



## Public Works & Transportation Committee

Date: Wednesday, June 18<sup>th</sup>, 2003  
Place: Anderson Room  
Richmond City Hall  
Present: Councillor Rob Howard, Chair  
Councillor Linda Barnes  
Councillor Derek Dang  
Mayor Malcolm D. Brodie (4:01 p.m.)  
Absent: Councillor Kiichi Kumagai, Vice-Chair  
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 Thursday, April 24<sup>th</sup>, 2003, be adopted as circulated.*  
**CARRIED**

### DELEGATION

2. *Lucky Janda, to request the installation of a sidewalk on Blundell Road, between No. 4 Road and No. 5 Road* (petition signed by 165 residents submitted in support of the request). (File No.: 6360-02) (REDMS No. 102113)

The Chair advised that the Committee would first deal with the staff report on this matter, and then hear a presentation from Mr. Janda.

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## ENGINEERING & PUBLIC WORKS DIVISION

### 3. **REQUEST FOR SIDEWALK ON BLUNDELL ROAD, BETWEEN NO. 4 ROAD AND NO. 5 ROAD**

(Report: June 4/03, File No.: 6340-20-P.02301) (REDMS No. 1018111)

The Manager, Engineering Design & Construction, Robert Gonzales, reviewed the report with the Committee. In response to questions, he made the following comments:

- the proposed recommendation, that the request be referred to the Capital Team, did not take into consideration the fact that road work was currently underway in the subject area
- the source of funding for the sidewalk project if option 2 was approved would result from the deferment of the Alderbridge Way sidewalk project to 2004
- with respect to option 3, the 2010 Richmond Trail Strategy proposed a trail along Blundell Road as part of the City's trail network - development of the Blundell Road walkway as part of the trail system could be funded through the deferral of two dyke access points from the Parks' capital program and re-appropriation of \$60,000 of Park DCC funds to the Blundell Road trail
- the road paving currently underway on Blundell Road would not change the standard of the road from its current 'rural' designation - two lanes of blacktop with two feet of gravel shoulder
- it was staff's belief that pedestrians would be safer walking along this portion of Blundell Road because the ditch would be eliminated and there would be a shoulder on which to walk
- construction of a final road standard would require removal of the peat from under the current roadway and could cost approximately \$5 Million; the repaved road surface should last about five years before 'dips' began to re-appear in the road
- staff were hopeful that the new road surface would last until construction of the Blundell Road overpass as it was expected that installation of the new storm sewer would alleviate drainage problems and reduce erosion of the road
- the ultimate road design for Blundell Road would be four lanes, curb, gutter, and sidewalks; the design would place the roadway closer to property lines and driveway issues would have to be dealt with
- lines could be placed on the newly paved road to provide demarcation of the end of the roadway.

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Mr. Lucky Janda, of 11631 Blundell Road, accompanied by Mr. Robert Chan, 11580 Blundell Road, referred to the petition which he had submitted, signed by approximately 165 residents in support of the request for a sidewalk on Blundell Road. He talked about the large number of trucks which travelled Blundell Road and expressed concern for the safety of children and elderly residents walking along this road.

Mr. Janda urged the Committee to support Option 2, which would result in the paving of a 1.5 metre wide asphalt walkway adjacent to the roadway, separated by a painted line. However, he stated that while he understood that staff were recommending a walkway to minimize costs, it was his belief that the walkway may not sufficient to reduce the danger faced by pedestrians when wider/larger trucks were travelling on the road. Mr. Janda asked that if the Committee supported Option 2, that consideration be given to placing a median on both sides of the road.

Mr. Chan expressed concern that once Blundell Road had been repaved that traffic would become even faster, resulting in even more danger to pedestrians. He also expressed concern about (i) the narrowness of the proposed shoulder (.6 metres), and (ii) the traffic counts undertaken by staff, the results of which indicated that there wasn't sufficient traffic volume to warrant upgrading the standard of the road. Mr. Chan stated that during rush hour, he often had to wait four or five minutes before he could enter Blundell Road from his driveway.

Mr. Janda, in concluding his presentation, urged the Committee to consider the safety of area residents.

Discussion ensued among Committee members and staff on the feasibility of erecting a median on one side of the road, based on the proposed road width. Comments were made that while the median would provide a demarcation for the residents and motorists, staff could not recommend the erection of a curb separation because it would not provide a great deal of protection to the residents, and in fact, could prove to more dangerous if a vehicle was to hit this separation.

Mr. Bjarne Nielsen, of 11531 Blundell Road, stated that if Option 2 was approved and 1.5 metres of asphalt was added to the existing road width, then all that would be created would be a passing lane. He spoke about the need for a regulation to ensure that passing on the right was not permitted.

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

It was moved and seconded

*That the request for construction of a walkway along the south side of Blundell Road between No. 4 Road and No. 5 Road be referred to staff for a report on the various options and costs of including extruded curb or a white line to demarcate the shoulder from the actual roadway.*

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Prior to the question on the motion being called, staff were directed to include in the report, information on:

- (a) why and when extruded curb/painted lines would be used;
- (b) safety and liability issues related to the use of extruded curb and painted lines;
- (c) whether providing a demarcation on the pavement would result in a 'passing lane';
- (d) the ramifications of installing either an extruded curb or painted lines; and
- (e) other options and measures which were available for medians and curbs.

Reference was made to the fact that paving of Blundell Road, between No. 4 Road and No. 5 Road was now underway, and staff were requested to report to Council through Committee as quickly as possible on this matter.

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

#### 4. ESTABLISHMENT OF INTEREST RATES ON LATECOMER PAYMENTS FOR TEMPLE SOUTH SANITARY SEWER CATCHMENT

(Report: June 5/03, File No.: 6060-03-01) (REDMS No. 1007276)

Project Engineer John Irving reviewed the report and recommendations with the Committee. Discussion then ensued among Committee members and staff, during which, in response to questions, the following information was provided:

- the proposed interest rate of 8.85% had been established in Excess or Extended Services & Latecomer Payment Interest Rate Establishment Bylaw No. 6936; was identified through the *Local Government Act* and was based on the current ten year mortgage rate
- the *Local Government Act* allowed municipalities to require a developer to provide sanitary sewer capacity in excess of that required for the developer's property, and to recover the appropriate costs through a latecomer agreement up to a maximum of ten years after the completion of the work.

Discussion then ensued among Committee members and staff on the lack of incentive to temple properties in the subject area to connect to the new sanitary sewer line prior to the conclusion of the ten year period, and the risk to the Lingyen Mountain Temple if temples within the catchment area refused to connect to the system. The comment was made however, that endorsement of the proposed recommendation would allow the preparation of the latecomer agreement and the collection of funds on behalf of the Lingyen Mountain Temple.

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It was moved and seconded

*That:*

- (1) *Lingyen Mountain Temple hereby be required to provide excess sanitary sewer capacity for the Temple South Sanitary Sewer catchment;*
- (2) *the properties in the Temple South sanitary sewer catchment area (listed in Schedule A attached to the report dated June 5<sup>th</sup>, 2003, from the Director of Engineering) be deemed to benefit from the extended service and are thus liable for the charge that represents the cost of that benefit, as documented in Schedule A, when they connect to the sanitary sewer;*
- (3) *annually calculated interest apply to the charges at the rate of 8.85%, being the 10 year mortgage rate on the project completion date of July 30, 2001, as established under Bylaw No. 6936;*
- (4) *a charge under this resolution be imposed commencing July 30, 2001, on the understanding that no charges are payable beyond 10 years from this date; and*
- (5) *all charges collected under the authority of this resolution be paid to the Lingyen Mountain Temple.*

**CARRIED**

## URBAN DEVELOPMENT DIVISION

### 5. **TRANSLINK TRANSIT SERVICE DESIGN GUIDELINES**

(Report: June 3/03, File No.: 6480-01) (REDMS No. 1017826)

Transportation Planner Joan Caravan, accompanied by the Director, Transportation, Gordon Chan, reviewed the report with the Committee. Discussion then ensued among Committee members and staff on the proposed 'Objectives and Indicators of the Transit Service Design Guidelines' and the need to address personal safety.

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

It was moved and seconded

- (1) *That TransLink's proposed Transit Service Design Guidelines, (as described in the report dated June 3<sup>rd</sup>, 2003, from the Director, Transportation), to develop a more efficient, frequent, reliable and convenient transit system that encourages increased use of transit and the sustainable development of the region, be endorsed.*
- (2) *That staff incorporate the Guidelines into City planning decisions regarding land use, transportation, development application reviews, infrastructure, sustainability, and community liveability.*

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- (3) *That TransLink take into consideration, the issue of personal safety and find ways to integrate the personal safety of its ridership, including safety at stations and approaches, into the endorsed Transit Service Design guidelines.*

**CARRIED**

6. **AIRPORT STATION / NEWTON EXCHANGE EXPRESS BUS SERVICE (#301) – PROPOSED IMPLEMENTATION PROCESS**

(Report: June 2/03, File No.: 6480-03-02) (REDMS No. 1017037)

Ms. Caravan briefly reviewed the report with the Committee.

It was moved and seconded

*That the proposed implementation and public consultation process for the new Airport Station – Newton Exchange Express Bus Service, (as described in the report dated June 2<sup>nd</sup>, 2003, from the Director, Transportation), be endorsed.*

**CARRIED**

7. **MANAGER'S REPORT**

- (a) *Award of Contract T.1551 – Water Construction – 2003 Watermain Replacement Program* - Reference was made to the cost of the watermain 'tie ins' by City forces, and advice was given that the cost was high because of the large number of connections which were required, at \$700 each.
- (b) Reference was made by Cllr. Barnes to a report being prepared by Urban Development staff on the cost of subdivision planning charges, and as a result, the following motion was introduced:

It was moved and seconded

*That the report being prepared by Urban Development staff on the cost of subdivision planning charges be expanded to include service cost charges for small lot subdivisions.*

**CARRIED**

- (c) *Steveston Parking Task Force* – The Manager, Transportation Planning, Victor Wei, reported on a recent open house held regarding parking issues in the Steveston area. He advised that the Task Force intended to submit a report to Council through the Public Works & Transportation Committee at its July 23<sup>rd</sup>, 2003 meeting.

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Mr. Wei also provided information on new parking signs which were to be erected in the Steveston area to direct motorists to available parking areas. During the discussion which ensued, staff were encouraged to ensure that signs were posted in such a manner to provide advance warning of available parking to the owners of large vehicles. Advice was given that the signs would not address the specific size of vehicles which could be parked, but would encourage motorists to use the Chatham Street parking lot first.

- (d) *Night Market* – Mr. Chan provided information to the Committee on the steps which had been taken to address the traffic problems encountered at the recent opening of the 2003 Night Market.
- (e) The General Manager, Finance & Corporate Services, Jim Bruce, provided information to the Committee on a report being submitted directly to Council regarding municipal insurance.
- (f) Cllr. Barnes referred to correspondence received from Ms. Ione Owen, Chairperson of the Minoru 3 West Council, in which she requested a change to the flashing crosswalk light located on Minoru Boulevard, between the residence and Richmond Centre Mall, to a regular traffic signal. In response, advice by Mr. Chan was given that the walk time at the crosswalk had been increased to 40 seconds. He stated that Ms. Owen would be advised that City staff would continue to monitor the situation and would be undertaking an education campaign.

A brief discussion ensued among Committee members and Mr. Chan on the need to educate pedestrians on the use of crosswalks.

- (g) The Chair thanked staff for their efforts in completing the installation of the traffic signal at No. 8 Road and Westminster Highway prior to the start of the strawberry season, as had been promised to the Richmond Farmers Institute.
- (h) Mr. Irving provided information to Committee on the action being taken by the Greater Vancouver Regional District to address the problems being experienced by the Richmond Yacht Club and the Navy League of Canada.

### ADJOURNMENT

It was moved and seconded  
*That the meeting adjourn (5:07 p.m.).*

CARRIED

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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 18<sup>th</sup>, 2003.

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Councillor Rob Howard  
Chair

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Fran J. Ashton  
Executive Assistant, City Clerk's Office