

## Public Works and Transportation Committee

Date: Wednesday, January 5, 2000

Place: W.H. Anderson Room  
Richmond City Hall

Present: Councillor Lyn Greenhill, Chair  
Councillor Derek Dang  
Councillor Ken Johnston  
Councillor Kiichi Kumagai

Absent: Mayor Greg Halsey-Brandt

The Chair called the meeting to order at 9:00 a.m.

It was moved and seconded

***That the agenda be varied to insert:***

***Item 2. Delegations c) Mrs. Mona Jurczyk of 6371 Cooney Road to discuss parking on Cooney Road, and***

***Item 6. Traffic issues at Heather Street and Blundell and traffic impact at Garden City and Blundell.***

**CARRIED**

### 1. **MINUTES**

It was moved and seconded

***That the minutes of the Public Works & Transportation Committee Meeting held on Wednesday, November 17<sup>d</sup>, 1999 be adopted as circulated.***

### **DELEGATIONS**

2. a) **Mr. David Green, of 1011 Douglas Crescent on the issue of a damage deposit for his property being withheld by the City.**

Mr. Green provided background information including coloured photographs. He advised that after completion of construction to his residence, he wanted to park in front and paid \$4200 dollars to have the proper diameter pipe placed in the ditch. After inspection there was noted to be a discrepancy at both ends of the

culvert. He referred to the area which had been framed with landscaping ties close to the lane used to hold the drainage material so that the ditch would not get filled in by rainfall. He stated that he was unsure why his damage deposit had not been returned and chose to exercise his option to speak to the committee. Upon query from the Chair, Mr. Green agreed that the submitted correspondence contained the necessary information. He noted that his neighbours have muddy potholes in front of their houses and that water does not accumulate in front of his home. He stated that both the garbage contractor and the Fire Department had been supportive.

The Chair explained that Mr. Green was contravening City Boulevard and Roadway Protection and Regulation Bylaw 6366 and that the committee was only able to provide information.

Steve Ono, Manager, Engineering Design and Construction advised that the primary concern of the city was safety. He noted that Mr. Green retained an engineering consultant for the design that was submitted which was approved by staff. However, none of the landscaping ties with cribbing was approved. There was concern that the geometric enclosure potentially directs traffic into the hole and due to the ties, creates a hazardous area.

Another safety concern related to the nature of the gravel utilized. Construction standards require binder crushed gravel which is not loose and does not present potential hazard to cyclists and vehicles. Loose gravel may be sprayed onto the roadway.

It was further noted that Bylaw 6366 has a zero tolerance policy regarding structures placed on boulevards exceeding one metre. The Chair provided further explanation of Bylaw 6366.

Mr. Green advised that he would be willing to change the compacting material if required to do so.

The possibility of having the hole filled was discussed. Staff advised that a manhole would have to be installed for maintenance and could form a transition for pipe size. Mr. Green will discuss this issue further with staff to provide a resolution for this issue.

b) **Mr. Balkar Bhullar regarding the Hired Truck and Backhoe Policy.**

Mr. Eric Gilfillan, Engineering and Public Works, was in attendance to answer questions of the Committee. He advised that the Hired Truck and Backhoe Policy is 22 years old and needs to be reviewed to allow better privileges for both the City and truckers. Mr. Gilfillan clarified the terms of the policy for the committee.

Mr. Balkar Bhullar, of B-6660 Sidaway, was present to express his concern regarding the above policy. He stated that every piece of equipment hired has different rates and that truckers are treated differently with one price only. He questioned the practice of truckers being placed on a list. He felt that the top ten truckers on the list were being shown favour.

Mr. Gilfillan reviewed the policy of having an established list with the addition of A and B lists. He stated that all lists were used initially but as requirements for trucks have diminished over the course of the years, the A and B lists have merged. This practice allows the City to have reliable equipment on hand when necessary. The City of Richmond and other municipalities have standardized rates which are reviewed on an annual basis.

In answer to a query regarding the use of tandem trucks, Mr. Gilfillan stated that due to the expense, these are used for special construction projects while on a day-to-day operational basis, regular trucks are used.

It was noted that newcomers are placed at the bottom of the list and over time, such as when a truck is sold, will rise on the list. Under the current agreement, ownership can be inherited by a next of kin.

Dan MacAulay, trucker, stated that he had been supplying the City with trucks for 25-30 years. He stated that the City has treated truckers fairly and did not feel that changes needed to be made.

Phil Danyluk, PD Trucking Ltd., stated that the City is on a maintenance program and that the dollars for use of large equipment are not available. He referred to difficulties that occurred in Burnaby where truckers were given work by rotation. He stated if the list were rotated now, the City would not get the quality of equipment and expertise.

It was felt that preference should be given to businesses with City of Richmond business licenses.

Staff were directed to review and update the policy and report back after consultation with the affected parties, to committee by the beginning of April.

c) **Mrs. Mona Jurczyk of 6371 Cooney Road**

Mrs. Jurczyk was in attendance to draw the attention of the Committee to the 24-hour parking prohibition placed on Cooney Road at Cook Road, December 30, 1999. She advised that until this date, there had been unrestricted parking on the east and the west side had no parking from 7:00 a.m. to 6:00 p.m., Monday to Saturday.

She referred to the changing density of this area and the fact that there was no where to park within a five-block radius. She stated that her friends are seniors, and are unable to walk that far and referenced a news article stating that the RCMP warned women not to walk at night in the City Centre.

She commented that she has lived in her residence for 38 years and requested that the committee reinstate the parking. She observed that south of Cook, Cooney Road narrows and still has parking.

Gordon Chan, Manager, Transportation, advised that parking restriction was put in place to facilitate traffic safety to the area due to the increase in accidents between Saba Road and Cook Road on that section of Cooney. He noted that due to parking, motorists are required to change lanes. He referred to the

increase in traffic volume due to the nearby Save-On Foods which is open until midnight and other businesses.

He advised that this will become part of the detour system for the Rapid Bus Project which is currently being tendered. They are in the process of working out a traffic management plan. Mr. Chan noted that Cooney Road will form part of the detour system and quoted statistics indicating that traffic heading south is heavier.

Mrs. Jurczyk pointed out that the Garden City upgrade and Minoru upgrade was done to cause a ring road style of detour away from the Cooney area, which is still residential.

It was advised that the construction for the Rapid Bus Project was scheduled to commence in March and due to a compressed schedule, may result in overnight closure.

The parking ban will be reviewed after the Rapid Bus construction phase and the Committee requested that Mrs. Jurczyk be present at this time.

## URBAN DEVELOPMENT DIVISION

### 3. OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW 7113 AND ZONING & DEVELOPMENT AMENDMENT BYLAW 7114 – 11511, 11531 AND 11535 STEVESTON HIGHWAY

(Report: Nov. 23/99; File 8060-20-7113/7114, REDMS 115633)

Jenny Beran, Planner, advised that this item arose from the Public Hearing in October. Referring to a drawing, she explained that revisions had been made that allow for a sidewalk in the lane, and further explained that this was in anticipation of redevelopment with townhouses. It was clarified that monies would be collected for the 6 m part of the lane and that, private property would construct the right of way portion.

The Chair noted that staff are currently preparing a lane development study.

Ms. Beran advised that communication had taken place with ambulance, fire and Canada Post authorities to make them aware of the entrance along the lane and that appropriate signage had been requested.

The Chair noted recent complaints from residents regarding drainage in this area and questioned if this lane could be cleaned up after construction. The Parks Department will review cutting back the greenery and send letters to residents requesting that they keep the area trimmed.

It was moved and seconded

***That the right-of-way width for the lane servicing the north side of the 11,000 block of Steveston Highway be maintained at 6.0 m (19.685 ft.).***

**CARRIED**

4. **PROPOSED STOP SIGN IMPROVEMENT PROGRAM**

(Report: Dec. 16/99; File: 6450-06-03, REDMS 116295)

Gordon Chan, Manager, Transportation advised that ICBC had been working with Public Works to establish a program to reimburse municipalities for upgrading standard traffic signs with highly reflective materials. A further report on the Stop Sign Program will follow.

It was moved and seconded

1. ***That the use of highly reflective sign material, as described in the attached report from the Manager of Transportation, be adopted as the new standard for stop sign upgrading and installation in the City.***
2. ***That the proposed Stop Sign Improvement Program, a program to replace existing stop signs in the City with the new highly reflective sign material, be submitted to the Insurance Corporation of British Columbia (ICBC) Road Safety Program for funding contribution.***
3. ***That staff report back on the outcome of the above ICBC funding application for this project.***

**CARRIED**

5. **ST. ALBANS AREA (JONES ROAD/GENERAL CURRIE ROAD) STREETScape AND TRAFFIC SAFETY ENHANCEMENT PILOT PROGRAM – FOLLOW-UP REPORT**

(Report: Dec. 15/99; File: 6450-01, REDMS Nos.: 106639, 102792, 99567, 106381)

Gordon Chan, Manager, Transportation, advised that staff were requested by Council to consult with the public on the above issue. He noted that public input was taken into account and a hybrid design incorporating features from two options was formulated.

Victor Wei, Transportation Engineer, reviewed the material presented to residents in August, noting that the response rate was 15% with no clear preferences noted. Comments included lessening the impact on parking, enhancement to park and school frontage. The new proposal will be presented to the residents for information.

Councillor Kumagai indicated his opposition to the plan for curb extensions at the intersections of St. Albans and General Currie Road as well as St. Albans and Jones Road.

It was moved and seconded

1. ***That the proposed revised design options of traffic safety and streetscape enhancements on Jones Road and General Currie Road (between No. 3 Road and St. Albans Road), as described in the attached report, be endorsed for implementation with the source of funding being the St. Albans Area Special Development Cost Charge Fund at a cost of \$300,000.***

***That staff be directed to report back to Council one year after the completion of the project on the effectiveness of the improvements in terms of enhancing pedestrian safety and streetscape on both Jones Road and General Currie Road.***

**CARRIED**

6. **TRAFFIC ISSUES AT HEATHER STREET AND BLUNDELL ROAD AND TRAFFIC IMPACT GARDEN CITY AND BLUNDELL.**

Councillor Kumagai referred to dead ending Heather Street at Blundell Road and the traffic impact at Garden City and Blundell Road and requested a review to determine impact.

The Manager, Transportation, advised that traffic volume was quite low and there was no expectation of difficulties in this area. Traffic flow in this area was designed to be diverted to the surrounding arterial systems of Garden City Road and Blundell Road.

Councillor Johnston left the meeting at 10:27 a.m.

7. **MANAGER'S REPORT**

a) **Vancouver International Airport Authority Proposal**

Mr. Chan advised that staff will meet with the Vancouver International Airport Authority to review their proposal to dedicate one of the three lanes down Russ Baker Way from Cessna North as a high priority lane.

**ADJOURNMENT**

It was MOVED and SECONDED  
*That the meeting adjourn (10:30 a.m.)*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, January 5, 2000.

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Councillor Lyn Greenhill  
Chair

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Susan Kopeschny  
Administrative Assistant