



MINUTES

**PUBLIC WORKS &
TRANSPORTATION COMMITTEE**

Date: Wednesday, December 6th, 2000
Place: W.H. Anderson Room
Richmond City Hall
Present: Councillor Lyn Greenhill, Chair
Mayor Greg Halsey-Brandt
Councillor Derek Dang
Councillor Kiichi Kumagai
Absent: Councillor Ken Johnston, Vice-Chair
Call to Order: The Chair called the meeting to order at 4:00 p.m., and advised that a report regarding the holding of the Annual Santa Claus Parade would be added to the agenda as an additional item.

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, November 8th, 2000, be adopted as circulated.

CARRIED

DELEGATION

2. **MS. KATHY STEVENS, 8371 HEATHER STREET REGARDING THE 'EXIT' FROM THE GARDEN CITY MALL ONTO DIXON AVENUE**
(Submission and petition from K. Stevens: Nov. 22/00; File No.: 6360-06) (REDMS No. 228650, 215072)

Ms. Kathy Stevens, of 8371 Heather Street, accompanied by her husband Mike Thorne, expressed concern that the Heather Street residents had not been polled in either of the two surveys conducted by City staff. She suggested that if these residents had been contacted, the exit from the shopping centre to Dixon Avenue would not have been opened. Ms. Stevens then reviewed the history of the exit, during which she also referred to residents' concerns about motorists speeding along Heather Street to Dixon Avenue.

The Chair referred to two memos written by the Manager of Transportation on this subject matter (copies of which were provided to Ms. Stevens, and which are on file in the City Clerk's Office), and the contents of each memorandum were then reviewed with Ms. Stevens.

In response to questions from the Chair, the Manager of Transportation, Gordon Chan, advised that 35 residents had expressed concern about the closure of Heather Street and the loss of the Heather Street access to the shopping centre. Mr. Chan stated that as a result of discussions, the suggestion was made that a second survey be undertaken with those 35 households who had initially raised the issue with the City. He advised that of the 35 surveys sent out to those households who had been concerned about the loss of the Heather Street access, only 4 residents responded, and of those 4, only one resident opposed the new driveway access.

Mr. Chan noted that since the closure of the Heather Street exit, there had been a significant decrease in traffic along Heather Street. He added that staff would be willing to monitor the traffic situation and work with area residents to address their concerns.

Discussion then ensued among Committee members and the delegation, during which Ms. Stevens reiterated her concerns that the Heather Street residents had not been contacted about the opening of the Dixon Avenue exit from the shopping centre. She also expressed concerns about (i) the safety of children walking along Heather Street to attend the nearby school because of the many motorists who failed to stop at the Heather Street/Dixon Avenue stop sign; (ii) the number of motorists who used Heather Street to travel from Francis Road to Blundell Road, as a means of avoiding the traffic on Garden City Road; (iii) the narrow width of Heather Street; and (iv) the lack of street improvements, including sidewalks, curb and gutter, and street lighting, for Heather Street

The Chair noted during the discussion that staff had indicated that they would monitor the traffic situation and consult with area residents if further traffic calming measures proved to be necessary. It was also noted that Heather Street had always been intended as a collector road for the subdivision.

Mr. Shawn Sandhu, of 8271 Heather Street, provided information on the number of motor vehicle accidents which had occurred at the Heather Street/Dixon Avenue and the damage caused to his property as a result of these accidents. He also advised that he had not received any correspondence from the City on the opening of the Dixon Street exit, and that he was also concerned about the lack of street lighting and sidewalks on Heather Street. Mr. Sandhu expressed agreement with the previous speaker that Heather Street was too narrow to be used as a collector road, that it was unsafe for pedestrians, and that motorists were constantly running the stop sign at the Heather Street and Dixon Avenue intersection. In response to a comment from the Chair, Mr. Sandhu indicated that he would be willing to work with staff to address these problems.

Questions were raised by the delegation about when improvements could be expected to Heather Street, and how the improvements were made to the Ash Street subdivision. In reply, advice was given that improvements to Heather Street would only be accomplished through a Local Improvement project, paid for by area residents, while the Ash Street subdivision improvements had been financed by the developer of the new residential subdivision being constructed in that area.

Ms. Raj Uppal, of 8280 Heather Street, expressed concern that the Heather Street area was being ignored. Discussion then took place on the feasibility of having the improvements being funded through a Local Improvement project, and information was provided to the delegations on how funding would be obtained to complete the work.

Discussion continued, during which the General Manager, Urban Development, David McLellan, advised that Mr. David Borman had been unable to remain at the meeting, however, he wished it known that he was concerned about the safety of Heather Street rather than the Dixon Avenue exit. The Chair reiterated that staff would work to slow the speed of motorists travelling along Heather Street, and that staff would be contacting area residents about initiating a Local Improvement project. The suggestion was also made that the RCMP 'speed watch' could be contacted to enforce speed limits along Heather Street.

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

It was moved and seconded

That the proposals put forward by the Manager of Transportation in his memorandum dated December 4th, 2000, regarding the Heather Street Traffic and Garden City Shopping Centre Access from Dixon Avenue, be referred to staff for a review of the options.

The question on the motion was not called, as the suggestion was made that staff hold a public information meeting with all area residents to discuss the available options, including installation of improvements through a Local Improvement Project initiative. Staff were also requested to review the feasibility of installing an extruded curb along the edge of the roadway on Heather Street.

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

URBAN DEVELOPMENT DIVISION

3. **RICHMOND/AIRPORT-VANCOUVER RAPID TRANSIT STUDY - PROGRESS REPORT ON PHASE 2**

(Report: Nov. 21/00, File No.: 0154-03) (REDMS No. 228897)

The Manager, Transportation, Gordon Chan, introduced Ms. Jane Bird, Project Director, for the Richmond/Airport-Vancouver Rapid Study. Ms. Bird then reviewed the three primary work plans of the study - evaluation, public sector funding and private sector participation, with Committee members.

Discussion then ensued among Committee members on such issues as:

- the benefits to private sector organizations participating in a public/private partnership to construct a transportation infrastructure
- the rationale for undertaking a cost benefit analysis on the three proposed transit scenarios and whether the results could prove to be detrimental to the City obtaining light rapid transit (Skytrain technology)
- the membership of the proposed public advisory committee.

Advice was given during the discussion that two reports would be submitted to the Board of Directors of TransLink, the first being to inform them about the work being done in conjunction with the "P3" program. Ms. Bird stated that the second report would be asking for the inclusion of funds in the 2001 budget to fund the study, if the study continued to phase three.

It was moved and seconded

- (1) ***That the report (dated November 21st, 2000, from the Manager, Transportation and the Project Director, Richmond/Airport-Vancouver Rapid Transit Study) on the status of the Richmond/Airport-Vancouver Rapid Transit Study for information; and that staff continue to actively participate in the project.***
- (2) ***That a Richmond Rapid Transit Public Advisory Committee, consisting of various local Richmond stakeholders, and based on the Terms of Reference (outlined in the report dated November 21st, 2000, from the Manager, Transportation and the Project Director, Richmond/Airport-Vancouver Rapid Transit Study), be established to provide input on specific aspects of the study and other general issues that may have an impact on Richmond.***
- (3) ***That staff and the Project Director provide further updates to Council on the work progress, including the conclusions and recommendations reached at the end of Phase 2 of the study.***

CARRIED

4. **TRAFFIC BYLAW AMENDMENT - PROVISIONS FOR PARKING IN LANE AND HOURS OF PARKING RESTRICTIONS FOR COMMERCIAL AND LARGE VEHICLES ON ROADWAYS - 7000 BLOCK GILBERT ROAD**

(Report: Nov. 8/00, File No.: 8060-20-7198) (REDMS No. 218475, 233614)

It was moved and seconded

That Bylaw 7198, which amends Traffic Bylaw 5870, to allow parking to be designated in lanes in the 7000 block of Gilbert Road, and to establish consistent hours of parking restrictions for commercial and large vehicles on roadways, (as set out in the report dated November 8th, 2000, from the Manager, Transportation) be introduced and given first, second and third readings.

CARRIED

ENGINEERING & PUBLIC WORKS DIVISION

5. **BOULEVARD MAINTENANCE BYLAW**

(Report: Nov. 21/00, File No.: 8060-20-7174) (REDMS No. 228843, 208741)

The Manager, Engineering Planning, Paul Lee, accompanied by the Manager, Community Bylaws and Administration, Sandra Tokarczyk, and Project Engineer, Engineering Planning, Mark Minson, briefly reviewed the report with the Committee.

Considerable discussion then ensued among Committee members and staff on the proposed bylaw, during which the following comments, questions and concerns were expressed:

- would property owners who had placed gravel instead of grass in the area from the edge of the sidewalk to their property boundary be penalized for doing so
- the purpose of the proposed Boulevard Maintenance Bylaw was to provide support the City's "Zero Tolerance Policy"; however the comment was made that the policy had been assumed to deal only with unimproved roads (i.e. no sidewalks)
- the proposed bylaw was being proposed because of a number of potential problems which could arise on Mitchell Road with unsightly materials being stored in the road allowance; as well, the bylaw would allow the owners of unmaintained gardens, broken fences, etc., to be directed to remove the offending items
- the requirements of the bylaw should be expanded to deal with improved and unimproved roads
- concern was expressed about the requirement in the bylaw that a minimum 0.5 metre strip of grass must be maintained parallel to a sidewalk or highway where there was no sidewalk; and questions were asked about how this would be dealt with if a property owner had developed his front property as a Japanese or other style of garden which included small rocks; the opinion was also expressed that property owners should not be forced to grow grass instead of flowers in that .5 metre strip

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

It was moved and seconded

That the report (dated November 21st, 2000, from the Director, Engineering), regarding the Boulevard Maintenance Bylaw, be referred to staff for further review.

Prior to the question being called, staff were requested to provide information on (i) the amount of revenue which could be generated from "force cleans", if the proposed bylaw was adopted and put into effect; (ii) the cost of hiring an additional inspector; and (iii) provide a business case analysis for the proposed additional inspector. Staff were also directed to amend the proposed bylaw to:

- (1) deal with the area between the edge of a sidewalk or curb and the property line
- (2) differentiate between commercial/industrial and residential developments; and
- (3) define improved and unimproved roads.

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

6. **EXTENSION OF TENDER T.1454 - SUPPLY AND COLLECTION OF GARBAGE CONTAINERS**

(Report: Nov. 20/00, File No.: T.1454) (REDMS No. 222047)

It was moved and seconded

- (1) ***That Contract T.1454 with Canadian Waste Services Inc. for the Supply and Collection of Garbage Containers, be extended to June 30, 2001 under the existing terms, conditions and unit rates.***
- (2) ***That a letter be written to Canadian Waste Services confirming the contract extension and requiring that the appropriate bonding and insurance be provided.***

CARRIED

7. **APPLICATION TO CONDUCT SANTA CLAUS PARADE**

(Report: Nov. 30/00, File No.: 7400-01) (REDMS No. 238988)

It was moved and seconded

That the Steveston Lions Club and Steveston Community Society be granted approval to conduct the 27th annual Santa Claus Parade on Sunday, December 24, 2000, between 6:00 p.m. and 8:00 p.m.

CARRIED

8. **ZERO TOLERANCE NOTIFICATIONS - BROADMOOR AREA UPDATE**

(Report: Nov. 27/00; File No.: 6045-07-02) (REDMS No. 213298, 235233) (Follow up to the November 8th, 2000 public meeting with area residents.)

The Manager, Engineering Construction, Steve Ono reported on the results of a recent public information meeting which had been held with residents in the Broadmoor area to deal with illegal changes to boulevards and ditches fronting their properties.

Discussion then took place among Committee members and staff on this matter, during which concern was expressed that the six month period given to correct the illegal changes was not sufficient, due to the time of year in which this period is in effect. Advice was given that staff were preparing a report to Council on the issues which had arisen as a result of the public information meeting, and that the report now being considered had been submitted in anticipation of a number of delegations appearing at this afternoon's meeting on this matter. (It was noted however that there were no delegations present to address the issue.) The suggestion was made by staff that the report could also address the concerns about the maximum six month period to correct the changes with a proposal that the period be extended under certain circumstances.

The suggestion was made during the discussion that the report include an analysis of anticipated local improvement costs, in the event that area residents chose to enter into a Local Improvement Project to infill the ditches. In response, staff advised that that information had been provided to the residents at the public information meeting.

It was moved and seconded

That the report (dated November 27th, 2000, from the Manager, Engineering Design & Construction), regarding Zero Tolerance Notifications - Broadmoor Area Update, be received for information.

Prior to the question being called, the Chair requested that the report would provide a possible course of action on how to deal with the problems, prior to implementing the Boulevard Maintenance Bylaw.

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

9. **MANAGER'S REPORT**

(a) Mr. Lee reported that correspondence had been received from the Greater Vancouver Regional District, indicating that a proposal had been received to increase the height of the microcell tower at the Iona Island Treatment Plant from 80 feet to 140 feet. He further advised that in 1998, Council had empowered staff to deal with this issue and at that time, staff had given approval on the understanding that the approval of the Local Airport Authority was obtained.

A brief discussion ensued, as a result of which the Chair directed that the City's position would be that contained in the previous decision, that the approval of the Local Airport Authority be obtained and that the Authority be reminded that the subject area was a park.

(b) Mr. Lee advised that staff would be submitting a report to the next Public Works & Transportation Committee on replacement costs for the City's infrastructure systems.

(c) The General Manager, Engineering & Public Works, Chuck Gale, reported that a gravel parking lot had been constructed in the area of Ferguson Road and Shannon Road, and that further information would be provided to the Mayor and Council once it had been determined who was responsible for the construction of this lot. A brief discussion ensued, during which the Mayor suggested that staff contact the Vancouver International Airport Authority on the matter.

ADJOURNMENT

It was **MOVED** and **SECONDED**

That the meeting adjourn (5:55 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, December 6th, 2000.

Councillor Lyn Greenhill
Chair

Fran J. Ashton
Executive Assistant