



## CITY OF RICHMOND

### REPORT TO COMMITTEE

**TO:** Public Works and Transportation Committee      **DATE:** May 15, 2000  
**FROM:** Gordon Chan, P. Eng.  
          Manager, Transportation      **FILE:** 1000-14-034  
**RE:    **ACCESS OPTIONS FOR THE ECOWASTE INDUSTRIES LIMITED SITE –  
          FEASIBILITY OF NO. 7 ROAD – FOLLOW-UP REPORT****

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#### STAFF RECOMMENDATION

1. It is recommended that:

- No. 7 Road not be considered as a feasible alternative route for Ecowaste Industries Limited at this time for reasons outlined in the attached staff report from the Manager of Transportation and Director of Engineering;
- 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; and
- Staff continue to work with Ecowaste Industries Limited to explore alternative long term access options for the site and report back to Council should a feasible option be identified.

Gordon Chan, P. Eng.  
Manager, Transportation

Jeff Day, P. Eng.  
Director, Engineering

Att. 1

**FOR ORIGINATING DIVISION USE ONLY**

**CONCURRENCE OF GENERAL MANAGER**

## STAFF REPORT

### ORIGIN

At the March 8, 2000 Public Works and Transportation Committee meeting, staff presented a report outlining the “pros” and “cons” of a proposal by Ecowaste Industries Limited for a new access to be constructed on the un-constructed portion of the Blundell Road right-of-way on the east side of No. 6 Road, via either Sidaway Road/Blundell Road or No. 6 Road. Upon discussion on the various issues related to this route, staff were directed to:

*“...report back on the use of No. 7 Road by Ecowaste Industries as an alternative access route and that staff review the intersection of Triangle Road and access to the recreation complex to identify any possible improvements.”*

The delegation outlined that Ecowaste Industries Limited’s preference is that No. 7 Road be developed as an alternative access to the site, but that they would also support consideration of other access routes. Ecowaste Industries Limited feels that there is a need for an alternate access because of traffic conditions on Triangle Road in the vicinity of the Riverport access. It was also noted that the traffic volumes generated by Ecowaste Industries Limited on a peak day are 300 trucks over a 10-hour period, with most traffic in the AM period.

This staff report presents the outcome of staff’s investigation of the feasibility of using No. 7 Road as an alternative access and the traffic conditions on Triangle Road in the vicinity of the Riverport access.

### ANALYSIS

#### **1. Alternative Routes to the Ecowaste Industries Limited Site**

The Ecowaste Industries Limited site is located south of the Blundell Road alignment, between the No. 7 Road and Savage Road alignments. The possible routes to access the site are:

- Extension of Blundell Road to the east;
- Extension of No. 7 Road to the south; or
- Continued use of Triangle Road.

Given the various issues related to the Blundell Road route, as discussed at the March 8, 2000 Public Works and Transportation Committee meeting, staff have carried out an investigation on: (a) the feasibility of extending No. 7 Road; and (b) continuing the use of Triangle Road.

#### **2. Feasibility of Extending No. 7 Road**

Staff have reviewed the feasibility of using No. 7 Road to access the Ecowaste Industries Limited site, including extending No. 7 Road between the Blundell Road right-of-way and the site (Attachment 1). Upon assessment by staff on the existing conditions and the surrounding environment of this roadway south of Westminster Highway, it was concluded that it would not be feasible to use No. 7 Road as an alternative route to and from the Ecowaste Industries Limited site. The results of the review are summarized below.

- Need for Road Widening - In order to accommodate significant amounts of truck traffic on No. 7 Road, road widening (to a seven metre total pavement width with shoulders) would be required to ensure safe passage of large vehicles. The existing canal immediately adjacent to the east side of the road pavement, together with the residential houses on the west side, make any road widening difficult to implement without resulting in adverse impacts on the residents. The estimated cost to upgrade No. 7 Road to an adequate standard is \$6 Million. In addition, opening the road to truck traffic without rebuilding it could quickly lead to road distress and failure, as No. 7 Road was not designed to carry heavy truck traffic.
- Canal is an Environmentally Sensitive Area - The existing canal south of the “built road” section (starting approximately 200 metres north of the Granville Avenue right-of-way) is currently designated as an “environmentally sensitive” area. Further studies on the environmental impacts on the existing canal within this undeveloped section of the No. 7 Road right-of-way would be required if it were to be open for truck travel.
- Limitations of the City’s Capital Plan – The current years’ capital plan does not provide for the upgrade of No. 7 Road. At an estimated cost of \$6 Million, advancing this project would have a significant impact on projects of higher priority.

### **3. Continued Use of Triangle Road**

The Ecowaste Industries Limited site is currently accessed via Triangle Road. Staff have reviewed the traffic conditions on Triangle Road, specifically in the vicinity of the Riverport access. It was concluded that Ecowaste Industries Limited could continue to use Triangle Road to access their site, based on the following results of the review.

- Traffic Volumes – The traffic volumes on Triangle Road in the vicinity of the Riverport access are considered to be normal for this type of road facility, although this road does carry a higher proportion of truck traffic than other roads in the City.
- Accident History – There is no evidence of conflicts between industrial and recreational traffic using the roadway. The accidents that have occurred on Triangle Road over the past five years have involved only a single vehicle. In staff’s experience, it is likely that speeding caused the accidents.
- Sight Lines – The sight line conditions on Triangle Road in the vicinity of the Riverport access are not considered to be problematic.
- Ditch Infill – The road width on Triangle Road, in the vicinity of the Riverport access may be enhanced by the filling of the ditch at this corner. This has been included as part of the City’s Five-Year Capital Plan for future evaluation as part of the annual plan review.
- Traffic Control – There is a stop sign at the Riverport driveway exit onto Triangle Road. Staff have arranged for re-painting of the stop bar to emphasize the requirement for drivers to stop at the stop sign.

#### **4. Recent Discussion with Ecowaste**

Since the March 8, 2000 Public Works and Transportation Committee meeting, staff have met with Ecowaste to discuss the findings of this report. Ecowaste is in general agreement with staff's conclusions including those related to No. 7 Road being considered as an unfeasible option and has agreed to retain the existing route via Triangle Road as the primary access to the site at this time. Staff has committed to continuing to work with Ecowaste to explore other long term alternatives and report back to Council should a workable option is identified.

#### **FINANCIAL IMPACT**

None at this time.

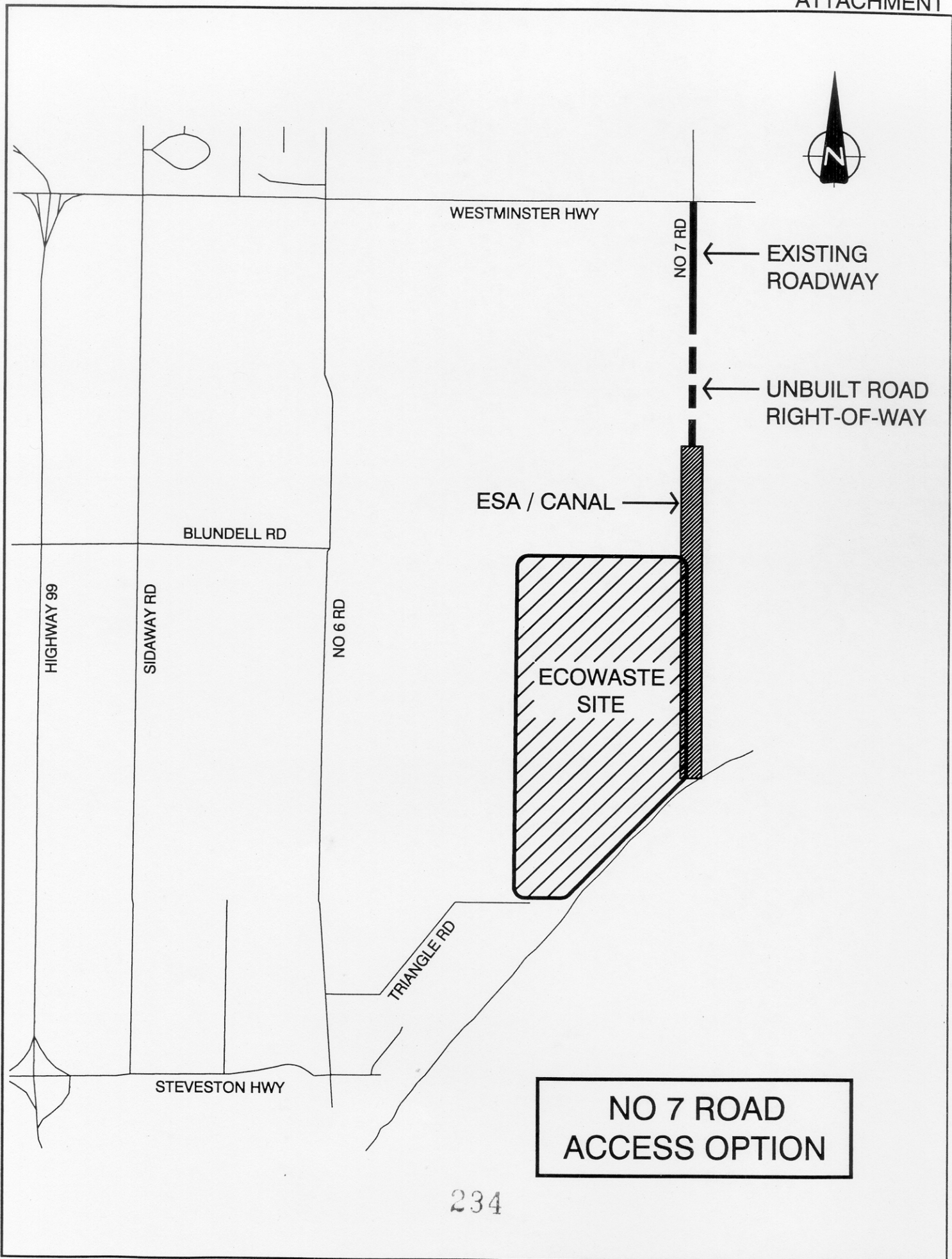
#### **CONCLUSION**

Staff have reviewed the feasibility of the use of No. 7 Road to access the Ecowaste Industries Limited site and the traffic conditions on the current Triangle Road access to the site. The use of No. 7 Road by Ecowaste Industries Limited as an alternative access route is not supportable due to the road geometry and design, impacts on adjacent residents, the impact on the canal, which is currently designated as an environmentally sensitive area, and the high cost of improvements. In staff's assessment, the current Triangle Road route to the Ecowaste Industries Limited site is adequate from traffic safety and geometric perspectives. Therefore, it is recommended that Ecowaste Industries Limited continue to use Triangle Road to access their site. If so directed, staff will continue to monitor traffic conditions on Triangle Road and work with Ecowaste Industries Limited to look at long term access options for the site.

Victor Wei, P. Eng.  
Transportation Engineer

Tegan Smith, M.C.P.  
Transportation Planning Analyst

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NO 7 ROAD  
ACCESS OPTION