



October 19, 2021

The Honourable John Horgan
Premier of British Columbia
PO Box 9041, Stn Prov Govt
Victoria, BC V8W 9E1

Dear Premier,

Re: UBCM Meeting Follow-Up

On behalf of Delta Council, I would like to thank you and your staff for taking time to meet with me and senior staff in advance of the UBCM convention earlier this month. We appreciate having the opportunity for face-to-face discussions on a variety of issues that impact our community.

As mentioned, we are extremely pleased that a decision has been made to move forward with the George Massey Tunnel Replacement Project, and we hope that work on the environmental assessment process can be expedited to minimise further delays on this long-awaited project. First Nations involvement and support for the project is, of course, critical for its success.

Some of our discussion focussed on the provincial approval processes for infrastructure projects and the impact that processing delays are having on some major development projects in Delta. In particular, permit processing delays are creating challenges for the large industrial complexes proposed for Parkwood and MK Delta Lands. These are significant economic drivers, which will create 3,500 new jobs for the region. Governments at all levels need to be doing all they can to support industrial developments, streamline regulatory processes and expedite construction timelines.

We also touched on the issue of secondary channel dredging. Since our meeting, we have received correspondence from Allan Johnsrude, Regional Executive Director, Forests, Lands, Natural Resource Operations & Rural Development, clarifying the Province's position on this issue and committing to finding a provincial lead to manage and administer any provincial funding that may be forthcoming. We look forward to further discussions with the Province and other stakeholders, including the federal government and Vancouver Fraser Port Authority, to find a sustainable solution.


On the issue of affordable housing, I reiterate our thanks and appreciation for the funding from BC Housing, which is supporting three important housing projects in Delta. Together, the Kin Village, Ladner Willows, and Evergreen Lane housing projects will create nearly 400 housing units in Delta and will help address an urgent need for affordable housing in the community.

Follow-up letters and briefing notes on these issues have been provided to the relevant ministers; however, we enclose additional copies for your reference.

Finally, we thank you again for your leadership and hard work through the pandemic, and extend our gratitude on behalf of Delta's residents to all the front line workers, hospital staff and administrators who have helped, and continue to help, BC through this crisis.

As mentioned during our meeting, I hope to see you, along with Chief Baird and Chief Sparrow, at the opening of the Douglas J. Husband Discovery Centre. Invitations will be sent out early next year.

Yours truly,



George V. Harvie
Mayor

Enclosure

cc: The Hon. Ravi Kahlon, Minister of Jobs, Economic Recovery & Innovation
Delta Council

APPRECIATION FOR THE PROVINCIAL RESPONSE TO THE COVID-19 PANDEMIC



KEY REQUEST:

- The provincial government has done an excellent job leading British Columbia through the COVID-19 pandemic. Throughout the last 15 months, government officials and provincial staff at all levels have done a tremendous job through extremely challenging conditions. They deserve acknowledgement and thanks for their hard work and leadership.
- The City of Delta would like to discuss opportunities to work together to support local residents and businesses. The business community especially has suffered greatly during the pandemic and will need our combined efforts to build back better and begin thriving again in the new post-pandemic economy.

BACKGROUND

The provincial government, through the excellent leadership and work of Premier Horgan, Dr. Henry, Minister Dix, and countless other elected officials and staff, has led British Columbia successfully through the COVID-19 pandemic. Everyone involved deserves praise and thanks. Although we have a long way to go, the results speak for themselves, especially when compared with other jurisdictions. We have been in this together from the beginning and would like to acknowledge the Province's efforts and successes. We would also like to discuss how we can continue to work together to best support our residents, communities, and businesses as we emerge from one of the most challenging periods in our history. Some pressing issues include:

- Continued financial supports for vulnerable families impacted by COVID-19.
- Mental health supports, especially for youth.
- Opportunities to revitalize communities, enliven public spaces, and support local businesses.
- Opportunities to support the hospitality sector which has been particularly hard-hit by the pandemic.





KEY REQUEST:

The City of Delta would like to discuss opportunities to work together to ensure the Delta hospice continues to provide high quality and non-discriminatory care at this important Delta facility.

BACKGROUND

With the reopening of the Irene Thomas Hospice in April 2021, critical hospice care services for patients and their families were restored to the Delta community. The City of Delta is extremely appreciative of the efforts of both the BC government and Fraser Health Authority to reach this milestone.

The Harold & Veronica Savage Centre for Supportive Care is an integral part of the hospice facility. In May, Delta presented a proposal to acquire the head lease of the building from the Province with the intent of subletting the building to the Heron Hospice Society of Delta. We would like to discuss this proposal and explore any alternative options that the Province might have to ensure that both facilities continue to support end of life services, consistent with the intent of the many Delta residents who contributed and supported their formation and operation.



FUNDING FOR LOCAL CHANNEL DREDGING

Delta



KEY REQUEST:

There is an urgent need to address the jurisdictional and financial responsibilities for dredging of the local channels around Delta and Richmond. The City of Delta, together with the City of Richmond, Tsawwassen First Nation, and Musqueam Indian Band, are calling on the BC government to work with the Vancouver Fraser Port Authority to develop a sustainable local channel maintenance strategy for the lower Fraser River. Delta gratefully acknowledges the recent announcement of \$1 million from VFPA for dredging; however, a long-term sustainable solution still needs to be found.

BACKGROUND

The Fraser River is British Columbia's largest river, flowing 1,400 kilometres and draining one quarter of the province's land area. Each year, it carries approximately 20 million tonnes of sediment out to the ocean, and deposits a significant amount into the lower Fraser River estuary and secondary channels.

RESPONSIBILITY FOR DREDGING TRANSFERRED FROM FEDERAL GOVERNMENT TO LOCAL PORT AUTHORITIES

For over 100 years, river maintenance was funded by and the responsibility of the federal government under Public Works Canada and later Transport Canada (Canadian Coast Guard). They maintained the deep sea shipping and domestic navigation channels for ocean traffic, and the local navigation channels for fishing vessels, tugs and barges, commercial and pleasure traffic. In 1998, the Canadian Coast Guard determined that dredging was no longer in its mandate, and local port authorities were granted authority, but not responsibility, to dredge channels for safety and navigation.



Since then, the Vancouver Fraser Port Authority (VFPA) has undertaken regular maintenance dredging of primarily the main channel of the lower Fraser. Funding to conduct their dredging activities came from a \$15 million settlement from the federal government for early termination of their dredging agreement. Between 1999 and 2002 the port authority dredged some local navigation channels; however, when the settlement funding had been depleted, maintenance dredging of local navigation channels ceased.

VFPA LOCAL CHANNEL DREDGING PROGRAM

In 2009, VFPA established a 10-year, one-time fund of \$7 million to help riverfront communities with their dredging needs. River User Associations were eligible to apply for funding of up to \$500,000 to dredge each local channel.



Ferry Road Boat Launch, Ladner 2014

In 2012, VFPA, the City of Delta, the City of Richmond, and the Province of BC came together in an unprecedented collaboration to fund a \$10 million program to dredge the local channels around Ladner and Steveston. Funding from the two municipalities totaled \$4 million.

FUNDING DEPLETED

Both programs are now fully spent. In the meantime, the sedimentation processes of the Fraser River are continuing and, after this year's freshet, the local channels will have received another significant deposit of sediment. Recent channel surveys indicate that the local channels around Ladner and Gunderson Slough are, once again, experiencing significant sediment accumulation at key access point to harbours, marinas and float home communities. Without regular maintenance dredging, the channels will soon revert back to the same condition that prompted remedial efforts in 2013 to restore channel navigability and safety.

LOCAL CHANNELS

Local river channels are navigation routes that lead from the main shipping channel of a river.

They provide critical access from the main river to harbours, float home communities, marinas and local businesses. They are also important areas for recreational fishing, boating and kayaking.

Local channels are also important habitat for many species of fish and other aquatic animals.

ENGINEERED DIVERSIONS

In the 1990s, Transport Canada placed diversions at critical locations along the lower Fraser River to divert more water into the main shipping channels and reduce the need for dredging in those channels. The project was successful in saving millions of dollars in dredging costs; however, it came at the expense of some of the local channels which were inundated with silt that has dramatically reduced water depths.



ECONOMIC IMPORTANCE OF THE FRASER RIVER

The economic impact of the Fraser River is comparable in importance to the St. Lawrence Seaway in terms of annual cargo tonnages, employment and wages. A report commissioned by the Richmond Chamber of Commerce in 2014 identified local channel dredging as one of several key challenges that could jeopardize future growth and cause financial losses in the region.



Boat Grounded Mid-River, Delta

FUNDING INEQUITY WITH ST. LAWRENCE RIVER

The local navigation channels of the St. Lawrence River require ice-breaking to maintain open and safe navigation channels in this important sea way. Unlike the Fraser River, the St. Lawrence local channels continue to receive funding for ice-breaking services in order to keep those channels open and safe for navigation. In 2020/21, the Canadian Coast Guard budget included \$20.4 million for icebreaking and \$6.7 million for waterways management, including dredging. Most of this money is spent in eastern Canada. It is important that the significant economic, social and cultural benefit of the lower Fraser River is recognized similarly to that of the St. Lawrence and that it receives the same level of federal commitment, to ensure all reaches of the river are accessible throughout the year.

MOVING AHEAD

Responsibility for local channel dredging remains unclear; however, it is clear that municipalities do not have, and never have had, any mandate to dredge or otherwise maintain local river channels. The municipal contributions to the 2012 dredging agreement were intended to be one-time 'seed' funding to attract senior government funding contributions. The BC government, through the Ministry of Forests,

DFO SMALL CRAFT HARBOURS

Ladner Harbour is one of 750 core small craft harbours owned by Fisheries & Oceans Canada (DFO). The harbor is accessed via a local navigation channel off the Fraser River. Without regular dredging, the harbour becomes accessible only at high tide, and it is not uncommon to see vessels stranded and run- aground. Boats, docks and other structures in the harbour are regularly seen sitting askew as the tide drains to leave them sitting on the river bed.

DFO OCEAN DISPOSAL FEES

Dredged sediment that cannot be beneficially reused is subject to DFO ocean disposal fees of 47 cents per cubic metre of sediment to be disposed of. Of the \$10 million budget for local channel dredging in 2012, almost \$200,000 was paid to the federal government in ocean disposal fees.



Lands, Natural Resources and Rural Development, is responsible for water lot tenure along the Fraser River and for in-river works.

VFPA already manages the contract to undertake regular maintenance dredging of the primary channels of the Fraser River. One option would be to expand the existing dredging program to encompass the local channels. This would be an efficient and effective solution to maintain the local channels and keep them clear for navigation.

In 2020, VFPA provided the following preliminary annual cost estimates for dredging the priority secondary channels:

- Delta channels - \$900,000
- Richmond channels - \$575,000
- Channels up-river of Annacis Island - \$250,000

For context, in 2020 VFPA imported 3.5 million containers through Vancouver. A levy of 50 cents per container would generate the required \$1,750,000 annually and help ensure that the impacts of shipping activity in the region is mitigated for local river users.

CONCLUSION

In June 2021, the elected leaders of the City of Delta, City of Richmond, Tsawwassen First Nation, and Musqueam Indian Band came together to urge senior governments to take steps to resolve the longstanding local channel dredging issue. In the absence of regular maintenance dredging, the local channels will continue to silt-up and access to key waterfront businesses, residences and communities will be compromised. Inevitably, channel conditions will reach a point where critical dredging work is required as a matter of urgency. The Province has a shared responsibility with VFPA to address this predictable, but resolvable, issue.

Attachment: June 17, 2021 | letter to Prime Minister and Premier

CANADIAN COAST GUARD

The Canadian Coast Guard is responsible for channel bottom monitoring, dredging specific segments of the St. Lawrence River (under a cost recovery model), and providing water-level forecasts in the St. Lawrence River, the Fraser River, and the Mackenzie River. VFPA relies on annual underwater soundings to determine where and when dredging is required.

STAKEHOLDERS

There are numerous business and community stakeholders involved in this issue, including:

- Fraser River Industrial Association (Fraser Surrey Docks, Seaspam Ferries, Fortis BC, Catalyst Paper Corporation)
- Fraser River Residential and Commercial Working Group
- North Delta Harbour Association
- Ladner Sediment Group
- Moray Channel User Society
- Shelter Island Sediment Group





Office of Mayor George V. Harvie
City of Delta



MAYOR'S OFFICE

Delta

June 17, 2021

The Right Honourable Justin Trudeau
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2

The Honourable John Horgan
Premier of British Columbia
PO Box 9041 Stn Prov Govt
Victoria, BC V8W 9E1

Dear Prime Minister and Premier,

Re: Local Channel Dredging in the Lower Fraser River

As elected leaders of our respective communities, we are writing collectively to both levels of senior government to request, as a matter of some urgency, collaborative action to resolve a long-standing problem that impacts all of our communities – Fraser River sediment - and the need for a sustainable dredging program to mitigate the economic, social and environmental impacts that occur when it is allowed to accumulate and block important local waterways.

There is a long and complex backdrop to this issue, involving Vancouver Fraser Port Authority, the Province of BC, Fisheries and Oceans Canada, Transport Canada, and the various local harbour authorities and community groups that have formed to advocate for action on dredging. A collaborative effort is required to resolve this issue since jurisdictional responsibility for local channel dredging is unclear; there is no comprehensive plan for maintaining the local channels of the lower Fraser River; and there is no dedicated funding.

In 2013, the cities of Delta and Richmond, the Vancouver Fraser Port Authority (VFPA) and the Province of BC came together in an unprecedented \$10 million collaboration to dredge the secondary channels around Ladner and Steveston. These channels provide access to businesses, marinas, and float home communities, and it is critically important that the channels are maintained in a safe and navigable condition.

The initial dredging effort undertaken in 2014-15 was successful in restoring the local channels to pre-1990 levels. Since then, VFPA has been using residual funding to undertake 'spot' dredging in some of the channels; however, funding is now exhausted and the program is complete.

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In the meantime, the natural sedimentation processes of the Fraser River are continuing and, after this year's freshet, the local channels will have received another significant deposit of sediment. Without further action, we will soon be back to square one and emergency dredging will be needed to address critical situations as they arise.

Preliminary estimates of the costs to dredge the priority channels in the lower Fraser River are under \$2 million annually. We recognize the environmental sensitivity around dredging these channels, which are critical habitat for many species of fish, including salmon and sturgeon, and steps must be taken to ensure fish and their habitat are protected to the greatest extent possible.

This issue will not go away and, year over year, it will only get worse. It is time to come together and address this matter once and for all.

Yours truly,



Mayor George V. Harvie
City of Delta



Mayor Malcolm Brodie
City of Richmond



Chief Ken Baird
Tsawwassen First Nation



Chief Wayne Sparrow
Musqueam Indian Band

cc: The Hon. Carla Qualtrough, Minister of Employment, Workforce Development and Disability Inclusion
The Hon. Ravi Kahlon, Minister of Jobs, Economic Recovery and Innovation
Ian Paton, MLA Delta South
Robin Silvester, President and Chief Executive Officer, VFPA
Delta Council
Sean McGill, City Manager



September 1, 2021

Robin Silvester, President and CEO
Vancouver Fraser Port Authority
100 The Pointe, 999 Canada Place
Vancouver, BC V6C 3T4

Dear Mr. Silvester,

Re: Funding for Local Channel Dredging

We welcomed the announcement that Vancouver Fraser Port Authority would be contributing \$1 million to support the local channel dredging program, and would like to express our thanks and appreciation on behalf of our communities which will benefit directly from this funding.

We recognize that this is an interim step towards a longer-term and more sustainable dredging program, the details of which have yet to be developed. To this end, we would appreciate an opportunity to meet with you and Chair Judy Rogers to discuss the recent funding announcement and explore options for moving forward with a long term dredging strategy. It is important to continue to work collaboratively for the benefit of all communities impacted by sediment in the lower Fraser River.

Please contact Mayor Harvie's office at 604-946-3210 or MayorHarvie@delta.ca to schedule a convenient time. We look forward to meeting with you.

Yours truly,

Mayor George V. Harvie
City of Delta

Chief Ken Baird
Tsawwassen First Nation

Mayor Malcolm D. Brodie
City of Richmond

Chief Wayne Sparrow
Musqueam Indian Band

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September 1, 2021
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cc: The Hon. Carla Qualtrough, Minister of Employment, Workforce
Development and Disability Inclusion
The Hon. Ravi Kahlon, Minister of Jobs, Economic Recovery and Innovation
Ian Paton, MLA Delta South
Delta Council
Sean McGill, City Manager



Office of Mayor George V. Harvie
City of Delta



MAYOR'S OFFICE

Delta

May 11, 2021

Dr. Victoria Lee, President and CEO
Fraser Health Authority
Suite 400, Central City Tower
13450 - 102nd Avenue
Surrey, BC V3T 0H1

Dear Dr. Lee,

Re: Lease for Harold & Veronica Savage Centre for Supportive Care

With the reopening of the Irene Thomas Hospice on April 15, 2021, critical hospice care services for patients and their families was restored to the Delta community. We are extremely appreciative of all your efforts to reach this milestone and applaud and look forward to the results of the planned community consultation relating to these services.

With respect to the Harold & Veronica Savage Centre for Supportive Care, we confirm our interest in exploring options for the City of Delta to acquire a head lease. Delta's intent would be to sublet the building to the Heron Hospice Society of Delta, to continue the long history of community-involved support for the provision of comprehensive end of life services at the hospice.

As you know, the construction and operation of the hospice and supportive care centre relied heavily on significant donations from the local community and community support, inclusion and volunteer involvement. It is very important that this relationship be maintained, regardless of whether Delta is provided a head lease for the Harold & Veronica Savage Centre for Supportive Care. Both the Irene Hospice building and the administrative building should continue to support end of life services for Delta residents, consistent with the intent of the many who contributed and supported their formation and operation.

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I look forward to hearing from you. If you have any questions, please contact me at 604-946-3210.

Yours truly,

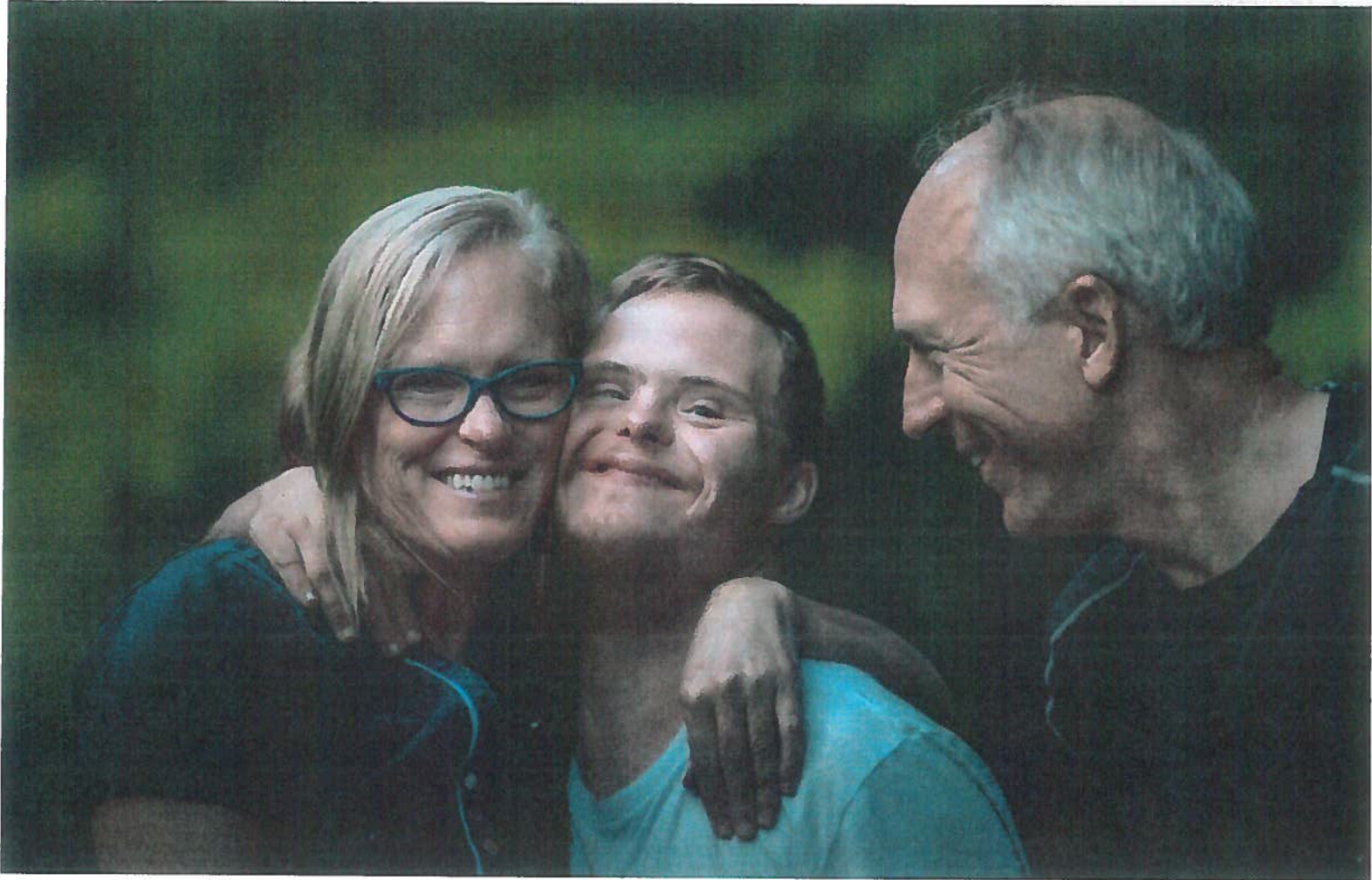


George V. Harvie
Mayor

cc: The Hon. Carla Qualtrough, Minister of Employment, Workforce Development & Disability Inclusion
The Hon. Adrian Dix, Minister of Health
The Hon. Ravi Kahlon, Minister of Jobs, Economic Recovery and Innovation
Ian Paton, MLA Delta South
Chris Pettypiece, President, Heron Hospice Society of Delta
Sharon Farrish, Secretary, Heron Hospice Society of Delta
Delta Council
Sean McGill, City Manager

AFFORDABLE HOUSING FOR ADULTS WITH DIFFERING ABILITIES

Delta



KEY REQUEST:

There is a pressing need for affordable, inclusive and supportive housing for adults with intellectual and developmental disabilities. In B.C., there are more than 5,000 people in need of this type of housing, at least 425 of whom live in Delta. Individuals with differing abilities need the full range of housing options as other segments of the population do. Inclusive housing is the key to independence, stability and belonging.

As the Province deals with the ongoing housing crisis, it must ensure that the full spectrum of housing needs is considered and planned for into the future, and that funding and housing subsidies are flexible to ensure maximum impact. The provincial government is requested to look at ways to encourage and support innovative housing solutions for inclusive housing, including the potential to use surplus provincial lands for new housing projects.



BACKGROUND

The Delta Housing Be Mine Society (DHBMS) is a registered BC non-profit society, established in 2011 by a group of parents who became increasingly concerned about housing issues for their adult children living with intellectual disabilities. DHBMS advocates for the development of affordable, inclusive and appropriate housing for adults with diverse abilities (approximately 425 in Delta), including individuals with intellectual disabilities and low-income seniors currently renting in Delta who require minimal support.

Access to housing is intrinsically tied to the well-being of a community's citizens. For those living with intellectual disabilities, the need for housing that is appropriate, inclusive and affordable is critical. As the population of Canada ages, seniors living on low-incomes are also increasing feeling the strain of the housing crunch. Overall 90% of individuals with developmental disabilities and needing housing are living with their family or a caregiver. Conversations with these families demonstrate the variety of housing needed and the strong desire for Delta families to remain in Delta with their children living independently.

Providing affordable, inclusive and appropriate housing options that meet the needs of adults with diverse abilities comes with multiple benefits for individuals, families and communities. People living with intellectual disabilities have long been excluded from community life, in large part due to segregated housing. Inclusive housing options should acknowledge and reflect the desire of those living with intellectual disabilities to be active participants in their communities and should be designed to support genuine and meaningful inclusion. While there is no one-size-fits all model for inclusive housing, agreed upon best practice includes developing person-centred housing options that provide safety, security, and promote a sense of belonging.

As the Province deals with the ongoing housing crisis, it must ensure that the full spectrum of housing needs is considered and planned for into the future, and that funding and housing subsidies are flexible to ensure maximum impact. The provincial government is requested to look at ways to encourage and support innovative housing solutions for inclusive housing, including the potential to use surplus provincial lands for new housing projects.





Proposed MKB Delta Lands Development

The proposed MKB Delta Lands industrial development at 7969 Highway 91 Connector received approval for Agricultural Land Reserve exclusion from the Agricultural Land Commission and approval from Metro Vancouver for an amendment to the Regional Growth Strategy.

This development would create \$2.6 billion of direct and indirect economic benefits, provide more than 2,700 jobs post-construction, and develop 155 acres of land for industrial purposes while protecting 328 acres of land currently zoned as I3 extraction industrial for environmental conservation.



4500 Clarence Taylor Crescent
Delta, BC V4K 3E2
604.946.4141
www.delta.ca

Current Project Status

In 2019, the proposed MKB Delta Lands development at 7969 Highway 91 Connector received approval for Agricultural Land Reserve exclusion from the Agricultural Land Commission and approval from Metro Vancouver to amend to the Regional Growth Strategy to change the land use designation of the property from agricultural to industrial and to include the property in the urban containment boundary. Metro Vancouver also approved extension of the Fraser Sewerage Area to include the subject property. The application bylaws require final consideration and adoption by Delta City Council. Before Council can consider these bylaws, approval from the Ministry of Transportation and Infrastructure is required.

Industrial Land and the Economic Benefits of the Development

Metro Vancouver has a shortage of industrial land. The most recent figures for 2020 indicate that Greater Vancouver has an industrial land vacancy rate of 2.9% and Delta's vacancy rate is even lower at 2.1%. Because this type of land is in such short supply, innovative approaches are required to preserve, enhance, and add industrial land to the region's supply. The proposed MKB Delta Lands development does just that.

7969 Highway 91 Connector is a 155 acre parcel ideally located along key transportation routes close to port industries and related businesses. The location of this property allows the development to leverage recent and upcoming transportation infrastructure investments such as Highway 17, Alex Fraser Bridge improvements, and interchanges at Tilbury and Sunbury. This location offers the potential for locally and regionally significant economic benefits.

A 5 acre highway dedication would be provided by MKB Delta Lands for the Sunbury interchange, and a portion of the industrial development site is being offered as staging grounds for overpass construction at no licensing cost to the Province.

The proposed MKB Delta Lands development would result in an estimated \$2.6 billion in direct and indirect economic benefits and provide an estimated 2,700 jobs post-construction. Construction works would produce, on average, 200 full time construction jobs over 5 to 7 years.



Environmental Benefits

Any development adjacent to the Burns Bog Ecological Conservancy Area must be sensitive to the ecology of the Bog. The proposed development at 7969 Highway 91 Connector includes important environmental features that protect the integrity of the adjacent conservancy area.

Buffers around the perimeter of the proposed development will protect the Burns Bog Ecological Conservancy Area by keeping development run-off and bog water separate. An environmental effects assessment prepared for the project found that habitat loss as a result of clearing the developable lands will result in a loss of approximately 121 acres of existing ecosystems and habitat; however, this habitat loss is compensated with the transfer to the City of Delta of 328 acres of other environmentally significant land for preservation. The result is a net gain of 233 acres of broad ecosystem types. Environmental approvals from the Ministry of Forests, Lands, Natural Resource Operations and Rural Development will be required for some infrastructure improvements.



328 acres of land to be transferred into public ownership for conservation purposes

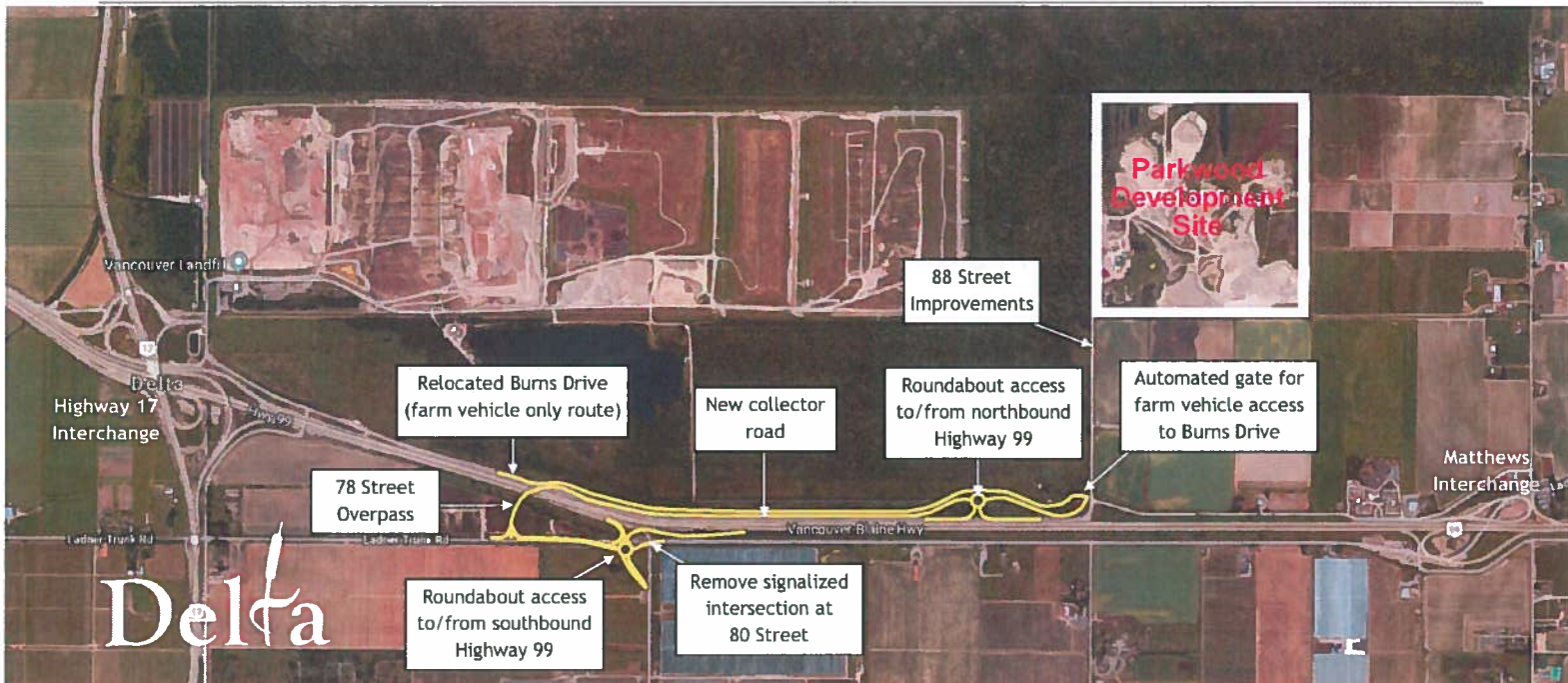
Land Transfer & Amenity Contribution

The proposed development property is 155 acres. Protection and enhancement areas, including a perimeter environmental buffer, along with road and utility areas bring the developable area of the property to just over 108 acres. As partial consideration for developing this property, MKB Delta Lands is transferring 328 acres of land at three locations currently zoned as I3 extraction industrial (Lots A, B, and C on the map) for protection from future development. Since the 155 acre property at 7969 Highway 91 Connector was excluded from the Agricultural Land Reserve, Lot B, which is 193 acres, has been included in the Agricultural Land Reserve.

This proposal allows for the industrial development of land best suited for that purpose and the preservation of more than twice that amount of land in areas where preservation is more appropriate. The proposal also offsets the 155 acre Agricultural Land Reserve exclusion with an Agricultural Land Reserve inclusion of 193 acres. Further, MKB Delta Lands is contributing \$6 million for agricultural drainage and irrigation improvements for Westham Island and East Delta and \$5 million for transportation and community amenity improvements in North Delta.

Conclusion

The proposed development of 7969 Highway 91 Connector for industrial purposes will create important economic benefits for the region and protect a significant amount of land for conservation purposes. The project represents an innovative approach to meeting the need for industrial land while acknowledging the importance of protecting environmentally significant land from future development.



Parkwood Development Project

A new industrial business park was approved by Delta Council in 2018, which develops a 130 acre property located just north of Highway 99. Called "Parkwood", this project will provide over 2,400,000 square feet of new industrial buildings leading to approximately 950 new permanent jobs. In addition, the construction on the new industrial park will generate approximately 100 construction jobs annually over 5 to 10 years and provide a significant economic driver for Delta and the Province. Historically, the site had been used for peat extraction and soil deposit. Previous proposals to redevelop this property into higher end industrial uses were stymied by the challenging road access to the site.

Benefits of a New Overpass

The Parkwood development project is providing the financing and construction of a new overpass at 78 Street which will provide direct access from the property to Highway 99 (and from there to Highway 17). The existing Matthews Interchange (further west on Highway 99) is already a busy junction and with existing traffic congestion would require upgrades in the future if the proposed 78 Street interchange does not proceed. The new overpass will reduce truck traffic along Burns Drive alleviating conflicts with farm vehicles, improve access to industrial lands at Boundary Bay Airport, and reduce response times for the new Boundary Bay Fire Hall and Emergency Operations Centre. The new overpass could also provide secondary access to the Vancouver landfill.

The Parkwood development project is committed to delivering the 78 Street Overpass as soon as possible, paving the way for new industrial development to help address the regional industrial land shortage. Delta staff continue to engage with the Ministry of Transportation and Infrastructure to advance this project and hope to receive approvals to undertake the work within the Highway 99 corridor in the near future.



CITY OF DELTA
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Office of Mayor George V. Harvie
City of Delta



MAYOR'S OFFICE

Delta

September 1, 2021

The Honourable Rob Fleming
Minister of Transportation & Infrastructure
PO Box 9055 Prov Stn Govt
Victoria, BC V8W 9E2

Dear Minister,

Re: 78 Street Interchange in Delta, BC

In 2018, a new industrial business park was approved by Delta Council which develops a 130 acre property located just north of Highway 99. The Parkwood development project will provide over 2,400,000 square feet of new industrial space leading to an anticipated 950 permanent jobs. In addition, the development will generate approximately 100 construction jobs annually over 5 to 10 years and provide a significant economic driver for Delta and the Province.

Previous proposals to redevelop this property into higher-end industrial uses were stymied by the challenging road access to the site. The Parkwood development project is facilitating the financing and construction of a new interchange at 78 Street which will provide direct access for the property and surrounding lands, including Boundary Bay Airport, to Highway 99 and from there to Highway 17.

As noted, the new interchange would provide considerable benefits to the Provincial highway system in this region, including alleviating future congestion at the existing Matthews Interchange and offsetting future upgrade needs. Other immediate benefits would include improving access to industrial lands at Boundary Bay Airport, reducing response times for the new Boundary Bay Fire Hall and Emergency Operations Centre, and eliminating truck traffic along Burns Drive in front of the Delta View Care Centre.

The Parkwood development project is committed to delivering the 78 Street Interchange as soon as possible, paving the way for new industrial development to help address the regional industrial land shortage.

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Delta and the developer have been engaging with the regional Ministry of Transportation and Infrastructure office to advance this project. Regional office staff have made the Ministry's approval for this work to proceed contingent on a project agreement. Although 100% funding for this project has been committed by the developer, the draft project agreement continues to be unresolved, despite numerous iterations. The delivery of the 78 Street Interchange is the major outstanding item preventing the Parkwood development project from proceeding, and from delivering its many benefits for multiple stakeholders.

I am writing to request assistance from your office in prioritizing the delivery of the 78 Street Interchange project. Specifically, Delta urges the Ministry to consider delivering the 78 Street Interchange project, similar to the recent announcement of the new interchange being delivered by the Ministry on Highway 99 in Richmond. Given that the Ministry is typically responsible for the construction of interchanges and Provincial highways, and has extensive expertise in managing and delivering such projects (in contrast to municipalities and private entities), there are significant benefits to the Ministry assuming responsibility for construction in this case. Such benefits include a considerable reduction in legal and contractual complexities and risk for all parties.

We believe that there is the opportunity to work together on the delivery of this interchange, with the funding provided by the Parkwood development, and we would appreciate the opportunity to meet to discuss this option and other ways to facilitate this important infrastructure project and realize the significant benefits it would bring. We look forward to further dialogue on this project.

Yours truly,



George V. Harvie
Mayor

cc: The Hon. Ravi Kahlon, Minister of Jobs, Economic Recovery and Innovation
Delta Council
Sean McGill, City Manager