



Public Works & Transportation Committee

Date: Thursday, April 4th, 2002
Place: Anderson Room
Richmond City Hall
Present: Councillor Lyn Greenhill, Chair
Councillor Linda Barnes
Councillor Evelina Halsey-Brandt
Councillor Rob Howard (4:17 p.m.)
Absent: Councillor Kiichi Kumagai, Vice-Chair
Call to Order: The Chair called the meeting to order at 4:12 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 20th, 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. 28/02, File No.: 6360-06) (REDMS No. 675619)

Transportation Engineer Jim Hnatiuk, accompanied by the Director of Transportation, Gordon Chan, reviewed the report with the Committee. He also referred to correspondence which had been received from Bontebok Holdings Ltd., which indicated their opposition to the proposal to close No. 8 Road, and from TransLink, regarding the provision of transit service to the No. 8 Road/Nelson Road area. A copy of each of the letters is attached as Schedules A and B respectively, and form part of these minutes.

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Mr. Bruce May, accompanied by Mr. Todd May, representing the Richmond Farmers' Institute, expressed the belief that the increased traffic would add to the pressure currently being experienced by the agricultural industry in the area. He noted that it was very difficult for farmers, on slow moving equipment, to cross Westminster Highway at No. 8 Road, and asked that in addition to the closure of No. 8 Road, which the Institute supported, that a pedestrian activated light be installed at the Westminster Highway/No. 8 Road intersection, to provide safe passage for farmers and school children wanting to cross Westminster Highway at this point.

Mr. May referred to the proposal to extend Blundell Road west to Highway 99, and asked that this project be given a high priority as he felt that Westminster Highway would be unable to accommodate the increased traffic.

Mr. Ron Emerson, of Emerson Real Estate Group, and Project Manager for the Kingswood Industrial Park, stated that when his company entered into an agreement with The Bay for the construction of offices and a warehouse at the south end of No. 8 Road, the drawings indicated that No. 8 Road was a through road. He further stated that closure of the road would result in problems for The Bay and his company, and he spoke about the beliefs of his tenants, based on development plans, that there would be two access points in the area, and about the difficulties in attracting future tenants if there was only one access point provided.

Mr. Emerson advised that he had spoken to Mr. Bill Zylmans, who indicated that he was concerned about his ability to cross Westminster Highway. He stated that the focus should be on getting Blundell Road extended to Highway 99, and noted that steps were being taken in an effort to achieve that goal. In closing, he indicated that the closure of No. 8 Road would have a negative impact on his development.

In response to questions, Mr. Emerson advised that:

- his firm was made aware of the proposal to close No. 8 Road in October of 2001, after the completion of the construction agreement with The Bay
- the traffic report commissioned by Fraser Port had indicated that No. 8 Road would probably remain a rural road, but there was no discussion about closure and no discussions with City staff about this proposal
- the servicing report had been completed in July, and that report indicated that No. 8 Road would remain a rural road
- The Bay offices face northward; truck traffic would exit on Blundell Road (Phase 1 extension) and use Nelson Road to access Westminster Highway
- office parking for The Bay was located at the north end of the property at No. 8 Road

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- his company had concerns about fire protection and access for emergency vehicles if No. 8 Road was closed (advice was given at this point that emergency access only would be provided from No. 8 Road).

Mr. Al Mitten, representing Fraser Port, acknowledged that the servicing report indicated that No. 8 Road would be closed but a subsequent report indicated that both No. 8 Road and Triangle Road would be closed. He stated that in the long term, the closure of No. 8 Road and Triangle Road might be in the best interest of the City, but only after the extension of Blundell Road as a major route was completed. He further stated that in the interim, approximately 900 acres of industrial land would be relying on access from Nelson Road which could result in a bottleneck as a result of the number of industrial businesses and employees anticipated for the area.

Mr. Mitten suggested that the proposed closure of No. 8 Road should be reviewed, with a view to keeping the road open until Blundell Road was extended west to Highway 99. He stated that Westminster Highway via No. 8 Road provided a direct link to the industrial park, and while he appreciated the concerns of the farmers, he noted that No. 8 Road was the only access at the present time. Mr. Mitten suggested that a trucker coming to the area would look at a map and find No. 8 Road, however, confusion could result if the trucker, when driving along Westminster Highway searching for No. 8 Road, was unable to access the road. He also suggested that TransLink would find it inconvenient to use Nelson Road to provide transit service to the area. He further advised that the street addresses for the industrial park had already been designated as being No. 8 Road.

(Councillor Howard entered the meeting at 4:17 p.m.)

Discussion ensued among Committee members, the delegation and staff on:

- whether signs posted along Westminster Highway to indicate the closure of No. 8 Road would help to address the problems
- the timing of the project to extend Blundell Road westward to connect with Highway 99
- whether No. 8 Road would be able to withstand the increased truck traffic, and the cost to the City of maintaining No. 8 Road if the road remained open; and the impact which the continued use and maintenance of No. 8 Road could have on the proposal to extend Blundell Road west to Highway 99
- the feasibility of changing the addresses for the industrial park to Blundell Road, even though some of the buildings had already been constructed.

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Mr. Joseph Brosch, also representing Fraser Port, spoke on the property address issue, noting that there were a number of tenants within the industrial park who wished to maintain their No. 8 Road address. He also commented on the condition of No. 8 Road, stating that the road was currently being used by trucks and was withstanding deterioration well. Mr. Brosch stated that area farmers would be impacted by the traffic from the industrial park development even if No. 8 Road was closed or open.

In response to questions, Mr. Brosch stated that perhaps a 'right-in, right-out' system at the No. 8 Road/Westminster Highway intersection might be a solution, which would then eliminate the need for improvements to the intersection. He also advised that new tenants for the industrial park were being advised that there was a possibility that No. 8 Road would be closed to access.

Mr. Steve Ajula, of Fraser Richmond Biocycle, expressed concern about the impact which the closure of No. 8 Road would have on his business with respect to an increase in (i) the amount of time truckers would have to wait to exit the property; (ii) air pollution from trucks idling as the drivers waited to exit, and (iii) costs. He also stated that the condition of No. 8 Road was far superior to Nelson Road, and that in the past, No. 8 Road had been used to provide access to the former garbage dump.

Mr. May, interjected at this point, and advised that Triangle Road had always been used to access the garbage dump and not No. 8 Road. In response to questions, Mr. May advised that the Richmond Farmers' Institute was concerned that No. 8 Road would remain open. He stated that the intersection was not designed to handle the anticipated volume of traffic, which would add additional pressure to the area. Mr. May further stated that now was the time to make a decision on whether the agricultural industry in Richmond would continue to be supported.

It was moved and seconded

- (1) *That the proposed permanent closure of No. 8 Road at the Granville Avenue road right-of-way for all traffic except emergency vehicles, be endorsed.*
- (2) *That staff continue to work with all landowners, business operators, area farmers and residents to ensure reasonable alternative access for Fraser Port Lands is provided while respecting the intent and direction of the Official Community Plan, the City's long term road network expansion strategies, and related City policies.*

The question on the motion was not called, as Committee members expressed their support for the proposed recommendation, noting that allowing No. 8 Road to remain open would have a negative impact on the agricultural industry in the area.

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During the discussion which took place, staff were urged to work with the developers of the industrial park to ensure that the appropriate signage was erected to advise of the closure.

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

A question was raised about whether consideration would be given to the installation of a pedestrian-activated signal at Westminster Highway and No. 8 Road. Staff responded that the proposal would be reviewed.

The Chair advised that the report would be going forward for adoption to the April 8th, 2002 Regular Council Meeting and that the delegations who spoke on the matter would have an opportunity at that time to address Council on the matter.

3. **TALL SHIPS – CONCEPTUAL PLAN FOR SPECIAL TRANSIT SERVICES**

(Report: Mar. 19/02, File No.: 6480-01) (REDMS No. 666126)

Transportation Planner Joan Caravan briefly reviewed the proposed transit services with the Committee. In response to questions, she advised that the cost of providing this special service would be absorbed by TransLink and Coast Mountain Bus Ltd. as part of the normal service delivery.

It was moved and seconded

- (1) *That the conceptual special transit services to support the Richmond Tall Ships 2002 event, be endorsed in principle.*
- (2) *That staff continue to work with TransLink, Coast Mountain Bus Company and the Richmond Tall Ships 2002 Committee to refine the transit plan.*
- (3) *That staff report to Committee on a comprehensive Richmond Tall Ships 2002 Transportation Plan, including transit services and traffic and parking management.*

CARRIED

4. **MANAGER'S REPORT**

Mr. Chan referred to the City's recent submission to TransLink for funding of improvements to Richmond's portion of the Major Road Network, and reported that of the \$1.5 Million requested, the City had been given approval for \$1.1 Million, with consideration being given to an additional four projects.

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On a different topic, Councillor Evelina Halsey-Brandt referred to the new express transit route which had been implemented northbound on Oak Street, and questioned whether a decision had been made to provide southbound service along the same route. Mr. Chan responded that the provision of peak hour service was being reviewed, and that TransLink was monitoring demand and ridership on the Oak Street route. He added that the earliest in which a southbound route could be established, if such was approved, would be September of this year. He also noted that at the present time, there was a lack of available buses to accommodate a southbound route.

Cllr. Halsey-Brandt expressed concern that ridership figures would not provide a true picture of the demand for the route because if passengers (i.e. medical staff) were unable to return to Richmond by bus, they would not be using transit to reach their destinations (hospitals). She urged staff to continue their efforts with TransLink to implement a southbound route on Oak Street as quickly as possible.

Reference was made by Councillor Barnes to the provision of late evening service for Handy Dart, and advice was given by Mr. Chan that overall improvements were being made to the provision of this service, and that a commitment had been made to improve service to Richmond.

Mr. Chan indicated that he did not have the most current information on the improvements which were being made to the Handy Dart system, and advised that he would pursue the matter with TransLink and provide a memorandum to Committee members on the status of the Handy Dart improvements.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:52 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 Thursday, April 4th, 2002

Councillor Lyn Greenhill
Chair

Fran J. Ashton
Executive Assistant

BONTEBOK HOLDINGS LTD.
Suite 520, 701 West Georgia Street, Vancouver, B.C. V7Y 1A1
Telephone 687-1520 Fax 687-6539

April 2nd, 2002

Public Works and Transportation Committee
CITY OF RICHMOND
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Dear Sirs,

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

We are writing to ensure you are aware of our objection to the above noted road closure that has been proposed by staff. We have spent many years and a significant amount of capital in the development of the Kingswood Industrial Park in conjunction with the Fraser River Port Authority's lands. The City of Richmond is the beneficiary of this invested capital with over \$10,000,000.00 of infrastructure and eventually \$2,000,000.00 per year in property taxes from the Kingswood Industrial Park alone.

Ron Emerson of Emerson Real Estate Group spoke on our behalf at the last Committee meeting and will be attending the meeting on Thursday April 4th with respect to this subject. We are currently building a new 412,000 square foot facility for the Hudson's Bay Company on the Fraser Port's lands. This facility fronts onto No. 8 Road and the Bay will be using No. 8 Road as an access for their office employees. No. 8 Road is in excellent condition and it is our understanding that it was constructed to take heavy truck traffic. To close No. 8 Road at this point in time makes absolutely no sense from any perspective.

Our representative has met with some members of the Farmers Institute including the farmer who farms the property either side of No. 8 Road between the Fraser Port property and Westminster Highway. It has been indicated to us that traffic on Westminster Highway is the main area of concern for the farmers and that No. 8 Road traffic is not an issue. The farmers would like a signal at No. 8 Road similar to the signal at No. 7 Road. This would allow them to safely move their equipment across Westminster Highway. We believe that the City of Richmond should be responsible for the provision of this light.

As we try and attract more tenants to our park we will be faced with the concern of there being only one access point. This will be a significant negative as all of the traffic from the Kingswood Industrial Park plus the traffic from the Fraser Port development will be using Nelson Road. If an accident occurs on Nelson Road all of the businesses in the area will be impacted and traffic will not move until the accident is cleared. We would not have proceeded with the development of our property were we aware of the considered closing of No. 8 Road.

A further issue for traffic is that in the event a truck and trailer does turn into No. 8 Road and proceeds to the point where the road is closed it will have no way to turn around or get back to Westminster Highway.

Another concern that has been identified is service for emergency vehicles. If the Hudson's Bay warehouse has a fire, the emergency vehicles will have to go all the way around to Nelson Road and along Blundell Road to provide protection. This does not make any sense and we are sure that the City of Richmond Fire Department would have the same view.

From our perspective the closing of No. 8 Road is a total surprise and has never been mentioned until recently. The City staff has been aware of our development and the importance of this secondary access for the past 10 years. We are at a loss to understand how this closure could possibly be considered at this point in time given the circumstances. Our area is zoned industrial and has been so for many years. All developments require more than one access/egress point and the closing of No. 8 Road will severely impact our ability to develop the remainder of our property. In addition we are anticipating Translink providing service to this area using both No. 8 and Nelson Roads. If No. 8 Road is closed it will be very difficult to provide bus service to this area.

In our opinion this action should not be considered until such time that Blundell Road is constructed to the west providing a connection to Highway 99 and a secondary access/egress to this area.


For your information please find enclosed a memorandum dated March 20th, 2002 from our project manager to me detailing the approximate \$10,000,000.00 of expenditures that Bontebok Holdings Ltd. and the Fraser River Port Authority have expended in this area.

We look forward to your response in this regard.

Yours sincerely,

BONTEBOK HOLDINGS LTD.

Per:



Joseph Segal, President

**Cc: Malcolm Brodie, Mayor of City of Richmond
Ron Emerson, Emerson Real Estate Group**

MEMORANDUM

To: Joe Segal
 From: Ron Emerson

Re: Kingswood Industrial Park

I have outlined below for your review and comment a number of the issues that we are continuing to deal with in the development of the above noted project. As you are aware we have many issues that are in process and it is very important that we keep these issues "on track" over the next several months in order to provide occupancy to the Hudson's Bay Company in September of this year.

The staff at the City of Richmond continues to work hard with our various consultants to achieve the deadlines we have with respect to the Hudson's Bay and that the Fraser River Port Authority has with respect to Adesa Canada.

Developers Obligations:

- | | |
|--|----------------|
| 1. Provide sanitary pump station and forecemain | \$3,500,000.00 |
| 2. Provide right of way and build Blundell and No. 8 Road | \$3,000,000.00 |
| 3. Provide rail service | \$3,000,000.00 |
| 4. Improve intersection at Westminster Highway/Nelson Road | \$1,250,000.00 |

The City of Richmond's only contribution is to provide two pump stations for the sanitary service and a PRV for the water connection at Blundell and Nelson Roads. These installations have to be coordinated with the construction of Blundell and No. 8 Road. It is my understanding that both the pump stations and the PRV are still in the design process.

The development of this area represents a significant economic benefit for the City of Richmond.

The Kingswood Industrial Park will have over 2,000,000 square feet in building area when built out and this will provide the City with over \$2,000,000.00 annually in property taxes. The Fraser River Port Authority will have a larger area producing property taxes once developed. The City will be the beneficiary of these taxes without having to invest capital to provide any of the services. I believe that the City should look at the opportunity and the benefit to the community in taxes and jobs and allocate funds to assist in the servicing and development of the area.

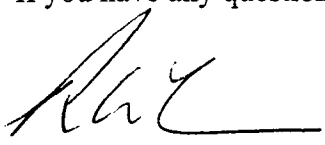
Nelson Road should be upgraded in the near future and the City should become proactive and allocate funds from their DCC program to complete this upgrade instead of waiting for our DCC's to fund the upgrade. Currently this area is probably the most active development area in Canada. With the shortage of industrial land in the lower mainland the City has an opportunity to get involved from a financial perspective and assist in providing infrastructure along with the Fraser River Port Authority and Bontebok Holdings Ltd.

Issues

1. The implementation of a form of "latecomers agreement" that will provide for a return of capital from third parties that develop and connect to the sanitary system. This concept was agreed to in our negotiations, however it is my understanding that the City is taking a position that they cannot enter into this type of arrangement. The pump station and forcemain will service a large area and in the near future the Beedie Group and Lafarge will probably connect to the system. The City is not giving any credit to the cost of the system and therefore all third parties who will benefit should be required to pay for the right of connection.
2. Closure of No.8 Road north of the property. In our original servicing report No. 8 Road was to remain open to allow a second access. Staff has recommended it be closed once construction of Blundell Road is completed. We need it to remain open until access to the west is provided.

The above is a brief outline of the situation at the Kingswood Industrial Park. I believe that an effort should be made at the political level to solicit a proactive attitude with respect to the servicing of this area.

If you have any questions please do not hesitate to contact me at your convenience.



Ron Emerson



SCHEDULE B TO THE MINUTES OF
THE PUBLIC WORKS &
TRANSPORTATION COMMITTEE
MEETING HELD ON THURSDAY,
APRIL 4TH, 2002

Regional Transportation Network

1600 - 4720 Kingsway, Burnaby, BC V5H 4N2 Tel: (604) 453-4500 Fax: 453-4628

FAX COVER SHEET

DATE: 04/03/02
TO: Gordon Chan, City of Richmond
FAX: (604) (604) 276-~~452~~⁽⁴⁰⁵²⁾
PAGES SENT: 1 (including cover sheet)
FROM: Ken Kuo

Message:

Hi Gordon,

In 1999/2000 TransLink conducted the comprehensive Richmond Transit Plan (RTP) in partnership with the City of Richmond, key stakeholders and residents.

One of the primary transit issues identified in this process was the need to better serve expanding employment centres in Richmond for local and regional trips. Based on feedback from the stakeholders, many improvements were prioritized for the RTP in consideration to the TransLink's projected ability to provide them at that time. Although the Fraserport area (including Fraserport, Lafarge-Nelson Rd, Kingswood and East Richmond) industrial parks is known to be in the process of development and expansion, no specific transit improvements for these areas were prioritized in the RTP for the first phases of its implementation (2000-2003).

Although there are no service changes planned specifically for the Fraserport area in 2002, the #410 route is scheduled to provide improved peak-period service to every 10 minutes between Richmond Centre and 22nd St. SkyTrain Station starting April 22.

This improvement will also benefit the East Richmond (Graybar) Business Park. Any future consideration to modify existing routes and/or add new routes to serve the Fraser Port area will be subject to further reviews by TransLink in partnership with the City of Richmond on key issues including potential new markets, effects on existing market and service design. If it is necessary to operate transit services on No. 8 Road, it is considered to be feasible for this roadway to be accessible by transit but not by general traffic.

Thank you for your attention in this matter and I look forward to further discussions with you.

Ken

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Please notify Jo Astoria immediately if you don't receive all the pages at 453-4573