



MINUTES

**PUBLIC WORKS &
TRANSPORTATION COMMITTEE**

Date: Wednesday, March 21st, 2001
Place: Anderson Room
Richmond City Hall
Present: Councillor Lyn Greenhill, Chair
Councillor Ken Johnston, Vice-Chair
Mayor Greg Halsey-Brandt
Councillor Derek Dang
Councillor Kiichi Kumagai
Call to Order: The Chair called the meeting to order at 4:05 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 7th, 2001, be adopted as circulated.

CARRIED

DELEGATION

2. Mr. Walter Faryna, #402 – 6088 Minoru Boulevard, regarding the need for a loading zone on Minoru Boulevard for Horizons Tower A.
(File No.: 6455-02) (REDMS No. 298462, 237196)

Mr. Faryna, accompanied by Peter Lee, Vice Chair, Horizons Tower Strata Council, and Veril Strafely, Building Manager for the complex, addressed the Committee on the problems being experienced by residents of Horizons Tower A regarding the lack of a loading zone. A copy of Mr. Faryna's submission is attached as Schedule A and forms part of these minutes.

Discussion then ensued among Committee members and the delegation on their request. A question was raised about the feasibility of establishing a 'loading zone with permit only' zone, however, staff indicated that they were reluctant to do so because of their concern for the safety of residents, motorists and pedestrians.

A question was also asked about whether Minoru Boulevard was of sufficient width to create a loading bay by cutting away a portion of the sidewalk on the east side. Staff advised however that the right-of-way in that area was very restricted and were of the opinion that sufficient room was not available for a loading bay.

During the discussion, Mr. Lee provided the Committee with information on the history of the development of the complex as it related to the provision of visitor parking and a loading area. He indicated that the shopping centre had now implemented rules that no loading or unloading could take place between the hours of 9:00 a.m. and 9:00 p.m.

Reference was made by the Chair to a promise made by the developer at the time of issuance of the Development Permit for the project, that space would be provided within the complex for a loading zone. She questioned whether the City could enforce a verbal promise, and in response, the General Manager, Urban Development, David McLellan, suggested that it could be beneficial to have City staff address this issue with the owners of the mall.

Mr. Strafely advised that various delivery services, including Canada Post and emergency vehicles simply parked their vehicles on Minoru Boulevard in front of the tower. He referred to the lane width of Minoru Boulevard, and suggested that there was sufficient width to make the existing lanes 10 feet wide and, by taking a portion of the sidewalk area, to provide a 10 foot wide, 75 foot long emergency parking/loading area. He felt that this would provide a legal means to resolve the loading problems and would allow for the continual flow of traffic in the area.

Mr. Lee spoke further on the issue of providing visitor parking, expressing concern that for the 248 units in the tower, there was no visitor parking and residents could not move in or out during the day.

Mr. Faryna, in concluding his presentation, read aloud correspondence sent by Ms. Jackie Estabrook to the City on July 14th, 2000, regarding the problems which she was encountering in moving into the building. A copy of this correspondence (dated July 14th, 2000 and addressed to the Mayor) is on file in the City Clerk's Office.

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

It was moved and seconded

That the report (dated March 12th, 2001, from the Manager, Transportation), regarding a Request for Lane Closure on Minoru Boulevard for a Loading Zone by the Horizons Tower 'A' Strata Council, be referred to the Chief Administrative Officer for discussions with Cambridge Shopping Centres Limited on this matter.

Prior to the question on the motion being called, staff were requested to (i) examine the feasibility of creating a 'commercial loading zone by permit' area, and (ii) include the delegation in the discussions on this matter.

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

3. **REQUEST FOR LANE CLOSURE ON MINORU BOULEVARD FOR A LOADING ZONE BY HORIZONS TOWER 'A' STRATA COUNCIL**
(Report: Mar. 12/01, File No.: 6360-01) (REDMS No. 305953)

Please see Item 2 above for action taken on this matter.

URBAN DEVELOPMENT DIVISION

4. **RICHMOND/AIRPORT – VANCOUVER RAPID TRANSIT STUDY (PHASE 2) – PROGRESS REPORT**
(Report: Mar. 12/01, File No.: 0154-03) (REDMS No. 310986) (Delegation: Ms. Jane Bird, Project Director, Richmond/Airport – Vancouver Rapid Transit.)

The Manager, Transportation, Gordon Chan briefly reviewed the report with the Committee.

Ms. Jane Bird, Project Director, Richmond/Airport – Vancouver Rapid Transit, came forward, and provided additional information on the progress of the study. She indicated that Phase 2 of the study had 3 objectives:

- (1) to compare costs and benefits of proceeding with the project in the near term, with service being implemented in 2010;
- (2) to explore the possibility of obtaining public sector funding; and
- (3) to explore the potential for private sector involvement.

Ms. Bird then elaborated and explained the rationale for the accounts created for the project, including financial, transportation user, urban development, economic, environmental and social impacts. As well, she reviewed the elements of the public consultation process and provided information on the dates of the proposed open houses.

In response to questions from the Chair about the holding of an open house in Richmond Centre Mall on a Saturday, Ms. Bird advised that discussions were still on-going with the mall representatives about expanding the March 30th (Friday) date to include March 31st (Saturday).

Discussion ensued briefly among Committee members and Ms. Bird on the timing of the project and the perception of the public that 2010 was too far in the future to consider, and that 2021 was inconceivable. In response, she commented that although 2010 seemed a long way off, there were many challenges which had to be resolved, including (i) the creation of a process which provide a balance between the major stakeholders and municipalities and agencies who want to feel that they have had input into the process; and (ii) funding issues.

It was moved and seconded

- (1) ***That the report (dated March 12th, 2001 from the Manager, Transportation, and the Project Director, Richmond/Airport – Vancouver Rapid Transit Study), regarding the status of the Richmond/Airport-Vancouver Rapid Transit Study, be received for information; and that staff continue to participate actively in the project.***

- (2) *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

5. **IMPLEMENTATION OF #98 B-LINE – MARKETING AND EDUCATION CAMPAIGN**

(Report: Mar. 7/01, File No.: 6480-03-01) (REDMS No. 302679)

Mr. Chan reviewed his report with Committee members, during which the Chair cautioned Mr. Chan, with reference to the distribution of the proposed brochure, to choose a local newspaper which actually delivered to all Richmond residents.

It was moved and seconded

- (1) *That staff work with TransLink on its marketing and education plan to raise awareness of the new #98 B-Line service and to familiarize both motorists and transit users as to the operation and usage of the service.*
- (2) *That staff monitor the effectiveness of the #98 B-Line marketing and education plan in conjunction with TransLink and report to Council if further action is required.*
- (3) *That the efforts of TransLink to promote the #98 B-Line service through its marketing and education campaign be formally acknowledged with a letter from the Mayor, following implementation of the system.*

Prior to the question being called, staff were requested to advise the Mayor and Council as soon as possible on the final details of the proposed April 6th service pre-launch.

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

ENGINEERING & PUBLIC WORKS DIVISION

6. **TENDER T.1525 SANITARY SEWER FORCEMAIN CONSTRUCTION ON SHELL ROAD WEST, FROM 120 METRES SOUTH OF HAMMERSMITH WAY TO WILLIAMS ROAD**

(Report: Mar. 7/01, File No.: 0775-20-T.1525) (REDMS No. 304249)

The Manager, Engineering Design & Construction, Steve Ono, briefly reviewed the staff report with Committee members, during which he advised that the construction project would be on Shell Road, from Williams Road to Horseshoe Slough.

In response to questions regarding the timing of the sanitary sewer forcemain project on No. 5 Road, the Manager, Engineering Planning, Paul Lee, provided information on the status of the project. He indicated that staff were still working with the consultant on the completion of design plans for the catchment area to the north of Williams Road. Mr. Lee further advised that the southerly line would connect with the Ling Yen Mountain Temple.

It was moved and seconded

- (1) ***That the Shell Road sanitary forcemain project which is included in the proposed 2001 Capital Program at a budgeted cost of \$1,300,000 be approved for construction in advance of approval of the 2001 Capital Program.***
- (2) ***That the City enter into a contract with Pedre Contractors Limited in accordance with Tender T.1525 - Sanitary Sewer Forcemain Construction on Shell Road West from 120 metres south of Hammersmith Way to Williams Road in the total tendered amount of \$833,865 plus GST.***

CARRIED

(Councillor Dang left the meeting at 5:17 p.m., and did not return.)

7. **LIQUID WASTE MANAGEMENT PLAN – STAGE 3**

(Report: Mar. 8/01, File No.: 0157-20-LWMP1) (REDMS No. 278063, 301781)

It was moved and seconded

- (1) ***That the Waste Management Plan entitled "Greater Vancouver Regional District Liquid Waste Management Plan, February, 2001", be adopted; and***
- (2) ***That the Greater Vancouver Regional District be authorized to submit the Liquid Waste Management Plan to the Provincial Minister of Environment, Lands and Parks for approval pursuant to Section 18(1) of the British Columbia Waste Management Act.***

Prior to the question being called, Mr. Lee advised in response to questions, that the financial commitments for the Sewer System Evaluation Programs and the Sewer Repair and Replacement Programs were included in the City's operation program for sewer replacement, and were not contributions made to the Greater Vancouver Regional District.

Councillor Kumagai advised that GVRD staff were still in discussion with the Vancouver Port Authority regarding discharge outfalls, and at present, the GVRD did not know what the costs would be to undertake a cleanup.

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

8. **MANAGER'S REPORT**

- (a) The Senior Transportation Engineer, Victor Wei, advised that staff had had a meeting with Mr. Hubertus Berg, of 3011 Richmond Street, regarding the proposed expansion of a bus stop located in front of his home. Mr. Wei advised that as a result of this meeting, agreement had been reached that the bus stop would be relocated 8 to 10 feet south of its present position.
- (b) Paul Lee advised that staff had met the March 15th, 2001 deadline for the submission of projects to the Canada/BC/Municipal Infrastructure Grant Program. He added that the list of projects included those presented to the February 19th General Purposes Committee and those added by Council at its regular February 26th, 2001 meeting.

The Mayor questioned the rationale for not holding a public consultation meeting on the City's proposed Capital Plan, especially since the City was required to hold such a meeting on the proposed 5 Year Financial Plan. The Director, Engineering, Jeff Day, advised that he would review the Municipal Act requirements on this issue.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:31 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 21st, 2001.

Councillor Lyn Greenhill
Chair

Fran J. Ashton
Executive Assistant

MARCH 21, 2001

CHAIR LYN GREENHILL AND MEMBERS OF
THE PUBLIC WORKS & TRANSPORTATION COMMITTEE:
MY NAME IS WALTER FARYNA AND I LIVE AT
6088 MINORV BLVD., APARTMENT 402, HORIZON'S
TOWER "A". I HAVE BEEN A MEMBER OF OUR
STRATA COUNCIL FOR ALMOST ONE YEAR.

I AM HERE TO TELL YOU THE STORY OF HOW
THE RESIDENTS OF OUR CONDOMINIUM HAVE BEEN
FORGOTTEN AND TREATED UNFAIRLY FROM THE
PLANNING TO THE CONSTRUCTION OF ~~THE~~^{OUR} BUILDING.

AT ONE TIME IN THE EARLY STAGES IN THE
PLANNING, ONE MAN DID THINK ABOUT THE FUTURE
RESIDENTS. HE WAS DAVID McLENNAN, WHO ON
MAY 26, 1995 WROTE THE FOLLOWING TO THE DEVELOP-
MENT PERMIT PANEL: "INTERFACE BETWEEN RESID-
ENTIAL AND COMMERCIAL BUILDINGS SHOULD BE
PRESENTED IN A CLEARER MANNER, INCLUDING ANY
LOADING FACILITIES, TRUCK CLEARANCES, SEPARATION
OF PUBLIC, RESIDENTIAL TRAFFIC ROUTES, DISTRIBUTION
FACILITIES. THIS INCLUDES VISITOR PARKING, MOVING
VANS (NOT ON MINORV BLVD.), MAIL PICKUP AND
GARBAGE COLLECTION."

AGREEMENT

WHEN THE DEVELOPMENT PERMIT WAS SIGNED
BETWEEN THE CITY AND APPIA DEVELOPMENTS
(RICHMOND) LIMITED, NONE OF THESE CONCERNS WERE
ADDRESSED, EXCEPT THE PROVISION FOR MAIL PICKUP AND
GARBAGE COLLECTION.

WITH NO DEMANDS BY THE CITY TO PROVIDE VISITOR
PARKING OR A TRUCK LOADING ZONE THE BUILDING WAS
CONSTRUCTED WITHOUT THESE FACILITIES.

ON JULY 2, 2000 PETER LEE, SPEAKING ON BEHALF OF OUR RESIDENTS TOLD CITY COUNCIL HOW UNFAIRLY VISITORS WERE TREATED WHEN OUR STRATA COUNCIL TRIED TO GET VISITOR PARKING FROM THE SHOPPING CENTER. I AM PLEASED TO LET YOU KNOW THAT AFTER 3½ YEARS OF MEETINGS AND LETTER WRITING THE SHOPPING CENTER HAS GIVEN VERBAL PERMISSION FOR VISITORS TO PARK IN EMPLOYEE DESIGNATED PARKING SPACES AND THEY WILL NOT BE TICKETED. THE SHOPPING CENTER RESERVES THE RIGHT TO CHANGE ITS POLICY AT ANY TIME.

I AM ALSO PLEASED TO LET YOU KNOW THAT, VERY RECENTLY, APPIA DEVELOPMENTS DISCOVERED 4 PARKING SPACES IN THE UNDERGROUND PARKADE WHICH WERE NOT ALLOCATED TO ANY APARTMENTS. THESE 4 SPACES WERE TRANSFERRED TO OUR STRATA COUNCIL FOR OUR USE AS VISITOR PARKING.

THE NEED FOR THE CITY TO GET INVOLVED WITH VISITOR PARKING IS THEREFORE SUSPENDED, UNTIL SUCH TIME AS WE MAY HAVE A PROBLEM WITH THE SHOPPING CENTER IN THE FUTURE.

LIKE I SAID, WITH NO DEMANDS BY THE CITY TO PROVIDE A TRUCK LOADING ZONE, NO SEPARATE OR JOINT-USE TRUCK LOADING FACILITIES WERE CONSTRUCTED. WHEN THE BUILDING WAS COMPLETED WE MOVED IN USING THE DRIVE LANES AT THE REAR OF THE BUILDING.

OVER THE NEXT 3½ YEARS THE SHOPPING CENTER IMPOSED MORE AND MORE RESTRICTIONS ON THE TIMES WHEN THEIR ROADS COULD BE USED BY MOVING TRUCKS

AS OF SEPT. 19, 2000 THESE ARE THE RULES OF THE SHOPPING CENTER:

1. NO MOVING IN OR OUT DURING BUSINESS HOURS.
2. IF THERE IS A NEED TO MOVE DURING BUSINESS HOURS:
 - a) THE RESIDENTS MUST NEGOTIATE A SUITABLE DATE AND TIME WITH RICHMOND CENTER AT LEAST TWO DAYS PRIOR TO MOVING. RICHMOND CENTER RESERVES THE RIGHT TO DECLINE THIS ACTIVITY DURING PEAK HOURS AND ADVERSE WEATHER CONDITIONS.
 - b) THE RESIDENTS WILL BE REQUIRED TO PAY \$100 TO COVER A SECURITY GUARD WHICH WILL BE USED AS TRAFFIC CONTROL FOR 4 HOURS. SHOULD THE MOVE TAKE LONGER THE RESIDENTS WILL BE CHARGED AN ADDITIONAL \$20.00 PER HOUR.
 - c) RICHMOND CENTER CAN ACCOMMODATE TRUCKS UP TO 10 TONS WHICH ARE NO HIGHER THAN 12' 5".
 - d) THE RESIDENTS MUST PROVIDE LIABILITY INSURANCE OF NOT LESS THAN \$5 MILLION DOLLARS IF THEY ARE UNLOADING DURING MALL HOURS, NAMING CAMBRIDGE SHOPPING CENTRES LIMITED AS THE ADDITIONAL INSURER.

CITY STAFF HAVE PROPOSED WE USE A SECTION OF THE DRIVEWAY GOING DOWN TO THE UNDERGROUND PARKADE AS A TRUCK LOADING ZONE. WE HAVE EXAMINED THIS PROPOSAL AND CANNOT RECOMMEND IT BECAUSE:

1. ALTHOUGH THIS DRIVEWAY IS 75 FEET LONG AND 21 FEET WIDE, THE HEIGHT IS RESTRICTED BY THE UNDERSIDE OF THE CURVED ROAD LEADING UP TO THE LEVEL 2 PUBLIC PARKING LOT. THIS ROAD LIMITS THE HEIGHT TO 10 FEET AT A POINT 46 FEET FROM THE EDGE OF THE SIDEWALK ON MINORV BLVD. THIS WOULD PREVENT A HIGHWAY MOVING VAN FROM PARKING ON THIS DRIVEWAY AS IT WOULD PROTRUDE ONTO THE SIDEWALK AND HALFWAY ACROSS MINORV BLVD.

- 2. A 5-TON MOVING VAN, WHILE ABLE TO MEET THE LENGTH AND HEIGHT RESTRICTIONS, WOULD NOT BE ABLE TO PARK ON THE DRIVEWAY AND HAVE SUFFICIENT SPACE FOR CARS GOING UP OR DOWN TO PASS SAFELY.
- 3. THERE IS AN ALREADY BLIND SPOT ON THE GARAGE SIDE OF THE SLIDING GATE. A PARKED MOVING VAN ON THE DRIVEWAY WOULD MAKE THE BLIND SPOT MORE EXAGGERATED.
- 4. THIS DRIVEWAY HAS A 11% ^{DOWNWARD} GRADE. THIS WOULD MAKE THE LOADING AND UNLOADING OF FURNITURE AND GOODS MUCH MORE DIFFICULT AND THEREFORE CAUSE SERIOUS DELAYS FOR THE MOVERS.

THE ONLY PRACTICAL AND FAIR SOLUTION FOR A TRUCK LOADING ZONE IS THE USE OF THE EAST CURB LANE OF MINORU BLVD. IN FRONT OF HORIZONS TOWER. I KNOW CITY STAFF, INCLUDING DAVID McLENNAN, RECOMMEND NOT USING MINORU.

LET US FIRST EXAMINE MINORU ITSELF, ESPECIALLY THE SECTION BETWEEN WESTMINSTER AND GRANVILLE. I ADMIT IT IS A VERY BUSY ROAD AND IS USED BY MANY MOTORISTS EVERY DAY. BUT, IT IS ALSO OUR RESIDENTIAL STREET - WE LIVE ON MINORU - AS DO MANY OTHER PEOPLE - THE PEOPLE ACROSS THE STREET IN THE AUXILLIARY HOSPITAL; THE RESIDENTS OF THE KINSMEN SENIOR APARTMENTS AND MANY OTHERS IN APARTMENTS AND HIGH-RISES.

THE CITY HAS RECOGNIZED THE RESIDENTIAL CHARACTER OF MINORU BY SPENDING CONSIDERABLE SUMS OF MONEY ON TWO SETS OF TRAFFIC LIGHTS AND THREE PEDESTRIAN CROSSWALKS.

10 IF YOU AGREE THERE IS A RESIDENTIAL CHARACTER ATTRIBUTED TO MINORU THEN YOU MUST AGREE THERE

ARE RIGHTS ATTACHED TO IT - SUCH AS THE RIGHT TO HAVE A MOVING TRUCK OR A DELIVERY TRUCK PARK ON THE STREET. I AM NOT ASKING FOR THE FULL RIGHTS OF A RESIDENTIAL STREET BUT I AM ASKING FOR THEM AT VERY SPECIFIC TIMES OF THE DAY, TIMES WHICH WILL HAVE A MINIMAL EFFECT ON THE NEED TO KEEP TRAFFIC MOVING AS EFFICIENTLY AS POSSIBLE.

THE PROPONENTS OF NO INTERFERENCE WITH TRAFFIC FLOW SHOULD CONSIDER THIS - IT IS MY OPINION MANY MOTORISTS USING MINORU DRIVE OVER THE SPEED LIMIT DESPITE THE PRESENCE OF TRAFFIC LIGHTS AND PEDESTRIAN CROSSWALKS. THESE PROPONENTS SHOULD WELCOME ANY PROPOSAL WHICH WOULD SLOW DOWN SPEEDERS.

I WOULD LIKE TO SEE THE SECTION OF MINORU BETWEEN WESTMINSTER & GRAVILLE DECLARED A "PEDESTRIAN SAFE ZONE" WITH NO CARS DRIVING OVER 50 K.P.H.

I CROSS MINORU EVERY DAY MONDAY TO FRIDAY ON MY WAY TO MINORU PARK USING THE CROSSWALK IN FRONT OF THE AUXILIARY HOSPITAL. THE TRUCK LOADING ZONE WE PROPOSE WOULD BE ON MY LEFT APPROXIMATELY 105 FEET FROM THIS CROSSWALK. TRAFFIC GOING AROUND A PARKED MOVING VAN OR DELIVERY TRUCK WOULD MERGE INTO ONE LANE COMING UP TO THE CROSSWALK. IT WOULD BE MUCH EASIER FOR ME TO SEE AND LOOK OUT FOR ONE LANE INSTEAD OF TWO LANES OF TRAFFIC.

LIKE I SAID, THERE IS NO DIFFICULTY IN SEEING TRAFFIC COMING FROM SOUTH TO NORTH AS THERE IS A CLEAR SITE PATH. THE PROBLEM BEGINS ONCE YOU REACH TRAFFIC COMING FROM NORTH TO SOUTH. THERE ARE NOW 3 LANES OF TRAFFIC TO CON- TEND WITH - A LEFT TURN LANE AND 2 LANES OF TRAFFIC. MOTOR- ISTS IN THE CURB LANE CANNOT SEE A PEDESTRIAN UNTIL THE LAST FEW SECONDS. ON SEVERAL OCCASIONS I HAVE HAD TO EITHER STOP IN THE MIDDLE OF THE ROAD OR RUN QUICKLY TO THE CURB.

IT IS MY OPINION, THEREFORE, THE NEED FOR A PEDESTRIA- N-ACTIVATED STOP LIGHT AT THIS CROSSWALK IS NOT BECAUSE OF THE LOCATION OF THE PROPOSED TRUCK LOADING ZONE BUT BECAUSE MOTORISTS CANNOT SEE PEDESTRIANS CROSSING FROM EAST TO WEST

ANOTHER REASON FOR A PEDESTRIAN-ACTIVATED STOP LIGHT IS TO PROTECT AUXILLIARY HOSPITAL PATIENTS BEING TRAN- PORTED ACROSS MINORU IN WHEELCHAIRS. THEY JUST NEED MORE TIME TO GET ACROSS SAFELY.

THESE ARE THE ACTIONS OUR STRATA COUNCIL WOULD LIKE THE CITY TAKE TO GIVE US SOME FAIRNESS IN OUR SEARCH FOR A TRUCK LOADING ZONE:

1. REMOVE THE TWO NO STOPPING SIGNS IN FRONT OF OUR BUILDING. THE DISTANCE BETWEEN SIGNS IS APPROX. 165 FEET.
2. ERECT TWO NEW SIGNS INDICATING TRUCK LOADING ZONE BETWEEN SIGNS - 10:00 A.M. TO 1:00 P.M. - THE SOUTH NEW SIGN TO BE 25 FT. FROM THE EXISTING SOUTH NO STOPPING SIGN - THE NORTH NEW SIGN TO BE ERECTED 75 FT. NORTH MAKING THE TRUCK LOADING ZONE 75 FT. FROM SIGN TO SIGN
3. INSTALL A PEDESTRIAN-ACTIVATED FLASHING STOP LIGHT AT THE AUXILLIARY HOSPITAL CROSSWALK.
4. ERECT AN EXTRA LARGE SPEED LIMIT 50 K.P.H. SIGN AT WESTMINSTER + MINORU AND ONE AT WESTMINSTER + GRAMVILLE

THANK YOU FOR CONSIDERATION.