Committee
Monday, October 5, 2015

FINANCE AND CORPORATE SERVICES DIVISION

1. RICHMOND DIGITAL STRATEGY

(File Ref. No. 04-1300-01) (REDMS No. 4731547 v. 7)

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Grant Fengstad, Director, Information Technology, spoke to the proposed Richmond Digital Strategy, highlighting that it will enable a transition from a service-centric model to a citizen-centric environment. He stated that the proposed Strategy aims to optimize and integrate existing business processes to enable new capabilities.

Mr. Fengstad provided a hypothetical example of how the implementation of the proposed Strategy would allow Richmond residents to carry out an array of local government business needs, from registering for recreational classes to paying property taxes, through one portal. He stated that the implementation of the proposed Strategy will extend the reach of all City online services resulting in improved customer convenience as services, such as bill payments, inquiries, licensing and development related applications will be available on demand, 24 hours a day, 7 days a week.

In reply to queries from Committee, Mr. Fengstad advised that the implementation of the proposed Strategy is estimated to be \$5.5 million over the next three years.

Discussion took place on the protection of information collected and ensuring that privacy is maintained. Mr. Fengstad advised that as segments of the proposed Strategy are implemented, staff would examine best practices to ensure that the best and most secure technology is utilized. Also, he remarked that at the core of the proposed Strategy is the City's ability to be innovative and to provide new services or capabilities.

Mr. Fengstad spoke to the implementation of the proposed Strategy, noting that Council will have the opportunity to review and understand each stage of the transition as initiatives will be brought forward for Council's consideration.

Discussion further ensued regarding the protection of information collected and ensuring that privacy is maintained, and it was suggested that the proposed Strategy include a sixth key area on the matter. In response to Committee's discussion, Mr. Fengstad remarked that the protection of information and privacy is fundamental to all information technology services.

As a result of the discussion, the Chair directed staff to incorporate a paragraph emphasizing the protection of information and privacy in the proposed Strategy.

General Purposes Committee
Monday, October 5, 2015

It was moved and seconded

That the proposed Richmond Digital Strategy, attached to the staff report titled "Richmond Digital Strategy," dated September 15, 2015, from the Director, Information Technology, be adopted as a framework to guide strategic decisions regarding the City's digital services and infrastructure, in order to enhance the City's services and access for residents and strengthen Richmond's competitive advantage.

The question on the motion was not called as discussion took place on the most suitable manner to highlight the protection of information and privacy as part of the proposed Strategy.

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

COMMUNITY SERVICES DIVISION

2. **REQUEST FOR PROPOSAL 5540P GARDEN CITY LANDS LEGACY LANDSCAPE PLAN IMPLEMENTATION: DESIGN AND CONSTRUCTION SERVICES**

(File Ref. No. 06-2345-20-GCIT1) (REDMS No. 4732316 v. 2)

Mike Redpath, Senior Manager, Parks, provided background information and, in reply to queries from Committee, advised that the disparity in proposals received may be attributed to some companies not offering their services in specific areas such as the protection of the bog.

Discussion took place and Committee expressed concern with regard to the large disparity between costs for the design and construction services for the Garden City Lands Legacy Landscape Plan Implementation. Committee requested that detailed proposal information from each proponent be provided to Council.

George Duncan, Chief Administrative Officer, spoke to the difference between a Request for Proposal and a Call for Tender, noting that with the former, parameters are given however proponents are free to submit proposals.

Councillor Steves spoke to past Committee discussions regarding the Garden City Lands Legacy Landscape Plan and circulated his comments regarding the Plan (attached to and forming part of these Minutes as Schedule 1).

Discussion ensued and Committee expressed concern regarding the lack of detailed information regarding the proposal submitted. As a result of the discussion, the following **referral** was introduced:

General Purposes Committee
Monday, October 5, 2015

It was moved and seconded

That the staff report titled “Request for Proposal 5540P Garden City Lands Legacy Landscape Plan Implementation: Design and Construction Services” dated September 22, 2015 from the Senior Manager, Parks be referred back to staff to provide more information on the proposals submitted and on the Garden City Lands Legacy Landscape Plan.

The question on the referral was not called as discussion took place on past comments made by Council that appear to not have been considered as part of staff’s analysis. For instance, the referral made at the March 25, 2014 Parks, Recreation and Cultural Services Committee meeting stated that the Garden City Lands Legacy Landscape Plan be forwarded to several advisory committees and stakeholder groups for comments. Also, it was noted that black organic soil is not easily farmed on and instead requires expertise.

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

PLANNING AND DEVELOPMENT DIVISION

3. **UPDATE ON GEORGE MASSEY TUNNEL REPLACEMENT PROJECT – HIGHWAY 99 WIDENING**

(File Ref. No. 01-0150-20-THIG1/2015) (REDMS No. 4741518 v. 2)

In reply to queries from Committee, Victor Wei, Director, Transportation, spoke to the proposed 15-metre Riparian Management Areas (RMA) on the west and east side of the Highway 99 corridor, noting that staff would work to ensure that any widening that effects RMA would be compensated to the satisfaction of the City.

Discussion took place on the October 1, 2015 Legislative Assembly session where during the question period, MLA Lana Popham queried the Honourable Norm Letnick, Minister of Agriculture, on port development on Richmond’s Agricultural Land Reserve lands and Premier Christy Clark’s response to Ms. Popham’s query.

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

It was moved and seconded

(1) That the staff report titled “Update on George Massey Tunnel Replacement Project – Highway 99 Widening,” dated September 28, 2015, from the Director, Transportation, be forwarded to the Ministry of Transportation and Infrastructure’s George Massey Tunnel Replacement project team for consideration in the development of the Project Definition Report;

General Purposes Committee
Monday, October 5, 2015

- (2) *That a letter be sent by Mayor Brodie, on behalf of Council, to the Agriculture Land Commission and the Minister of Transportation and Infrastructure, with copies to all Richmond MLA's, advising of the City's concerns with any potential widening of Highway 99 on the west side impacting existing established institutions and farming of their backlands, and reiterating the City's request for the early provision of the Project Definition Report and financing strategy; and*
- (3) *That a letter be sent to the Agriculture Land Commission confirming that the City wishes to be fully engaged in any discussions regarding the use of Agricultural Land Reserve lands for the George Massey Tunnel Replacement Project.*

The question on the motion was not called as discussion took place on the potential to meet with the Agriculture Land Commission (ALC) to discuss the City's plans for the No. 5 Road backlands. It was noted that a staff referral regarding the overall vision for the No. 5 Road backlands is outstanding; however, following Council consideration of the forthcoming report on the No. 5 Road backlands, it would be appropriate for staff to meet with the ALC to convey Council's vision.

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

The Chair directed staff to circulate to Council the video clip and transcript of the October 1, 2015 Legislative Assembly question period regarding port development on Richmond's Agricultural Land Reserve lands, and to prepare a response to the Premier's comments.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:12 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, October 5, 2015.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Legislative Services Coordinator

To: Mayor and Council

From: Councillor Harold Steves

Date: October 5, 2015

Re: "Garden City Lands Legacy Landscape Plan"

Awarding an \$881,442 contract for "Design and Construction Services" for the implementation of the plan may be premature.

On March, 2014 staff recommended that the "Garden City Lands Legacy Landscape Plan" be **adopted to guide** the future detailed planning and development of the garden City Lands."

There was a considerable amount of discussion that the plan was not ready to be adopted.

The recommendation was amended to read that the "Garden City Lands Legacy Landscape Plan" "be **endorsed as a guide** for future detailed planning and development of the Garden City Lands."

Subsequently a referral was made to elicit further input and comments prior to finalizing the plan.

It was moved and seconded

"That the Garden City Lands Legacy Landscape Plan be referred back to staff to consider the **comments of committee members** including:

- (1) Forwarding the plan to the **Agricultural Advisory Committee, the Advisory Committee on the Environment, Kwantlen Polytechnic University, and other stakeholders** for comments;
- (2) Revising the Plan to reflect a north/south grid orientation; and
- (3) **Investigating the need for the wetland and the expansion of the bog.**

CARRIED

The plan was subsequently revised to reflect a north/south grid orientation.

On May27, 2014, the amended version that the plan **be endorsed** (not adopted) **as a guide for future detailed planning** was approved.

To date it would appear that there has been no request to ACE, the AAC or Kwantlen Polytechnic University, or other stakeholders such as the Garden City Conservation Society for comments on the detailed design of the overall plan.

Furthermore, there has been no report back on the need for the wetland and expanding the bog.

Therefore assigning this contract is premature until the consultations and investigations have been done.

Finally the \$881,442 cost requires much greater detail and analysis.

My Comments on the Garden City Lands Legacy Landscape Plan;

- 1) The perimeter dyke and trail should be straightened to include a laneway for farm equipment and a drainage and irrigation pumping system. Rather than widening the trail into the bog, ditch diggings that have been overcast along the bog edge can be used to improve and elevate the soil in the agricultural area. The only trees should be native Shore Pine.
- 2) The Sanctuary can be part of the bog as shown on the plan or included as part of the farmland. With climate change its' long term use will likely be for urban agriculture.
- 3) The wetland should be included as farmland. A wet area prone to invasive Reed Canary Grass is not an asset and it would be better if the soil was improved for cultivation. A ditch or winding "slough" could be used for drainage from the bog. If drainage occurs through the community hub drainage through the wet area may not be necessary.
- 4) The community hub needs further study, including area reduction, as to any damage to the future agricultural use of that site.
- 5) The orchard should be relocated to higher land, perhaps the Mound. Fruit trees do not like to have their feet wet.
- 6) The mound should be levelled to the same height as the rest of the farmable land.
- 7) Top quality Richmond soil should be mixed with the black organic soil of the farmable area. This will increase height above the water table, improve soil quality similar to what people are accustomed to growing gardens on elsewhere. While crop production can be rewarding it takes special skill to grow crops on Richmonds' organic soils. Soil from the Mound is ideal for this purpose. So is the artificial hill left over from dredging the slough at Terra



October 14th, 2015

His Worship Mayor Malcolm Brodie and Council
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Re: Oct 19th, 2015 Update to Mayor & Council on Steveston Business Improvement Association

Dear Mayor and Council,

The Steveston Merchants Association looks forward to providing Mayor and Council with an update on the activities towards the establishment of a Business Improvement Association (BIA) on October 19th, 2015 at Richmond City Hall.

Attached is a copy of our presentation. We have created a video with information about BIA's, some details on the process to initiate one and comments from the former Mayor of Langley, Honourable Peter Fassbender who has many years of experience working with a BIA.

Here is the link to the video: <https://youtu.be/dMrOyG5PQ-Q>

We hope to move forward with engaging Steveston commercial property owners and business operators in discussions about the benefits of a BIA in Steveston over the next several months. Our goal is rally support for a BIA and return sometime in the New Year with a presentation to council requesting the BIA initiative move to the formal petitioning process.

We welcome the opportunity to answer any questions you may have at any time.

Sincerely yours,

Stephanie Clarke
Steveston Merchants Association

Steveston Merchants Association
c/o Steveston Post Office, PO Box 31856
3811 Moncton Street
Richmond, BC V7E 3A0
info@exploreseveston.com

Steveston Business Improvement Association Initiative

Steveston Merchants Association Update to Council October 19th, 2015

Background:

The Steveston Merchants Association (SMA) became a registered non profit society formed in 2010 and has operated as a volunteer organisation relying on annual membership dues from various merchants and property owners. Over this period of time the SMA has invested over \$118,000 in cash, \$ \$13,000 in in-kind contributions and over 8200 volunteer hours totaling approximately \$180,000 in volunteer hours towards improving the experience and business opportunities for Steveston. A total value of approximately \$311,000.

The SMA has developed many beneficial activities and programs over the past 5 - 6 years with the goal of helping to create more interest in Steveston that the local and tourist community can enjoy that helps to increase business opportunities for a wide range of Steveston businesses. The SMA has annually put on a Christmas festival that is extremely well attended, a Halloween event that is a scary success, a Scarecrow Crawl which is entertaining and imaginative, a Girls Night Out shopping promotion that is very popular to name a few. These types of activities help to encourage visitors to continue to enjoy Steveston and to support local businesses. A thriving retail commercial district is a barometer of the overall health of the community at large. Both do not flourish without each other.

The SMA wants to continue to provide the benefits that can be gained by working as a whole to leverage what Steveston has to offer and to build on its potential and encourage investment not only in its busy season but all year long.

The model the SMA operates under is not sustainable. A handful of volunteers do most of the work and eventually they tire out. The model is not equitable either. Many benefit from the activities without contributing and this is realized on the backs of others trying to lead the way wanting to make a positive difference. Retail experts say the face of retail has never changed as drastically as it has in the last 5 years and it will again over the next 5. Steveston needs to keep pace with that wave rather than be washed over by it.

Establishing a Business Improvement Association (BIA)

Many commercial retail areas have looked at the success of the BIA model. There are roughly over 350 in Ontario and over 70 BIA's in the province of BC and more form every year. There is a provincially legislated process to form a BIA that all BIA's follow. It is not uncommon for the exploration of a BIA to take a period of years before it is ready to move toward to the formal

voting process. The discussion of a BIA in Steveston dates as far back as 1996. We believe that a BIA model is the best advantage Steveston can utilize to move forward, to begin to compete with our organised neighbours who have established BIA's such as White Rock, Langley, Tsawwassen, or the City of Vancouver that has 23 or with other competitors like indoor malls that have sizable marketing and promotional budgets at their disposal.

We have explored the BIA model. We began to test the waters. We learned we wanted to follow best industry practice approaches to moving forward the best way possible for Steveston. To do that we have brought someone on board to help that has extensive BIA experience at all levels. Stephanie Clarke has worked as the executive director for the provincial BIA organisation and has worked extensively with the provincial department that holds the legislation for the creation of BIA's. We are confident and committed to following the necessary steps to continue what we originally started and to expand our outreach so that more stakeholders can learn what particular benefit a Steveston BIA can have short and long term, to gather input from stakeholders to shape the BIA's direction so they are fully prepared to participate in the voting process when the outreach process is complete.

We are here today to provide an update to council about our activities and to continue this process in the right direction.

We are here to answer any questions you may have and to offer to share more information about BIA's and what other BIA's are doing locally in BC and beyond. We have included more detail in the information package and hope you have had a chance to review that.

No BIA has ever formed with unanimous support. This is precisely why the legislation was created in the first place. All that benefit contribute. Provincial governments recognize the value a BIA can provide on so many levels. Statistics prove that almost all opposition to a BIA is eliminated after the BIA has operated for its first term. Statistics show that no BIA in BC has been voted out once it has started. This is a very compelling reality and one we hope to prove to the Steveston business community.

When the time comes we ask council to permit us to utilize the legislation and to allow us to move forward following the same method all of the other 70 BIA's in BC were created through and allow the business community to be responsible for the final outcome through the legislated voting process.

Thank you.



To: General Purposes Committee **Date:** September 29, 2015
From: Andrew Nazareth **File:** 06-2285-30-187/Vol 01
 General Manager, Finance and Corporate Services
Re: **Statutory Right of Way over a Portion of 23560 Westminster Highway**

Staff Recommendation

That:

1. the City secure a statutory right of way over ±272.5m² portion of 23560 Westminster Highway (PID: 027-095-878) from the British Columbia Transportation Financing Authority for Five Thousand Dollars (\$5,000.00) including applicable taxes; and
2. the Chief Administrative Officer and the General Manager, Finance & Corporate Services be authorized to negotiate and execute all documentation to effect the transaction detailed in the staff report, dated September 29, 2015, including all agreements and Land Title Office documents.

Andrew Nazareth
 General Manager, Finance and Corporate Services
 (1-604-276-4095)

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

Staff Report

Origin

Real Estate Services received an unsolicited offer from the British Columbia Transportation Financing Authority (the “Owner”) to grant the City a Statutory Right of Way (“SRW”) area over a portion of unimproved lands located at 23560 Westminster Highway (the “Property”) (Attachment 1). The SRW is directly adjacent to a portion of an existing City pedestrian trail in the Hamilton neighborhood. The Owner is contemplating a disposition of the Property in the near future and the SRW was offered by the Owner to provide an additional greenway buffer area to enhance and protect the pedestrian trail from any possible future development on the Property.

This report supports Council’s 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond’s demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.

2.3. Outstanding places, programs and services that support active living, wellness and a sense of belonging.

Analysis

The pedestrian trail in the Hamilton neighborhood is approximately 1000m in length, 6m in width, and generally runs in a north south direction from Westminster Highway (Attachment 2) south to Hamilton Community Centre/Park at Smith Drive. This trail provides convenient pedestrian access to the Highway 91 pedestrian overpass (which leads to Hamilton Hwy Park), the Hamilton Community Centre/Park and to Hamilton Elementary School.

The proposed SRW area is approximately 272.5m² (181.5m in length and 1.5m in width) (Attachment 3). Parks and Real Estate Services agree that the SRW area will provide an additional natural greenway area to the existing greenway bordering the trail. This will therefore create an extra 1.5m buffer from any future development on the Property.

The City is being offered the SRW area by the Owner at a one-time cost of \$5,000.00 (including applicable taxes) to cover survey costs, conveyancing and title registration. The SRW agreement may include that the City indemnify and release the Owner for losses sustained from the City’s use of the SRW area. The City will hold this SRW area in perpetuity. Parks will have similar rights to the SRW area as compared to the existing trail and as such will repair and maintain the SRW area and include it in their maintenance schedule.

Financial Impact

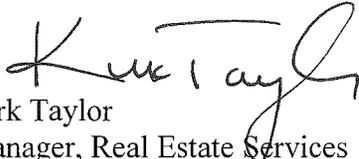
The \$5,000.00 is required for the associated costs to set up the SRW (survey costs, conveyancing and title registration) will be funded by Parks’ Advanced Planning and Design account. There is

no cost for the actual SRW area.

The OBI has been estimated at \$300.00 per year for Parks to add the SRW area to the maintenance schedule for the existing trail.

Conclusion

Staff recommend securing this SRW on the Property and are therefore seeking Council's approval to proceed with this matter.

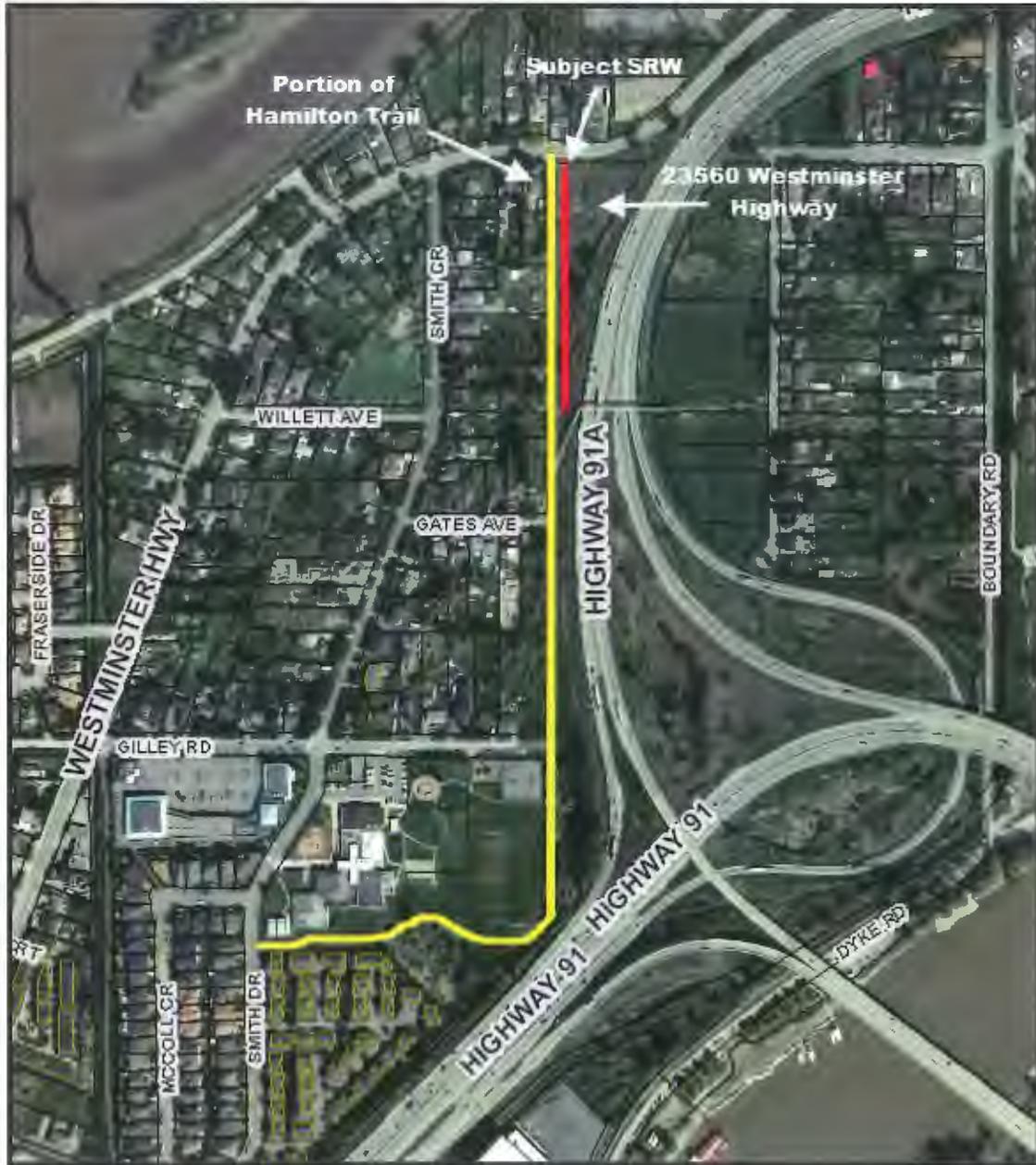


Kirk Taylor
Manager, Real Estate Services
(604-276-4212)

KT:kb

- Att. 1: Labelled Aerial
- 2: Photo of Westminster Highway Trail End
- 3: Proposed SRW Plan

Attachment 1
Labelled Aerial



Attachment 2
Photo of Westminster Highway Trail End



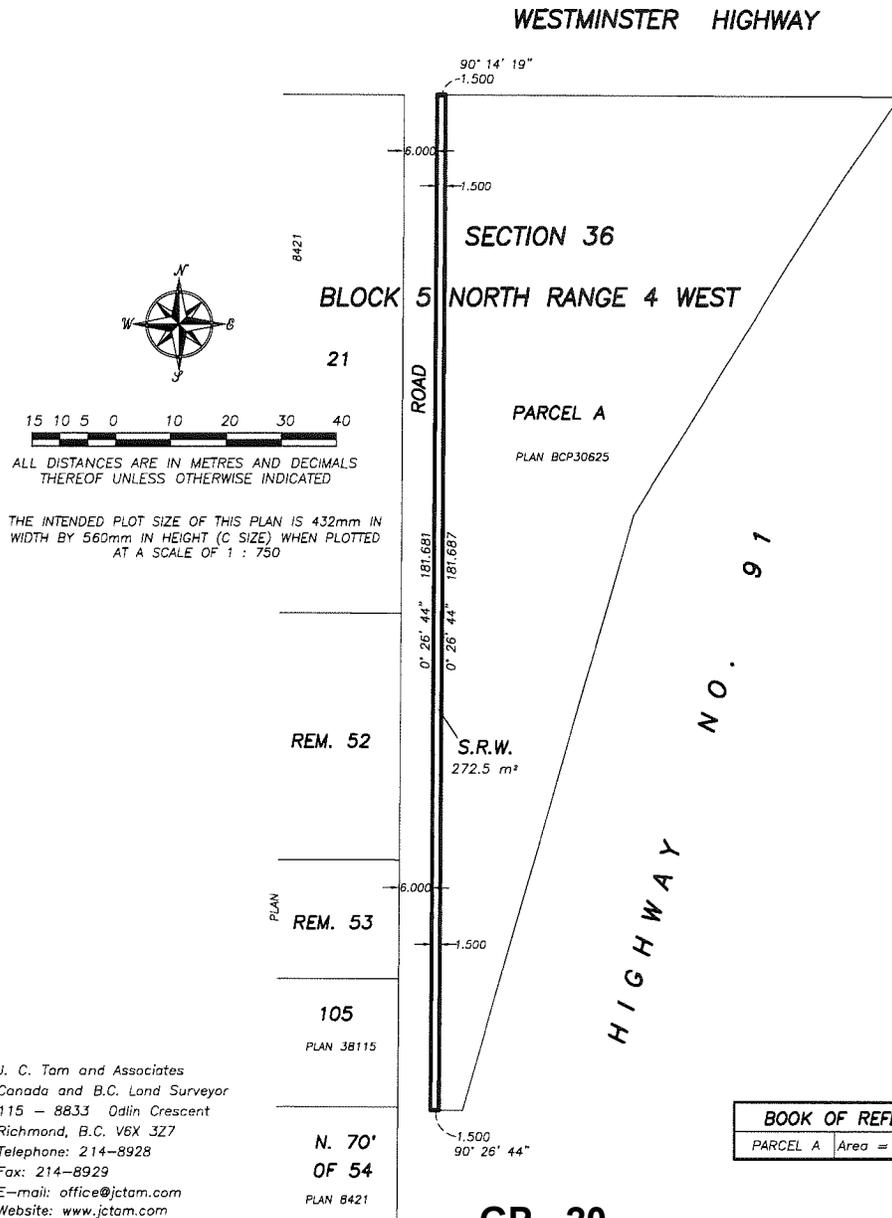
Attachment 3
Proposed SRW Plan

**EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY
OVER PART OF PARCEL A (PLAN BCP30625)
SECTION 36 BLOCK 5 NORTH RANGE 4 WEST
NEW WESTMINSTER DISTRICT
DEDICATED ROAD ON PLAN LMP30819**

PLAN EPP43695

BCGS 92G.015

PURSUANT TO SECTION 99(1)(e), LAND TITLE ACT
FOR PUBLIC ACCESS PURPOSE



15 10 5 0 10 20 30 40
ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

THE INTENDED PLOT SIZE OF THIS PLAN IS 432mm IN
WIDTH BY 560mm IN HEIGHT (C SIZE) WHEN PLOTTED
AT A SCALE OF 1 : 750

J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 5587
Drawn By: KA

BOOK OF REFERENCE	
PARCEL A	Area = 272.5 m ²

GP - 20

The plan is based on the following
Land Title and Survey Authority of BC records:
Plan LMP30819
JOHNSON C. TAM, BCLS 711

DWG No. 5587-SRW-002

Astronomic bearings are derived from plan LMP30819
This plan lies within the Greater Vancouver Regional District.



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** September 13, 2015
From: Phyllis L. Carlyle **File:** 09-5125-03-01/2015-
 General Manager, Law and Community Safety Vol 01
Re: **Lessons Learned from the Windstorm of August 29, 2015**

Staff Recommendation

That the report titled "Lessons Learned from the Windstorm of August 29, 2015", dated September 13, 2015, from the General Manager, Law and Community Safety, be received for information.

Phyllis L. Carlyle
 General Manager, Law and Community Safety
 (604-276-4104)

REPORT CONCURRENCE	
ROUTED TO:	CONCURRENCE
Communications	<input checked="" type="checkbox"/>
Parks Services	<input checked="" type="checkbox"/>
Roads & Construction	<input checked="" type="checkbox"/>
Sewerage & Drainage	<input checked="" type="checkbox"/>
Fire Rescue	<input checked="" type="checkbox"/>
Transportation	<input checked="" type="checkbox"/>
Information Technology	<input checked="" type="checkbox"/>
Human Resources	<input checked="" type="checkbox"/>
Recreation Services	<input checked="" type="checkbox"/>
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:
APPROVED BY CAO 	

Staff Report

Origin

At the September 8, 2015 General Purposes Committee, there was discussion on the recent windstorm that swept through the Lower Mainland on August 29, 2015 and the potential for staff to examine what was learned as a result of the storm in relation to the City's emergency preparedness. The following referral was carried:

- (1) *That staff examine lessons learned as a result of the recent windstorm in relation to the City's emergency preparedness.*

This report responds to this referral.

This report supports Council's 2014-2018 Term Goal #1 A Safe Community:

Maintain emphasis on community safety to ensure Richmond continues to be a safe community.

- 1.3. *Improved perception of Richmond as a safe community.*

Background

After several months of unseasonably warm and dry weather, a significant rainstorm brought on by two storms that merged two jet streams into a river of sub-tropical moisture, otherwise known as the pineapple express, was forecast.

Environment Canada issued a Special Weather Statement on the afternoon of Thursday August 27 warning of heavy rain on the South Coast with an estimated 80 – 120 mm expected between Friday August 28 and Monday August 31 and the risk of flash flooding due to the drought conditions and the soil's reduced capacity to absorb the rains. WeatherNet, the City's contracted weather forecast service, predicted a stormy Saturday August 29 with moderate to heavy showers and possible thunderstorms, gusty winds in the afternoon, and tree limbs that may come down in the stronger gusts.

On the afternoon of Friday August 28, Environment Canada issued a rainfall warning for the Howe Sound and Metro Vancouver with an estimated 50 – 80 mm forecast for Howe Sound and the North Shore beginning Friday night and continuing on Saturday with lesser amounts expected in other areas of Metro Vancouver and possible localized flooding in low lying areas. WeatherNet again predicted a stormy Saturday beginning with light showers quickly becoming moderate to heavy rains with possible thunderstorms and an increase in wind and continuing to be gusty into Saturday night.

On the morning of Saturday August 29th, a wind warning was issued for Greater Victoria, the Sunshine Coast, Howe Sound and Metro Vancouver, forecasting winds to southeast 70 km/h ahead of the front that morning followed by gusts to 90 km/h early in the afternoon with the passing of the front. WeatherNet, which issued their forecast at noon, repeated the Friday forecast rather than providing a fresh updated one.

The winds grew in intensity starting about 7:00 a.m. until they reached their peak gusts of 80 km/h at 12:16 p.m. and gradually subsided about 4:00 p.m.

Analysis

This was a significant storm that occurred after months of drought conditions. Trees were stressed and weakened by the drought and in full foliage, creating wind sails to catch the wind. Had this happened in winter when we usually experience sub-tropical rain storms, fewer trees and branches would have come down as their branches would be bare of leaves and the soil able to absorb greater amounts of water.

Approximately 35 staff were brought in on overtime to respond to the following impacts of the windstorm:

- (1) The first major power outages occurred at 8:08 am and impacted 12 of the City's sanitary and storm stations. A second wave of power outages occurred around noon, impacting another 21 stations and multiple traffic signals. At one point in the afternoon, 48 sanitary and six drainage stations had lost power. Staff were brought in on overtime to move portable generators and vactor trucks to maintain operations and prevent flooding. Stations came back on line when power was restored, but staff were required to check them to ensure they were 100% operational.

It is important to note that the City has only nine portable generators to move around to all the pump stations that had lost power and had the power outage had a greater impact, the City would not have been able to provide sufficient back up power. Consideration should be given to a capital project submission for additional generators to provide backup power to key City critical infrastructure during a large scale power outage.

- (2) There were over 100 tree failures. Staff worked until 2:00 a.m. Sunday morning and returned later in the day to make the area around the trees safe. Initial response was to simply cut the trees and branches and remove them to the side of the affected roadways, contractors were brought in to remove the fallen debris. This work is anticipated to continue until mid-October.
- (3) Approximately 85 traffic signals lost power at various times during the windstorm. There were approximately 15 traffic signals equipped with Uninterruptable Power Supplies (UPS) which were not affected by the power failures and continued to function normally throughout the storm. Most of the 85 traffic signals which lost power came back to normal operation automatically once power was restored, while approximately 11 traffic signals remained in red flash mode which required a manual reset. The City's traffic signal system automatically sends a text message to Traffic Signals staff and a maintenance contractor (Cobra Electric) when a location goes into flashing red mode for manual reset or when the UPS is activated. The Works Yard Dispatch communicates directly with Cobra Electric at all times on any public calls regarding other signals issues including power failures. As the UPS were proven to be reliable in providing continuous power to maintain normal and safe traffic operation during the power failure, staff are

continuing to expand their addition to other key intersections as part of the City's annual capital program for traffic signal improvements.

- (4) E-Comm was significantly overwhelmed by the windstorm with over 40% of calls to 911 receiving a busy signal. E-Comm also reported a challenge with the downstreaming of calls to emergency response agencies. E-Comm needs to develop more call taking capacity to meet the demands of an emergency and to formalize the downgrading of response deployment of emergency response agencies quickly especially in high volume incidents.
- (5) Richmond Fire Rescue had 61 calls over the same date last year, representing a 244% increase in call volume, all relating to wires and trees down, motor vehicle accidents at intersections where traffic signals had lost power, citizens trapped in elevators, and alarms triggered by the power outage.
- (6) Public Works Dispatch received 25 calls for downed wires, each location requiring staff response to keep the area clear until BC Hydro was able to respond.
- (7) Watermania and the Richmond Ice Centre lost power from 1:00 p.m. until their respective closures on Saturday and reopened on Sunday without incident.
- (8) Thompson Community Centre, West Richmond Community Centre and Hamilton Community Centre all lost power but remained open with limited operations using natural daylight.
- (9) Security alarms for numerous City facilities were activated by the power outage. While the alarms had back up power and the facilities remained secure, nevertheless alarms were triggered to the monitoring company and from there to Public Works Dispatch.

An estimated 450 – 500 calls were received by Public Works Dispatch. A second dispatcher was brought on to assist with the call volume at 1:00 p.m. From 3:00 p.m. – 5:00 p.m., three dispatchers responded, with one dispatcher leaving at 5:00 p.m. and the second at 5:40 p.m. While one dispatcher received incoming calls allowing the other to make outgoing calls to dispatch response resources, a second dispatch workstation would support multiple dispatchers in an emergency. Calls to BC Hydro to report downed wires were placed in queue on hold for up to 30 minutes. New protocols have been developed to support Public Works Dispatch when there are high call volumes. Staff will examine the feasibility of a second dispatch work station, and in large scale events, consider activating the emergency call centre as required.

Contributing to the volume of calls to Dispatch was the inability of the BC Hydro website to cope with the volume of people accessing it. An estimated 750,000 people lost power in the windstorm on Vancouver Island and the South Coast with no access to information on how long their outage would last. Many turned to their local authority hoping for information.

From a communications to the public perspective, staff ran a number of advisories throughout the weekend based on the rainfall warning and monitored the City's response to the storm and social media. Most social media traffic was related to the power outages and the traffic gridlock resulting from the traffic signals offline. Staff responded by posting a Tweet advising that City

crews were working hard to address problems and advised motorists to remain off roads unless necessary.

The City's smartphone network was critical to mobilizing and coordinating staff and resource deployment in a very effective manner and enabled staff to distribute real time multi-media situation reports.

Following the windstorm, staff did take advantage of the windstorm to promote emergency preparedness and sign up to the City's Emergency Notification System at RichmondBCAlert.ca. This is a standard communications protocol after any significant emergency that occurs either locally, in the region, or worldwide.

Given the extended shutdown of the BC Hydro website during the storm, staff are reviewing the resiliency of the City's website and associated systems to ensure it is capable of handling the high volume of traffic likely to occur during a major emergency and to review existing contingency plans should the website go down in an emergency.

From an emergency management perspective, the response to the windstorm was managed within the usual operational parameters and did not trigger an emergency response. Had it been a prolonged event, occurred during winter with low temperatures, or resulted in an evacuation, etc, then the Emergency Operations Centre may be activated to manage the response.

The City will apply for Disaster Financial Assistance for eligible response and recovery costs. Examples of response costs would be overtime for staff to remove trees or large branches to ensure public safety or maintain essential public works and local authorities may receive 100 % of eligible response costs. Recovery costs would include debris removal for secondary and residential streets and sidewalks, etc. and may be reimbursed at 80% of costs over \$1,000.

Of note are the onerous processes to apply for Disaster Financial Assistance. Required documentation to support an application includes:

1. Purchase requisition that includes justification why the purchase was essential to incident response
2. Invoices for all goods and services being claimed.
3. Proof of payment, including financial reports, i.e. timesheets, general ledger detail, complete with copies of cheques. To support overtime costs, copies of timesheets to verify dates and hours of overtime, payroll records to demonstrate calculation of overtime hours, rates, etc., and financial reports to verify payments are required. Documentation should include whether an employee is casual or full time, pay rate, type of work, regular hours per day, days per week in a daily overtime master spreadsheet so that overtime is evident.
4. GST calculations – as only the portion not recoverable by GST rebate is applicable.

While staff have codes that can be set up for easier tracking of emergency expense costs to support the City's application for Disaster Financial Assistance, generation of the required supporting documentation will require dedicated resources to complete.

Lessons Learned

1. Weather Forecasts: For significant weather events, staff to monitor weather forecasts from different sources to ensure the City has as accurate a forecast as possible.
2. Disaster Financial Assistance: Staff to set up Hansen and PeopleSoft codes for events that have the potential to be eligible for Disaster Financial Assistance.
3. Portable Generators: Staff to develop business cases for additional portable generators for future capital budget submissions.
4. Critical Infrastructure: Power redundancy for critical infrastructure is necessary for continued operations. Staff to review critical infrastructure to ensure there is alternate power supply capability. This may include transfer switches, permanent standby generators, photovoltaic cells, wind generated power, etc. Retrofitting may be required for existing structures, and for new facilities, incorporation into design and construction.
5. Generator Fuel: Staff to develop procedures for portable and permanent generator fuelling so that fuel levels are monitored, fuelled during extended power outages and refuelled after every use.
6. Traffic Signals: Staff to continue to incorporate the inclusion of an alternative power source, such as a UPS, as part of the traffic signal improvement program so that traffic signals can continue to function normally during a power outage.
7. E-Comm: E-Comm is aware that they were significantly overwhelmed by the windstorm. Staff will continue to support E-Comm and their efforts to increase their capacity.
8. BC Hydro: BC Hydro's call taking capacity, website and response to downed wires were significantly overwhelmed during the windstorm. Staff have obtained non-public contact information for BC Hydro to report power outages for a more immediate response and their expected return to service.
9. PW Dispatch Capacity: Staff to examine the feasibility of a second dispatch work station and, for large scale events with high call volumes, consider activating the emergency call centre.
10. City Website: Staff to review the resiliency of the City's website and associated systems to ensure it is capable of handling the high volume of traffic likely to occur during a major emergency and to review existing contingency plans should the website go down in an emergency.

11. Staff Development: Staff have been working hard on creating a culture through training and support to foster team development and the building of capacity for critical timely decision-making. The effectiveness of the City's response is an indication that staff should continue to work in this direction.

Financial Impact

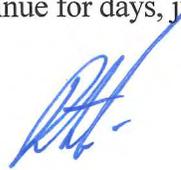
None

Conclusion

Staff responded to the windstorm of August 29, 2015 using their usual operational response protocols. The windstorm was an excellent reminder to the general public to be prepared for any emergency that may occur and expect that it may continue for days, just as the City continues to be prepared to respond to any emergency.



Deborah Procter
Manager, Emergency Programs
(604-244-1211)



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

DP:dp



To: General Purposes Committee

Date: October 9, 2015

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

File: 10-6160-01/2015-Vol
01

Re: Update on Port Metro Vancouver Project and Environmental Review
Application Process

Staff Recommendation

That comments in the report titled “Update on Port Metro Vancouver Project and Environmental Review Application Process” for projects and activities within Port Metro Vancouver’s jurisdiction, dated October 9, 2015 from the Director, Engineering, be forwarded to Port Metro Vancouver, local Members of Parliament and the Federal Ministry of the Environment.

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

Att. 1

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

Staff Report

Origin

For many years, approvals through the Fraser River Estuary Management Program (FREMP) were required for development that impacted the Fraser River foreshore. For proposed development in the estuary management plan area, under a voluntary intergovernmental working agreement, FREMP facilitated a coordinated review process with partner agencies. Partner agencies involved in the environmental review committee included Environment Canada, Fisheries and Oceans Canada, BC Ministry of Environment, Metro Vancouver and Port Metro Vancouver. The coordinated review process took place in advance of required development approval processes and was used to inform these decisions. To support the review process, FREMP took a lead role in rating the foreshore's ecological value by establishing a green, yellow and red coding system – red coded areas were the most productive habitats, yellow coded habitats included features that are of moderate value and green coded areas were already developed or in an urban condition. In 2013, FREMP was disbanded as support from agencies was withdrawn.

When FREMP disbanded in 2013, development within Richmond's foreshore region remained subject to required development approvals. The majority of the foreshore region is owned by the Provincial Crown, however, Port Metro Vancouver (PMV) held the head lease for the north, middle and south arm of the Fraser River until 2015, and as such held jurisdiction for development approvals in these areas. Since 2015, the head lease for the north, middle and south arm of the Fraser River has reverted back to the Provincial Crown, and the Ministry of Forests Lands Natural Resource Operations is the lead agency for development approvals in this area.

PMV continues to hold jurisdiction for federal lands and navigable water in the Fraser River and in 2015 introduced a new project and environmental review process for projects and activities within their jurisdiction. The intent of this report is to provide an update on the PMV process, including an overview of opportunities for stakeholder and public consultation in PMV projects. In addition, on September 25, 2015, the City received a letter from the Ron Hallman, President, Canadian Environmental Assessment Agency (CEAA) responding to Council resolutions regarding comments on the adopted PMV Land Use Plan.

Background

In order to fulfill their responsibilities under the *Canada Marine Act*, the *Canadian Environmental Assessment Act 2012* and the *Port Authorities Operations Regulations*, PMV developed a new project and environmental review process for projects and activities within their jurisdiction. This new approach was driven by an increase in the number of development permits and levels of public interest in PMV's permit process. The approach is intended to support greater transparency, clarity and accountability in PMV's environmental review process. Under the new process, proposed works and activities within PMV jurisdiction need to undergo an environmental review process, and be compatible with the PMV Land Use Plan (2014) and the lease conditions of the proposed site.

The PMV Land Use Plan (2014) is based on seven planning areas. The Majority of Richmond falls into Planning Area 7: Fraser River North, South and Middle Arm The eastern edge of the

city falls into Planning Area 5: Fraser River Central. As anticipated, the new area of PMV jurisdiction is considerably reduced upon reversion of the head lease to the province.

Analysis

Under the new permit process, PMV has categorized projects and activities into one of four categories, A, B, C and D, described below (see Attachment 1 for more info). A is the least complex, and D is the most complex. Categories are as follows:

- **Category A:** Projects are minor in scale, may be temporary in nature, and have predictable, minimal potential impacts with no consultation anticipated. Example projects include: one-for-one pile replacement; maintenance dredging; and repair or replacement of existing utilities located near water.
- **Category B:** Projects are relatively minor in scale, but have attributes requiring additional technical analysis, possibly requiring specialized mitigations. Projects have low potential for environmental and community impacts and may require public, Aboriginal and stakeholder consultation. Example projects include: most shoreline protection works; installation of a new storm water outfall; and expansion of an existing wharf in an area that is not environmentally sensitive.
- **Category C:** Projects are generally larger or more complicated, and may require additional technical studies to support their review. Projects have moderate potential for environmental and community impacts and stakeholder, Aboriginal and stakeholder consultation is anticipated. Example projects include: placement of fill in-water for the purpose of creating land; installation of structures which may impact neighbouring communities; and construction/demolition activities in an environmentally sensitive area.
- **Category D:** Projects are large and complicated, potentially involving significant commodity capacity increases or new commodities, and usually require a variety of supporting technical studies. Projects have a higher likelihood for environmental and community impacts and will require public, Aboriginal and stakeholder consultation. Example projects include: large-scale infrastructure/transportation; development; substantial terminal capacity increases which may significantly impact road, rail or marine traffic; and projects with multiple potential environmental and community impacts and requiring multiple technical reports.

PMV has a Project and Environmental Review Categories Guide (July 2015) that provides applicants with further direction on the level of review required for specific projects or activities.

For C, D and sometimes B classified projects the applicant must undergo a preliminary project review before submitting an application. Technical guidelines have been established to assist applicants in determining the scope of required studies. Habitat classification mapping established under the Fraser River Estuary Management Plan (FREMP) and associated development guidelines are not part of the technical guideline documents. FREMP habitat classifications are however, identified in PMV's Land Use Plan (2014) where it is identified as an important input to development review.

With the closure of FREMP and the coordinated review process that this program facilitated, governing agencies recognized the importance of developing a new model of integrated management that could uphold the integrity of the habitat in the plan area. Habitat classification mapping and the habitat inventories that have been created to inform the classification mapping are now held by the Department of Fisheries and Oceans. City staff have informed PMV of the desire to include the existing FREMP coding as a requirement in their technical guiding documents to support consistency with baseline information currently being required through the City's Capital projects and development process. In addition, the letter correspondence from CEAA indicates the withdrawal of Environment Canada from FREMP due to the lack of alignment with the Department's priorities and that regional environmental objectives could be more effectively achieved through other mechanisms. City staff will continue to consider the FREMP habitat classification system and associated development guidelines in their feedback for the PMV consultation processes.

The PMV has two technical guideline documents that outline the requirements for public and stakeholder consultation. Consultation will occur for projects that are anticipated to have community or environmental impact. For category A and B projects, PMV advises that public and stakeholder consultation is not anticipated. The public may be given notice of construction depending on the project location of A and B classified projects, and the local municipality may be consulted with as a stakeholder if for example, new connections to public infrastructure are proposed. It remains ambiguous as to how the PMV will consistently determine when the City needs to be engaged in A and B classified projects. Further discussion will take place over the following months between City and PMV staff to clarify the need for public consultation on all projects.

Public and stakeholder consultation is required for C and D classified projects. For category D projects, two rounds of consultation will be required, lasting 10-20 business days each. Proposed mitigation measures and feedback reports that detail how feedback has been considered are to be provided to those engaged in consultation. For major projects that may have significant impact to city land and/or infrastructure, or introduce changes in vessel movement, city staff will request time in the consultation process to incorporate Council direction into the feedback. PMV has acknowledged the need for adequate timelines related to Council processes and indicated flexibility in this regard.

Under the *Canadian Environmental Assessment Act 2012*, PMV is required to report annually to parliament on C, D, and sometimes B projects where an environmental decision has been made, and this report is posted on the PMV website. City staff are also working with PMV staff to monitor the consultation process for C and D classified project and provide feedback to PMV on the new process as necessary. Discussions regarding full disclosure of all project categories will be on-going as well.

Aside from the above, staff also noted a number of key issues that are not reflected in the PMV led process; these issues were highlighted in previous feedback provided by staff to PMV. Accordingly, there is a recommendation in this report to forward these comments to Port Metro Vancouver, local Members of Parliament and the Federal Ministry of the Environment. Key issues include:

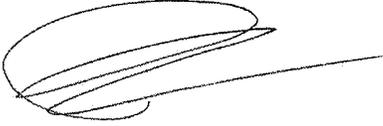
- There is no recognition of City Policies or Bylaws and how the PMV permit process will address a project that may contradict Official Community Plans, development permits or adjacent land uses.
- It remains unclear how or when the City will be notified and if and how public consultation will be carried out for A and B projects. Public consultation or notification should be a requirement regardless of project size or category.
- The categorization appears to be independent of the ecological values along the foreshore or value of the impacted habitat. While the FREMP coding is contained in PMV's Land Use Plan, they are only informally connected to permitting and review process. The prior FREMP process directed development outside of environmentally sensitive areas, and where this was not feasible allowed a proponent to measure their project in terms of cost and complexity based upon the ecological impact mitigation measures associated with their project.
- Only part of Richmond's foreshore is covered under this PMV permit process. The balance of the foreshore is managed by the Province's Ministry of Forest, Land, and Natural Resource Operations. There appears to be no reference to or coordination of the processes for projects spanning areas of foreshore under jurisdiction of both governments.

Financial Impact

None at this time; staff will continue to receive PMV referrals.

Conclusion

City staff will continue to work with PMV to implement the new environmental review process.



for

Lesley Douglas, B.Sc., R.P.Bio.
Manager Environmental Sustainability
(604-247-4672)

Project and Environmental Review Categories		
<p>Category A</p> <p>1-10 business days estimated for review*</p>	<ul style="list-style-type: none"> • Projects are minor in scale and may be temporary in nature • Projects have predictable, minimal potential impacts • No consultation anticipated <p>Example projects: One-for-one pile replacement, maintenance dredging, repair or replacement of existing utilities located near water</p>	Simple
<p>Category B</p> <p>10-60 business days estimated for review*</p>	<ul style="list-style-type: none"> • Projects are relatively minor in scale, but have attributes requiring additional technical analysis and may require specialized mitigations • Projects have low potential for environmental and community impacts • May require public and stakeholder notification • May require Aboriginal consultation <p>Example projects: Most shoreline protection works, installation of a new stormwater outfall, expansion of an existing wharf in an area that is not environmentally sensitive</p>	
<p>Category C</p> <p>60-120 business days estimated for review*</p>	<ul style="list-style-type: none"> • Projects are generally larger or more complicated, and may require additional technical studies to support their review • Projects have moderate potential for environmental and community impacts • Public and stakeholder consultation anticipated • Aboriginal consultation anticipated <p>Example projects: Placement of fill in-water for the purpose of creating land, installation of structures which may impact neighbouring communities, construction/demolition activities in an environmentally sensitive area</p>	
<p>Category D</p> <p>120-170 business days estimated for review*</p>	<ul style="list-style-type: none"> • Projects are large and complicated, potentially involving significant commodity capacity increases or new commodities, and usually require a variety of supporting technical studies • Projects have higher likelihood for environmental and community impacts • Public and stakeholder consultation required • Aboriginal consultation required <p>Example projects: Large-scale infrastructure/transportation development, substantial terminal capacity increases which may significantly impact road, rail or marine traffic, projects with multiple potential environmental and community impacts and requiring multiple technical reports</p>	Complex

*Note the review timelines identified for each Project and Environmental Review Category are estimates only and may be dependent on the level of consultation required. Review timelines begin when a submission is considered by Port Metro Vancouver to be a complete application, and end when an applicant is advised of Port Metro Vancouver's decision on the application.