



## Public Works & Transportation Committee

Date: Wednesday, December 22, 2004  
Place: Anderson Room  
Richmond City Hall  
Present: Councillor Rob Howard, Chair  
Councillor Kiichi Kumagai, Vice-Chair  
Councillor Linda Barnes  
Councillor Derek Dang  
Mayor Malcolm D. Brodie  
Also Present: Councillor Bill McNulty  
Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

1. It was moved and seconded  
*That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, November 17<sup>th</sup>, 2004, be adopted as circulated.*

CARRIED

### DELEGATIONS

2. *D. Hodson regarding traffic issues at No. 8 Road and Westminster Highway.*

The Acting Director of Transportation, Victor Wei, provided a brief background to that traffic issues on No. 8 Road, and suggested that staff revisit the issues. Mr. Wei indicated that a speed survey and truck count could be undertaken along with consultation with the various industrial organizations involved and also truck operators.

A brief discussion among Committee members and Mr. Wei ensued on the following:

1.

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- the use of Nelson Road for truck traffic;
- the timing of a report to Committee on the results. Mr. Wei indicated that the report should be received by March 2005; and
- whether No. 8 Road traffic was intended to be utilized for passenger vehicle and transit traffic only. Mr. Wei was requested to review the restrictions in place on No. 8 Road.

Ms. Hodson, 6220 No. 8 Road, spoke about the negative affects of the truck traffic and speeding vehicles on the family farm, and the resulting affect of this on her husband, the grandson of Richmond pioneer A.C. Gilmour. Ms. Hodson requested that No. 8 Road be closed to truck traffic, and that passenger vehicle traffic be slowed to 30 kph. Pictures were distributed by Ms. Hodson that evidenced such signage in Ladner, and also traffic calming methods that would allow the passage of farm equipment. Ms. Hodson indicated that several of the industrial organizations in the area were willing to be cooperative to the restriction of trucks traffic on No. 8 Road.

It was moved and seconded

*That the traffic issues on No. 8 Road be referred to staff in order that the various stakeholders, which would include the various industrial organizations involved, landowners, the RCMP, the Farmers Institute and the Agricultural Advisory Committee, be brought together for discussion on the closure of No. 8 Road to truck traffic and report back to Committee as soon as possible.*

**CARRIED**

At this point the Chair acknowledged the Director of Operations, Eric Gillan, and congratulated him on his impending retirement after 36 years with the City. Each of the Committee members then offered their congratulations.

The new Director of Operations, Greg Scott, was then introduced, and a welcome extended.

## **POLICIES / STRATEGIES (0 ITEMS)**

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## **DECISIONS / ACTIONS (3 ITEMS)**

## **ENGINEERING & PUBLIC WORKS DIVISION**

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3. **ESTABLISHMENT OF LATECOMER AGREEMENT FOR RYAN ROAD DRAINAGE INFRASTRUCTURE**

(Report: Dec. 2/04, File No.: 10-6060-04-51/2004-Vol 01) (REDMS No. 1363766)

It was moved and seconded

*That:*

- (1) *The City enter into a Latecomer Agreement to allow cost recovery of drainage infrastructure along Ryan Road (shown on Schedule A attached to the report dated December 2, 2004 from the Director of Engineering);*
- (2) *The properties in the drainage catchment area be deemed to benefit from the extended service provided by the City and are thus liable for their respective portion of the charge that represents the cost of that benefit, (as documented in Schedule B), when they require a new connection to the drainage infrastructure;*
- (3) *Annually calculated interest be applied to the charges at the rate of 8.00%, being the 10 year mortgage rate on the project completion date of August 27, 2004, as established under Bylaw 6936, and;*
- (4) *A charge under this resolution be imposed commencing August 27, 2004, on the understanding that no charges are payable beyond 10 years from this date.*

CARRIED

4. **MULTI FAMILY RESIDENTIAL WATER METERING**

(Report: November 29 04, File No.: 10-6550-02/2004-Vol 01) (REDMS No. 1346953)

A discussion ensued among Committee members, the Director of Engineering, Robert Gonzalez and the Project Engineer, Lloyd Bie, on various aspects of the report, and in particular on the specific issues and concerns related to the metering of both apartment and townhouse complexes, both new and existing.

The discussion included the following:

- that one master meter would be installed for each new apartment or townhouse complex. The Strata Council would then be responsible for the determination of how the charges should be divided amongst the units;
- that it was not uncommon to place meters inside the building. A touchpad on the exterior of the building or a radio unit would allow retrievable of the information without the need to enter the building;
- the cost of a master meter that could be sub-metered would be substantial;

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- the program would not preclude a strata complex from doing its own sub-metering;
- that retrofitting older complexes would be a problem;
- that individual townhouse metres could make townhouse prices in Richmond uncompetitive with other districts;
- that it would be worthwhile to discuss the metering of new townhouse projects with the local development community and strata management companies.

It was moved and seconded

*That:*

- (1) *all new duplex residential properties be required to install water meters and be charged the metered rate for water and sanitary sewer;*
- (2) *all duplexes undergoing renovation in excess of \$75,000 be required to install water meters at the property owners cost and be put on the metered rate for water and sewer;*
- (3) *all existing duplex units, except those with interconnected potable water plumbing, become eligible for the Residential Volunteer Water Metering Program; and*
- (4) *all existing apartment and townhouse sites be allowed to have watermeters installed at the property owners cost.*
- (5) *staff provide additional comment on the metering of new townhouse and apartment complexes after:*
  - i) *consultation has occurred with industry stakeholders, which would include the Urban Development Institute, the Greater Vancouver Homebuilders Association, and local developers; and*
  - ii) *consultation has occurred with other communities to determine their specific water-metering histories and results.*

Prior to the question being called the General Manager, Urban Development, Joe Erceg, said that the issues could be added to the agenda for the regular Urban Development Institute liaison meeting that would be held in January. Mr. Erceg further indicated discussion with the Greater Vancouver Homebuilders Association would also occur.

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

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## URBAN DEVELOPMENT DIVISION

### 5. FOLLOW-UP REPORT – PROPOSED INSTALLATION OF A SPECIAL CROSSWALK IN THE 8500 BLOCK OF NO. 5 ROAD

(Report: Dec. 7/04, File No.: 10-6450-17-02/2004-Vol 01) (REDMS No. 1365480, 1350027, 1356191)

It was moved and seconded

- (1) *That the installation of a special crosswalk at the 8500 block of No. 5 Road, as described in the attached report, be approved for implementation.*
- (2) *That the source of funding for the above crosswalk improvement be the 2003 Transit Plan Infrastructure Improvements Project.*
- (3) *That “50 km/h” speed limit signs be posted on No. 5 Road between Steveston Highway and Westminster Highway to remind motorists of the speed limit on No. 5 Road and to discourage vehicle speeding.*

Prior to the question being called the Acting Director of Transportation, Victor Wei, referred to correspondence that was received from Ms. Amanda Hufton, a copy of which is attached as Schedule 1 and forms a part of these minutes. Mr. Wei indicated that he had spoken to Ms. Hufton about the concerns she had expressed.

The Chair acknowledged the points raised that the Kingsbridge Drive area was deserving of a crosswalk, and that subsequent to supporting the motion on the floor, that he would speak to the issue further.

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

It was moved and seconded

*That the letter, dated December 22, 2004, from Ms. Amanda Hufton, regarding the installation of a crosswalk on No. 5 Road at Kingsbridge Drive, be referred to staff for review.*

Prior to the question being called a brief discussion ensued on the use of transit residual funds for a crosswalk in the area of No. 5 Road and Kingsbridge Drive, and where such a crosswalk would fit in the list of priorities.

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

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**INFORMATION / AWARENESS (1 ITEM)**

**URBAN DEVELOPMENT DIVISION**

**6. PROPOSED TWINNING OF PORT MANN BRIDGE**

(Report: Dec. 6/04, File No.: 10-5460-01) (REDMS No. 1347995)

It was moved and seconded

*That the report (dated December 6<sup>th</sup>, 2004, from the Acting Director, Transportation), regarding the Province of BC's proposal to twin the Port Mann Bridge, be received for information.*

**CARRIED**

Cllr. Howard then spoke to the following proposed resolution that would express to the City of Surrey, Translink and the province the City's support to twinning the Port Mann bridge immediately.

It was moved and seconded

*Whereas*

*The City of Richmond*

- *recognizes the efficient movement of goods, people and services in and through the Lower Mainland is integral to a strong provincial economy*
- *acknowledges the cost of congestion to Lower Mainland businesses is an impediment to the provincial economy*
- *recognizes the heavy environmental and quality of life cost associated with idling and slow moving traffic*
- *agrees that the Port Mann Bridge is a critical transportation route to the region*

*Therefore be it Resolved*

*That the City of Richmond supports the City of Surrey, Translink and the Provincial Government in their efforts to address these problems by acting immediately to twin the Port Mann Bridge.*

*And be it further resolved that LMMA circulate this resolution for distribution to all LMMA Members to encourage their endorsement of this resolution.*

*And be it further resolved that UBCM circulate this resolution for distribution to all UBCM Members to encourage their endorsement of this resolution.*

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Prior to the question being called discussion took place on several aspects of the resolution, and in particular the proposed softening of the wording to more closely reflect the wording contained in the staff report.

The question on the motion was then called and it was **DEFEATED** with Mayor Brodie, Cllr. Barnes and Cllr. Kumagai opposed.

It was moved and seconded

*Whereas*

*The City of Richmond*

- *recognizes the efficient movement of goods, people and services in and through the Lower Mainland is integral to a strong provincial economy*
- *acknowledges the cost of congestion to Lower Mainland businesses is an impediment to the provincial economy*
- *recognizes the heavy environmental and quality of life cost associated with idling and slow moving traffic*
- *agrees that the Port Mann Bridge is a critical transportation route to the region*
- *have considered the widening of about 33kilometres of the Trans Canada Highway between Vancouver and Langley and twinning the Port Mann Bridge*

*Therefore be it Resolved*

*That the City supports a collaborative approach to pursue the proposed project with a joint assessment by the province, GVTA and the affected municipalities of the impacts of the widening of this bridge crossing on adjacent roadways and regional growth and transportation goals, and develop the appropriate complementary regional road improvements with the enhancement of the movement of commercial, transit and high occupancy vehicles as a primary objective including dedicated lanes for the commercial transportation of goods.*

**CARRIED**

## 7. MANAGER'S REPORT

The Acting Director of Transportation, Victor Wei, provided an update on the Crestwood Shuttle bus service.

The Director of Engineering, Robert Gonzalez, reported that two firehalls received grants under the FCM Green Sustainable Program. A report to Committee on the results of the associated tender process would be provided in the New Year.

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## ADJOURNMENT

It was moved and seconded  
*That the meeting adjourn (5:30 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 22, 2004.

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Councillor Rob Howard  
Chair

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Deb MacLennan  
Administrative Assistant



Public Works + Transportation  
Dec 22, 2004  
re: Item 5

**Weber, David**

**From:** Wei, Victor  
**Sent:** Wednesday, 22 December 2004 11:52 AM  
**To:** 'Amanda Hufton'  
**Cc:** Howard, Rob; Clerks  
**Subject:** RE: crosswalk on No. 5 Road

ACTING CITY CLERK

Ms. Hufton,

Thanks for your e-mail to follow-up with our telephone conversation. I will distribute your e-mail to the members of Public Works and Transportation Committee this afternoon for discussion. As noted, the minutes of the meeting will be available on the City's web site by early next week. Thanks again for putting forward your input on this matter.

Victor Wei, P. Eng.  
Acting Director, Transportation  
City of Richmond - Department of Transportation  
Ph. 604-276-4131 Fax 604-276-4052  
City Web Site: www.richmond.ca

-----Original Message-----

**From:** Amanda Hufton [mailto:Kaela2@shaw.ca]  
**Sent:** Wednesday, 22 December 2004 10:33 AM  
**To:** Wei, Victor  
**Subject:** crosswalk on No. 5 Road

Thank you for taking the time to return my call and answer my questions/concerns. This letter is to recap the points that I would like taken to the meeting.

1. The greater population lives between Kingsbridge and Williams, with the town houses and apartments being between Kingsbridge and King. I see people at the bus stops on a daily basis. Would this area not have a greater need of a crosswalk on a regular basis versus the revised location that accommodates a service once a week and on special occasions?
2. There is a small shopping centre at No. 5 Road and King - doctor's office, Chinese food restaurant, pub, cold beer and wine store, small grocery store, pizza restaurant, hair salon - making this a high traffic area. It is difficult to cross King and No. 5 Road safely with the amount of traffic turning in and leaving. I walk this on a regular basis as I am a dog walker.
3. Was your study of the area done at a time that supported the need taking place at the 2 places of worship or at a time were people used the bus stops and services on a regular/daily basis for work and recreation etc?

Again, thank you for taking these issues to the meeting.

Amanda Hufton  
11512 Kingcome Avenue  
Richmond, B.C.

