

PUBLIC WORKS & TRANSPORTATION COMMITTEE

Date: Wednesday, June 7th, 2000
Place: W.H. Anderson Room
Richmond City Hall
Present: Councillor Lyn Greenhill, Chair
Councillor Ken Johnston, Vice-Chair
Mayor Greg Halsey-Brandt (4:02 p.m.)
Councillor Derek Dang
Councillor Kiichi Kumagai
Call to Order: The Chair called the meeting to order at 4:00 p.m.

The Chair advised that a delegation from the McLennan Avenue area regarding roadway and traffic improvements for McLennan Avenue, would be added to the agenda, to be dealt with following Item No. 2

MINUTES

1. It was MOVED and SECONDED
That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, May 3rd, 2000, be adopted as circulated.

CARRIED

Mayor Halsey-Brandt entered the meeting at 4:02 p.m.

ENGINEERING & PUBLIC WORKS DIVISION

2. **REQUEST FOR WILLIAMS ROAD ACCESS FROM 10440 WILLIAMS ROAD - REVIEW OF EXISTING DRIVEWAYS**
(Report: May 23/00, File No.: 6360-01) (REDMS No. 154668)

The Manager, Engineering Design & Construction, Steve Ono reviewed the report with Committee members. In response to questions, he provided the following information:

- the 24 driveways referred to in the staff report were constructed after 1981, research of building permit applications found that 23 of the driveways were approved as being 'historic', during reconstruction of Williams Road with new curb, gutter and sidewalk; however, the one remaining driveway was installed in conjunction with a building permit application, similar to Mr. Cokar's situation
- based on the information found as a result of the research, staff cannot recommend that Mr. Cokar be given access to his property from Williams Road
- the purpose of the proposed lane policy was to encourage the development of lanes alongside arterial roads so that access to single-family residential properties would be from lane ways rather than major roads
- there were 24 illegal driveways found and of these, only one was associated with an application for a new house; the remainder of the driveways were for older homes and accesses were granted as 'historic' uses
- the entrances from Williams Road to the 24 homes was not necessarily to access garages located in front of the dwellings, but rather to provide additional parking; in several cases, the owners managed to almost create drive-throughs to their rear yards.

Mr. Manzoor Cokar, of 10440 Williams Road, reiterated his previous position that the 24 homes which had direct access from Williams Road contrary to the provisions of the existing bylaw, No. 3967 regardless of whether any had been approved because of 'historic' use, should be closed or the law applied fairly. He asked that the bylaw be examined and applied fairly to all concerned.

In response to a statement from the Chair about the 24 driveways being constructed without permission, Mr. Cokar questioned why he was being penalized for asking for permission to do the same thing as the other 24 property owners.

It was moved and seconded

- (1) ***That existing driveways accessing Williams Road between No. 4 Road and No. 5 Road in contravention of Williams Road Access Bylaw No. 3967, be eliminated gradually through attrition as the properties are redeveloped,***
- (2) ***That the request for Williams Road access from 10440 Williams Road BE DENIED.***
- (3) ***That upon adoption of the pending City Lane Policy, Williams Road Access Bylaw No. 3967 be reviewed and revised to suit the City Lane Policy and the City Single Family Residential Development – Access Policy 5003.***

Prior to the question being called, a brief discussion ensued on the matter. In response to a question, advice was given by staff that the owners of the 24 properties which have the illegal driveways, at the time that they apply for redevelopment, would be notified that access to Williams Road would be denied.

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

DELEGATION

2A. **ROADWAY AND TRAFFIC IMPROVEMENTS FOR MCLENNAN AVENUE**

At the request of the Chair, Transportation Engineer Victor Wei, provided information on the work proposed for McLennan Avenue. He explained that the ditch on the west side of McLennan Avenue, between Bridgeport Road and River Drive would be infilled, and that on top of the infill, a 2 metre wide asphalt walkway would be constructed, 3 metres from the west property line, which would be separated from the road by a 2.5 metre gravel shoulder. Mr Wei stated that there would be a continuous extruded curb constructed on the east side of McLennan Avenue to ensure that motorists would not travel on the sidewalk. He added that the width of the roadway would remain the same, 5.0 to 5.5 metres wide.

In response to questions, Mr. Wei advised that the infilling of the ditches had been completed and that staff were waiting for a final call from the contractor before proceeding with the next stage of construction. He advised that the cost of the project was being shared between the Vancouver International Airport Authority and the City, and that funding for the ditch infilling would be from the Neighbourhood Improvement Charges account.

Mr. Harvey Haverstock, of 10420 Gilmore Crescent, reviewed the history of the McLennan Road project and the correspondence which had passed between the Manager of Transportation, Gordon Chan and himself about the recommendation that only gravel shoulders would be provided. He noted the issue raised by Mr. Chan was that if the shoulder was paved, the speed of traffic using this road would increase. Mr. Haverstock also suggested that because of the elimination of the left turns to and from No. 4 Road, traffic on McLennan Avenue would increase considerably. He also questioned the proposal to erect a stop sign at Finlayson Drive.

Mr. Haverstock advised that area residents, while they accepted the decision on the sidewalk, were not prepared to accept gravel shoulders instead of asphalt, and he provided information on several areas where the shoulders were paved to the edge of the roads. He also referred to issues which some residents had with being required to pay to have their ditches filled in as part of a neighbourhood improvement project while other ditch infilling was being completed at no expense to adjacent property owners.

In response to questions, Mr. Haverstock confirmed that residents wished to have the gravel shoulder proposed for McLennan Avenue replaced with asphalt. He voiced the opinion that the expense of maintaining asphalt would be less than if gravel was used.

Mr. Wei, in reply to a question, advised that the incremental cost of installing asphalt rather than gravel would be an additional \$84,000.

Ms. Linda O'Donnell, of 2111 McLennan Avenue, referred to a letter which she had submitted to the Mayor and Council approximately 5 weeks ago about the ditches being filled in through a local improvement. She read aloud portions of the letter which asked if the affected residents could be absolved of any further costs for this improvement. She questioned why these residents must continue to pay for having the ditches filled in, when adjacent residents were not required to pay.

In answer, the Chair advised that the City Solicitor had indicated that this was not possible because at the time, the residents had not wanted to wait for the City to infill the ditches, and signed an agreement to fund the improvement. The Chair further advised that the City could not legally stop the agreement when the contract had been paid out.

Discussion continued between the Chair and Ms. O'Donnell, during which the Chair provided information on why the project was proceeding at this time. During the discussion, Ms. O'Donnell voiced concern about the elimination of the left turn at No. 4 Road and Bridgeport Road and suggested that the lives of the children attending the local school would be in danger because of the large number of trucks which speed down McLennan Avenue. Questions were raised about whether or not there was a load limit, and advice was given that a load limit did exist for McLennan Avenue, with the appropriate signs in place, however this limit was not enforced.

Ms. Shirley Poupart, of 2173 McLennan Avenue, reviewed the history of the ditch filling in the area of McLennan Avenue, during which she expressed concern that the provision of gravel shoulders was being 'forced on the residents against their wishes'. She also talked about the mismatched sidewalks and pathways which would result, i.e. concrete and asphalt, and the appearance that this would give to the neighbourhood. Ms. Poupart also spoke about the narrow width of McLennan Avenue and the dangers which faced motorists in trying to avoid on-coming vehicles. She expressed the opinion that despite the information provided by the Engineering Department, residents would not find it necessary to park on the shoulder as their driveways were of sufficient depth to accommodate several vehicles. In conclusion, Ms. Poupart urged the Committee to make a decision to have the shoulders of the road paved with asphalt.

Mr. Steve Dosanjh, of 2431 McLennan Avenue, expressed agreement with the statements made by the previous speakers. He stated that his concerns dealt with traffic volume, vehicular speed and the types of vehicles which would be travelling along McLennan Avenue. Mr. Dosanjh advised that traffic in the area had increased significantly during the 7 years that he had resided on McLennan Avenue, and questioned why the City would agree to put traffic down McLennan Avenue.

Discussion ensued between the Chair and Mr. Dosanjh on this issue, during which Mr. Dosanjh suggested that the traffic coming from Bridgeport Road could be moved down to Shell Road. He advised that the Shell Road area was industrial in nature with only 2 dwellings located in the area, and therefore, truck traffic would not generate complaints from residents. Mr. Dosanjh stated that signs could be erected on McLennan Avenue indicating 'residents only', and that enforcement could be stepped up on load limit infractions.

With reference to these suggestions, Mr. Wei advised that staff had recently made the decision to establish a 4-way stop sign at McLennan Avenue and Finlayson Drive. As well, he referred to traffic calming measures being installed on River Drive and advised that these measures would make it very difficult for trucks to turn from McLennan Avenue onto River Drive.

In response to further questions, Mr. Dosanjh suggested that trucks could be diverted if a 3-way median was installed at McLennan Avenue and Bridgeport Road. He noted that a majority of the residents in the area did not use River Drive but rather Bridgeport Road to travel from south to east. In conclusion, he expressed the hope that the Committee would support the residents who live in the area.

Ms. Pearl Townrow, of 2380 McLennan Avenue, urged the Committee not to allow gravel to be put down for the shoulders of the road. She suggested that to maintain gravel would be more expensive than installing asphalt.

Ms. Helen Page, of 2340 McLennan Avenue, provided information about the bad experiences she had had with respect to roads with gravel shoulders. She voiced the opinion that area residents deserved to have a proper road and urged the Committee to 'spend some money because the City has not spent any money in the area for many years'.

A brief discussion ensued among Committee members, as a result of which, the following **referral** motion was introduced:

It was moved and seconded

That the issue of proposed roadway and traffic improvements for McLennan Avenue, be referred to staff for a report to the Committee at its next meeting on June 21st, 2000, which would include:

- (1) a construction plan indicating paved shoulders to the edge of the west side of McLennan Avenue;***
- (2) information on appropriate traffic calming and enforcement measures which could be initiated to deal with the truck traffic using McLennan Avenue.***

Prior to the question being called, discussion ensued on the possible impact that this could have on the construction schedule, and staff were directed to contact the Vancouver International Airport Authority about splitting the cost of the additional improvements.

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

3. **WATERMAIN AND STORM SEWER CONSTRUCTION - TENDER T.1521, WESTMINSTER HIGHWAY, FROM NO. 6 ROAD TO NO. 7 ROAD**

(Report: May 25/00, File No.: 0775-20) (REDMS No. 154710)

It was moved and seconded

That the City enter into a contract with J. Cote & Son Excavating Ltd. in accordance with Tender T. 1521 for the construction of the Westminster Highway – No. 6 Road to No. 7 Road project in the total tendered amount of \$ 1,128,785.00 plus GST.

CARRIED

4. **ROAD AND BRIDGE MAINTENANCE CONTRACT EXTENSION/MRN**

(Report: May 24/00, File No.: 6650-05) (REDMS No. 153264)

It was moved and seconded

That the concept of extending the Road and Bridge Maintenance contract with Mainroad Contracting, through Translink and MOTH, be endorsed for a further 3 – one year contracts to coincide with the Provincial extension.

Prior to the question on the motion being called, in response to questions, the Director, Operations, Eric Gilfillan explained that the Ministry was seeking annual extensions to the existing contract for the next 3 years. He advised that this would allow the Ministry to address with Mainroad Contracting on an annual basis, any issues which had arisen throughout the year. Mr. Gilfillan added that the Ministry was considering whether to send the contract out to tender at the expiration of the contract.

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

5. **KNIGHT STREET BRIDGE WATERMAIN**

(Report: May 3/00, File No.: 6650-01) (REDMS No. 136785)

It was moved and seconded

(1) *That the City purchase 1500 metres of portable watermain and required accessories at a cost of \$75,000.*

(2) *That the source of funding be the 2000 Water Utility Budget.*

CARRIED

6. **ENGINEERING & PUBLIC WORKS - 1ST QUARTER, 2000 REPORT**

(Report: Apr. 25/00, File No.: 0103-30-PWOR1) (REDMS No. 149919, 154551)

It was moved and seconded

That the Divisional Quarterly Report for the first quarter, 2000 (attached to the report dated April 25th, 2000 from the General Manager, Engineering & Public Works), be received for information.

The question on the motion was not called, as concern was expressed about the number of deficiencies which still exist in the new City Hall building and the slow pace in getting these issues addressed. Information was provided by the Director, Engineering, Jeff Day that staff were concentrating on resolving security and other related issues.

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

URBAN DEVELOPMENT DIVISION

7. **TRAFFIC BYLAW AMENDMENTS**

(Report: May 4/00, File No.: 8060-20-7130) (REDMS No. 95570,95533)

It was moved and seconded

That Bylaw No. 7130, which amends Traffic Bylaw 5870 to add new definitions, new sub-sections and to delete out-dated and duplicate sub-sections be given first, second and third readings.

The question on the motion was not called, as the following **amendment** was introduced:

It was moved and seconded

That Clause (6) of Traffic Bylaw No. 5870, Amendment Bylaw No. 7130, which would add the following as Subsection 12.16 in Bylaw No. 5870, "Where a block or a portion of a block is subject to a parking regulation with a time limit, no person shall move a vehicle from one location to another in the same block in an attempt to avoid the time limit.", be deleted in its entirety:

The question on the motion was not called, as a brief discussion ensued on the rationale for deleting the proposed amendment. Mayor Halsey-Brandt voiced concern that signage would not reflect the proposed change, and suggested that the proposed amendment was unfair.

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

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

Mayor Halsey-Brandt left the meeting at 5:10 p.m. and did not return.

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8. **ACCESS OPTIONS FOR THE ECOWASTE INDUSTRIES LIMITED SITE - FEASIBILITY OF NO. 7 ROAD - FOLLOW-UP REPORT**

(Report: May 15/00, File No.: 1000-14-034) (REDMS No. 153100)

It was moved and seconded

(1) ***That no further action be taken to consider No. 7 Road as a feasible alternative route for Ecowaste Industries Limited at this time (for reasons outlined in the report dated May 15th, 2000 from the Manager of Transportation and Director of Engineering).***

(2) ***That Triangle Road be retained as the primary access route for Ecowaste Industries Limited, and that staff continue to monitor traffic conditions on Triangle Road to determine whether or not further actions are required to maintain adequate access to the site.***

- (3) *That staff continue to work with Ecowaste Industries Limited to explore alternative long term access options for the site, and report to Council should a feasible option be identified.*

Prior to the question being called, the President of Ecowaste Industries Limited, Mr. Stuart Somerville, advised that his firm would be working with City staff on this matter. He stated that a number of developments had occurred since the March 8th, 2000 Committee meeting, including the fact that demolition refuse would no longer be accepted at the Burns Bog landfill which would result in additional truck traffic to the Ecowaste site. In response to questions, he advised that the addition of the left turn lane at the Steveston Highway off-ramp would be an improvement, however there were a number of other issues relating to Triangle Road which he would be working with staff to address.

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

9. **MANAGER'S REPORT**

Mr. Eric Gilfillan referred to the proposed 'Hired Truck Policy', copies of which had been circulated to Committee members. He explained that several attempts had been made to meet with the representative of the independent truckers, Mr. Bhullar, however, he has not responded to any of the requests made. Mr. Gilfillan confirmed that staff had met with Mr. MacAulay, and with respect to 'hours worked for the City', staff were being asked to compare 'number of days' rather than hours.

During the discussion which ensued, the comment was made that there was no point in proceeding until Mr. Bhullar had reviewed the policy, unless there was documentation on file which recorded the various attempts made to meet with him. In response the Manager of Fleet Operations, Ken Fryer, confirmed that staff had the necessary documentation on file.

Mr. Steve Ono reported on two projects which were currently underway, the first being a closed circuit television inspection of the Steveston sanitary sewer system to determine the extent of problems which exist in the pipes. The second project deals with improvements to No. 3 Road required in connection with the installation of the #98 B line. Mr. Ono also advised that the TransLink public relations office was now established at 4800 No. 3 Road, with the Communications Officer being Mr. Bill Knight, who would be dealing with a majority of the public inquiries. He noted that any issues relating to landscaping, etc., would be dealt with by Ms. Lauren Melville.

The Manager, Roads & Construction Service, Tony Hillan, provided members of the Committee with copies of the letter and notice being distributed to certain areas regarding street sweeping.

The Transportation Engineer, Victor Wei, advised that the draft local transit area plan would be released next week, and that a public meeting would be held at City Hall on June 13th, 2000, and an open house at Richmond Centre Mall on Friday, June 16th, 2000.

The General Manager, Engineering & Public Works, Chuck Gale, reported on the process which was in place to deal with the deficiencies at the new City Hall.

ADJOURNMENT

It was MOVED and SECONDED
That the meeting adjourn (5:35 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, June 7th, 2000.

Councillor Lyn Greenhill
Chair

Fran J. Ashton
Executive Assistant