



Public Works & Transportation Committee

Date: Wednesday, March 20th, 2002
Place: Anderson Room
Richmond City Hall
Present: Councillor Lyn Greenhill, Chair
Councillor Kiichi Kumagai, Vice-Chair
Councillor Rob Howard
Absent: Councillor Linda Barnes
Councillor Evelina Halsey-Brandt
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, March 6th, 2002, be adopted as circulated.

CARRIED

URBAN DEVELOPMENT DIVISION

2. **PROPOSED CLOSURE OF NO. 8 ROAD AT THE GRANVILLE AVENUE RIGHT-OF-WAY**

(Report: Mar. 6/02, File No.: 6360-06) (REDMS No. 622998) (Delegations: Bill Zylmans, Richmond Farmers Institute; Ron Emerson, Emerson Real Estate Group)

Transportation Engineer Jim Hnatiuk reviewed the proposed closure of No. 8 Road with the Committee, and used display boards and maps to further explain the proposed closure and future road improvements, and the area farms which would be affected by this closure. Reference was also made to two letters received from Emerson Real Estate Group (dated March 18th, 2002), regarding (i) the proposed closure of No. 8 Road, south of Westminster Highway, and (ii) TransLink service to Kingswood Industrial Park. Copies of the correspondence is attached as Schedule A and forms part of these minutes.

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Discussion ensued among Committee members and staff on the proposed closure, during which the following information was provided in response to questions:

- the construction of the new Blundell Road (Phase 1) in the Fall of 2002 was connected with the initial development now taking place in the area
- Blundell Road would ultimately be constructed to four lanes, however, only the northern two lanes were proposed for construction at this time
- traffic volumes for Westminster Highway had been reviewed at the time the development applications were submitted to the City, however, it was assumed that a majority of the traffic would be using Nelson Road as access to Westminster Highway and that diversion had been accounted for in the traffic review
- the improvements being proposed for the Nelson Road/Westminster Highway intersection were a direct result of the increased traffic anticipated for that area as a result of the diversion of traffic from No. 8 Road
- No. 8 Road was currently open to traffic
- the connection of Blundell Road to Highway 99 was the final phase of development, however, at this point in time, construction, if at all, was anticipated to be ten years in the future.

Mr. Bill Zylmans, of W & A Farms, 17771 Westminster Highway, stated that he farmed land on both sides of No. 8 Road, including eastward to Nelson Road, south of Westminster Highway, and that traffic was a major issue for him. He referred to the map on display and questioned whether the circle at the point where No. 8 Road was proposed to be closed denoted a turn-around area. Advice was given that such a traffic device was not being proposed at this time as part of the proposed development.

Mr. Zylmans added that he had not had the opportunity to review the staff report, and suggested that the report be referred to the Farmer's Institute for review.

Mr. Bill Jones, the owner of Jones Nursery on Westminster Highway, as well as property in the area of No. 7 Road and Westminster Highway, stated that the proposed closure of No. 8 Road would have major ramifications for area farmers, and agreed that the report should be referred to the Farmers' Institute.

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Mr. Jones spoke about the changes taking place with current traffic patterns along Westminster Highway, i.e. an increase in both speed and the number of large, heavily loaded vehicles using this road, and the resulting hazardous conditions for slow moving farm vehicles. He noted that sometime ago, a suggestion had been made that a flashing green light be installed at No. 8 Road and Westminster Highway as a means of slowing traffic, and Mr. Jones asked that that suggestion be considered further. He also commented that the extension of Blundell Road should be completed sooner rather than later.

In response to the concerns voiced by the previous speakers, the Director of Transportation, Gordon Chan, agreed that the volume of traffic in the area would only increase due to the new development. However, he stated that allowing No. 8 Road to remain open could have a negative impact on the City's efforts to have Blundell Road extended westward to Highway 99. He added that a traffic study had recently been completed for the road network for south-east Richmond, which emphasized the need for improvements to the Steveston Highway and Blundell Road/Highway 99 interchanges.

Mr. Ron Emerson, of Emerson Real Estate Group, and project manager for the Kingswood Industrial Park, provided information on the acreage involved in the development, and the funds being provided through Development Cost Charges to install a sanitary sewer system for the project, and to construct Phase 1 of the Blundell Road extension.

With reference to the proposed closure of No. 8 Road, Mr. Emerson stated that based on a traffic report commissioned by Fraser Port, he had been advised that No. 8 Road would remain open for an interim period to provide access to the Kingswood Industrial Park, because Nelson Road was mainly used by Lafarge Cement. He also referred to conversations which he had had with TransLink about the feasibility of providing transit to the area, which could be contingent upon No. 8 Road remaining open. Mr. Emerson stated that instead of diverting traffic to Nelson Road, No. 8 Road should remain open until such time as some of the traffic could be diverted west.

In answer to the comments of Mr. Emerson, Mr. Chan spoke about the consultant's traffic report, stating that it was his view that No. 8 Road would not be able to withstand the anticipated increased volume of traffic resulting from the development. He advised that for that reason, the traffic consultants and Fraser Port had been advised that staff would be recommending that No. 8 Road be closed. Mr. Chan also responded to the suggestion that TransLink could provide transit service to the area, indicating that he had not been advised of any expansion to the current transit service for the area.

Discussion then ensued among Committee members, staff and Mr. Emerson on the proposed development, during which the following information was provided:

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- Phase 1 of the extension of Blundell Road to the east would be completed by September of this year as part of the Kingswood Industrial Park development
- the occupancy of the new buildings was connected with the completion of construction of the No. 8 Road and Blundell Road (Phase 1) extensions.

Mr. Emerson commented during the discussion that it was his belief that No. 8 Road was in better condition than Nelson Road at the present time because Nelson Road had been subject to a great deal of truck traffic during the past year.

Mr. Emerson also expressed the belief that it would be better to have two access and egress points to accommodate the large number of employees who would be working in the most northerly located building. He stated that allowing No. 8 Road to remain open would provide better access for these employees than Nelson Road, and he questioned whether traffic on No. 8 Road could be restricted to cars and other light weight vehicles.

During the discussion, in response to questions, staff provided information on the proposed traffic improvements which would be made in the area of Nelson Road and Blundell Road (Phase 1 extension). Information was also provided by Mr. Emerson on proposed drainage improvements. Also addressed was the issue of funding for the City's portion of the reconstruction of Nelson Road and whether this project should be in the current Five Year Capital Plan.

The comment was made by Cllr. Kumagai during the discussion that the most important aspect of the project was the proposed extension of Blundell Road west to Highway 99, and he asked that staff provide a report to Committee on the timing of the project. He also expressed agreement that the report now being considered should be referred to the Farmers' Institute for review, and suggested that the Farmers' Institute also consider the suggestion of Mr. Emerson that No. 8 Road be restricted to light weight vehicles.

Mr. Chan, with reference to the feasibility of implementing weight restrictions on No. 8 Road, advised that there were no effective ways to enforce load limits and that these restrictions would require the full services of the RCMP. He also provided information on meetings which were being held regarding the possible extension of Blundell Road west to Highway 99. Mr. Chan further advised that he supported the referral of the report to the Farmers' Institute, but voiced the opinion that the Westminster Highway traffic problems were a separate issue. He added that staff could report to Committee in the future on the outcome of the meetings with the stakeholders on the extension of Blundell Road west.

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

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It was moved and seconded

That the report (dated March 6th, 2002, from the Director, Transportation), regarding the Proposed Closure of No. 8 Road at the Granville Avenue Right-of-Way, be referred to staff for referral to the Farmers' Institute, and report to the April 4th, 2002 meeting of the Public Works & Transportation Committee.

CARRIED

ENGINEERING & PUBLIC WORKS DIVISION

3. 2002 CAPITAL PROGRAM PROJECTS FOR CONSTRUCTION BY CITY FORCES

(Report: Mar. 1/02, File No.: 6340-01) (REDMS No. 612441)

It was moved and seconded

That City forces be authorized to construct the 2002 Capital Projects listed in Appendix A (attached to the report dated March 1, 2002, from the Director, Engineering).

CARRIED

4. MANAGER'S REPORT

- (1) The Acting Director, Public Works, Dave Semple, advised that because of recent heavy snowfalls, the City's budget for snow removal for 2002 had already been exceeded and that an additional expenditure of approximately \$62,000 was being anticipated for the remainder of the year.
- (2) The Manager, Transportation Planning, Victor Wei, provided an update on the installation of the Pacemore walkway, reporting that the cost of the project was now estimated to be \$75,000 and not \$45,000 as indicated in the staff report. He stated that the 2001 Neighbourhood Traffic Safety Program had sufficient funds to accommodate the increased cost. Mr. Wei added that the increased cost would not have an impact on the recommendation adopted by Council as the cost had not been included in that recommendation.
- (3) Cllr. Kumagai referred to a comment made at the March 18th, 2002 Public Hearing about a pilot project to introduce traffic calming measures in laneways, and he requested that staff report to Committee on this matter. In response, Mr. Chan provided information on the pilot projects which had been initiated in the laneway in the 5500 block of Minoru Boulevard and the laneway in the 9000 block No. 1 Road. He noted that a request had been submitted for additional speed humps in the lane to further deter speeding motorists.

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- (4) Mr. Chan reported to the Committee on arrangements which were being made with TransLink and Coast Mountain Bus Company to provide a special transit service to Steveston during the upcoming Tall Ships event. He stated that a report would soon be submitted to the Committee to provide details of the four proposed routes.

A brief discussion ensued on any financial costs which might be incurred, and whether an application could be made to the Western Diversification Fund for a matching grant. Mr. Chan indicated that he would review the matter with the General Manager, Finance & Corporate Services, Mr. Jim Bruce.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:55 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, March 20th, 2002.

Councillor Lyn Greenhill
Chair

Fran J. Ashton
Executive Assistant

EMERSON

Real Estate Group

**SCHEDULE A TO THE MINUTES OF
THE PUBLIC WORKS &
TRANSPORTATION COMMITTEE
MEETING HELD ON WEDNESDAY,
MARCH 20TH, 2002.**

March 18th, 2002

Mr. Jim Hnatiuk
CITY OF RICHMOND
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Dear Jim,

Re: Proposed Closure of No. 8 Road South of Westminster Highway

I am writing to confirm that we will have an opportunity to present our position of opposition to the above noted action at the Transportation Committee meeting on March 20th. As indicated to you the Kingswood Industrial Park is developing and access to the area is critical.

In our opinion No. 8 Road is vital until such time that a secondary access/egress is developed to this area. We understand that eventually the City would like to close No. 8 Road because of slow moving farm traffic, however No. 8 Road in this location has a very limited amount of farm traffic at any time of the year. No. 8 Road is also in good condition and has been used by heavy truck traffic for the past 30 years with minimal signs of wear and tear.

Nelson Road will go through a significant upgrade as development continues in the area and Development Cost Charges are available for its upgrade. We cannot understand why the City would look at closing No. 8 Road in these circumstances. Both the Hudson's Bay Company and Adesa Canada who are locating on No. 8 Road will require No.8 Road access to operate their business. The traffic using No. 8 Road from both Adesa and Hudson's Bay will be primarily cars and vans.

We believe that until such time that Blundell Road is connected to the west that No. 8 Road is a vital access/egress for the companies who will be operating in the area. We also believe it is important for the City to understand the requirements of these industrial taxpayers and realize the importance to them of No. 8 Road remaining available for their use.

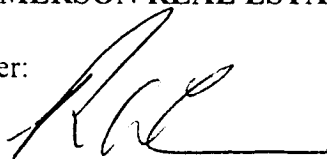
I would appreciate receiving your confirmation as to the time of the Committee meeting and its location. I would also like to know the format we will be provided in presenting our position.

I look forward to hearing from you in this regard.

Yours Sincerely,

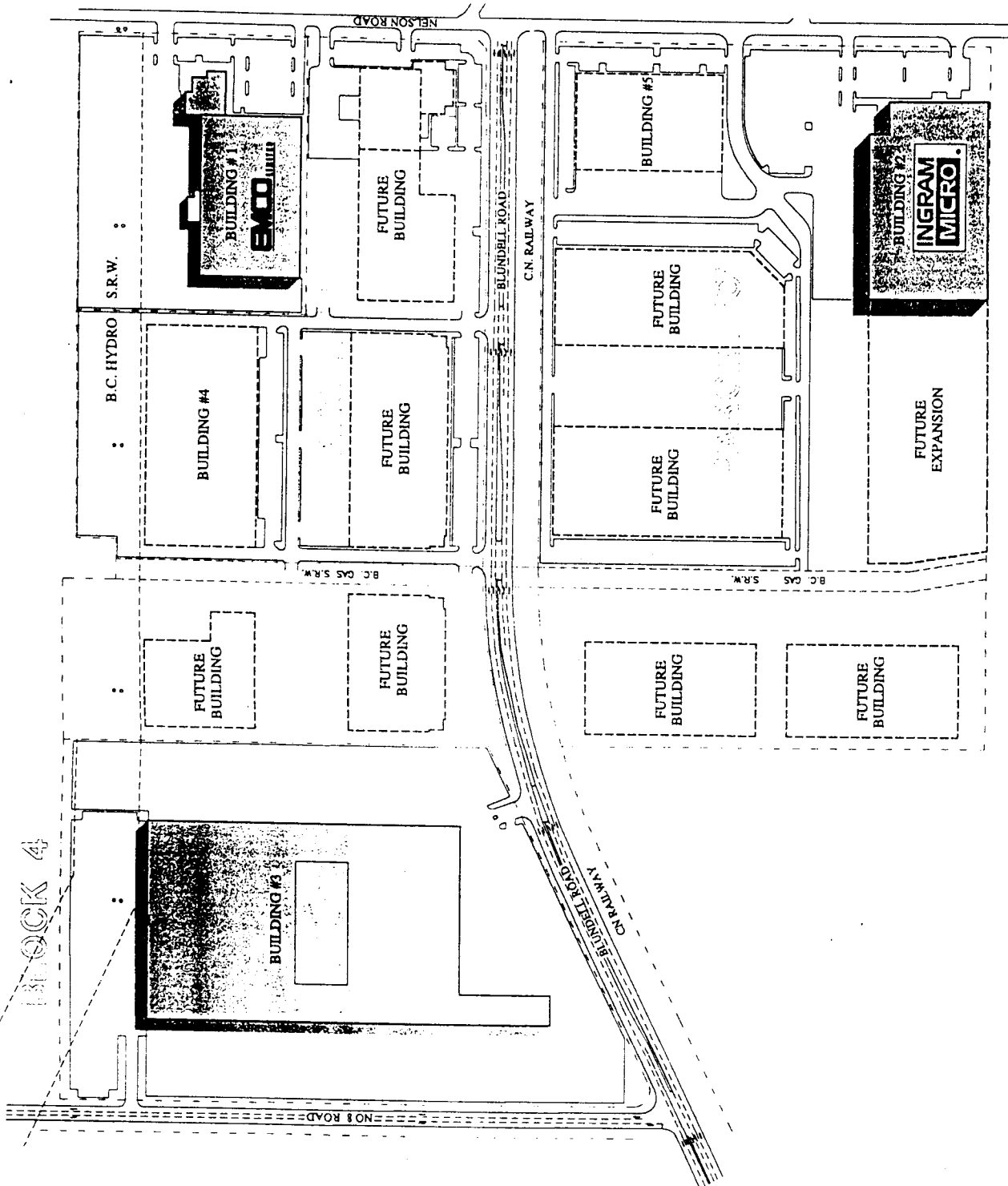
EMERSON REAL ESTATE GROUP INC.

Per:


A handwritten signature in black ink, appearing to be 'Ron Emerson', written over a horizontal line.

Ron Emerson

Cc: Mr. J. Segal, Bontebok Holdings Ltd.



Block 4

 KINGSWOOD INDUSTRIAL PARK RICHMOND, B.C.	cta ARCHITECTURE AND ENGINEERING 101 - 925 WEST 8TH AVENUE VANCOUVER, B.C. V5Z 1E4 B. mail: info@ctadesign.net TEL: 604 736-2554 FAX: 604 732-7451 <small>CTA DESIGN GROUP IS A PARTNERSHIP OF LIMITED COMPANIES</small>		TITLE: OVERALL SITE PLAN	
	PROJECT: KINGSWOOD	FILE:	DWG:	01
DATE: JAN, 2002		SCALE: 1" = 300'	PLOT:	

EMERSON

Real Estate Group

March 18th, 2002

Mr. Jim Hnatiuk
CITY OF RICHMOND
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Dear Jim,

Re: Translink Service to Kingswood Industrial Park

I submitted a letter to Mr. Ken Kuo of Translink on January 21st with respect to the above noted subject. I have attached a copy of the letter for your review.

At this point in time I have not heard anything with respect to this issue. I was told that service to this area would be determined between Translink and the City of Richmond. I would appreciate an update from the City's perspective on this issue, as our tenant's would like to know what is happening. As you are aware Ingram Micro will commence full occupancy of their premises on May 1st and the Hudson's Bay Company is due to take occupancy on September 1st of this year.

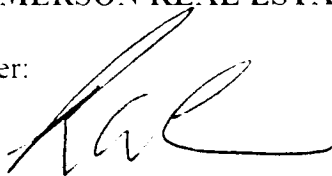
In discussion with Mr. Kuo he indicated that service down Nelson Road and out No. 8 Road seemed to be logical. Translink has a service that runs from the Edmonds street Skytrain station to Steveston.

I look forward to hearing from you in this regard.

Yours Sincerely,

EMERSON REAL ESTATE GROUP INC.

Per:



Ron Emerson

Cc: Mr. J. Segal, Bontebok Holdings Ltd.

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EMERSON

Real Estate Group

January 21st, 2002

COPY

Mr. Ken Kuo
TRANSLINK
Suite 1700, 4720 Kingsway
Burnaby, B.C.
V5H 4N2

Dear Ken,

Re: **Kingswood Industrial Park, Richmond**

Further to our recent discussions with respect to transit service to the above noted development I have enclosed our marketing brochure for your review. Included in the material is a site plan of the overall development, which will provide you with an idea as to the size of the project. We expect that the development will be in the range of 2,000,000 square feet of building area when completed. Completion is anticipated to be within four to five years. We currently have 307,000 square feet completed with another 417,000 square under construction to be completed by September 1st of this year.

We have held discussions with the City of Richmond with respect to transit service to this area and I believe it will be going to their Transportation Committee in late February or early March. We are asking the City of Richmond to maintain access along No. 8 Road until Blundell Road is constructed to the west and connects to Highway 99. In their OCP it is indicated that No. 8 Road is a rural road for farm vehicles and equipment. We expect that given the magnitude of development occurring that they will allow it to function as a full service road until such time that Blundell Road is extended to Highway 99.

In addition to our development there are a number of other developments occurring to the west of our site. Adesa Canada is under construction with their auto auction facility immediately to the west of No. 8 Road. They will be in operation by the fall of this year. Fraser River Port Authority is close with two other developments that will be located to the west and south of our development along the Fraser River. These developments will generate potential transit users.

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Phone: (604) 688-2776 • Fax: (604) 688-7002
Suite 1180 • 625 Howe Street • Vancouver • BC • V6C 2T6
E-mail: rwemerson@telus.net

Based on our conversation you indicated that transit service for this area would be provided by an existing service from the Edmonds Street Skytrain Station to the Steveston area that travels along Westminster Highway. Service to this area could be achieved by simply using Nelson Road and No. 8 Road.

The existing businesses in the Kingswood Industrial Park are Emco Limited (150 employees), Ingram Micro (300 employees) and the Hudson's Bay Company (300 employees). If you would like to speak with these companies with respect to potential transit use I would be pleased to put you in touch with a contact at each company. As the developer of the property these tenants and potential tenants have asked us when the area will be serviced by transit.

I would like to meet with you at your convenience after you have received this material to review with you your requirements to serve this area. We are currently finalizing the design of Blundell Road and expect to start construction in April. Completion of Blundell road should be achieved by July 1st.

I will contact you once you have received this information to arrange a meeting.

Yours sincerely,

EMERSON REAL ESTATE GROUP

Per:



Ron Emerson

Cc: J. Segal, Bontebok Holdings Ltd.