

PUBLIC WORKS & TRANSPORTATION COMMITTEE

Date: Wednesday, June 21st, 2000
Place: W.H. Anderson Room
Richmond City Hall
Present: Councillor Lyn Greenhill, Chair
Councillor Ken Johnston, Vice-Chair (4:04 p.m.)
Mayor Greg Halsey-Brandt
Councillor Derek Dang
Councillor Kiichi Kumagai
Call to Order: The Chair called the meeting to order at 4:00 p.m.

It was moved and seconded
That the report (dated June 16th, 2000, from the Director, Engineering), regarding the request for Williams Road Access from 10440 Williams Road, Review of Existing Driveways, be added to the agenda as an additional item.

CARRIED

MINUTES

1. It was MOVED and SECONDED
That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, June 7th, 2000, be adopted as circulated.

CARRIED

URBAN DEVELOPMENT DIVISION

2. **FURTHER PROPOSED NEIGHBOURHOOD ROADWAY AND TRAFFIC IMPROVEMENTS FOR THE MCLENNAN AVENUE AREA**
(Report: June 12/2000, File No.: B/L 6671) (REDMS No. 157947)

The Manager, Transportation, Gordon Chan, reviewed the report with Committee members. In response to questions, he advised that:

- the Airport Authority would fund 50% of the estimated cost to pave the shoulder on the west side of McLennan Avenue

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- the traffic calming measures being implemented on River Drive should discourage truck traffic from accessing River Drive from McLennan Avenue
- the RCMP and ICBC Compliance Officers would be implementing vehicle inspection programs as a means of enforcing the 5 ton weight limit on McLennan Avenue.

Mr. Harvey Haverstock, of 10420 Gilmore Crescent, questioned whether signage to indicate that vehicles over 5 tons in weight were not allowed on McLennan Avenue, could be located in such a manner that the drivers of these vehicles would see these signs before entering McLennan Avenue rather than after. In response to a question from the Chair, Mr. Chan stated that this could be done.

Mr. Haverstock referred to the current 24 foot width of the driveways on McLennan Avenue, and questioned whether it would be possible to maintain this width after the ditches were filled in, rather than having the standard driveway width for roads with curbs. Mr. Chan suggested that Engineering Department staff liaise with the affected residents to determine if this could be accomplished.

Mr. Haverstock then referred to a large hedge located at the north-west corner of McLennan Avenue and Gilmore Avenue, which was 100 feet in length, 16 feet wide from the property line to the road edge, and approximately 25 feet in height. He stated that the proposed pathway and roadway would extend out around the hedge, and he voiced concern for the safety of children walking along side this hedge. Mr Haverstock advised that the contractor had indicated that the hedge would not be removed as part of the road improvements.

At the request of the Chair, Transportation Engineer Victor Wei advised that this issue had been discussed with the Project Engineer and the property owner, and the decision made that the hedge would not be removed. In response to questions, Mr. Wei explained that the hedge was located on both City and private property, and that corner sight lines were not an issue because the hedge was located in the middle of the block. The Chair requested, however, that the sight lines for the McLennan Avenue/Gilmore Avenue intersection be rechecked to determine if there was a problem.

Discussion continued briefly between the Chair and Mr. Haverstock on this matter, during which Councillor Greenhill advised that the City made every attempt to retain greenery. Mr. Haverstock concluded his presentation by thanking the Committee for providing residents with the opportunity to speak at the previous meeting and for the improvements which had been made to the project to address their concerns.

Mr. Barry Bailey, of 2111 McLennan Avenue, referred to the hedge and advised that while he understood the City's desire to retain greenery, he would rather not have children being pulled into the bushes because of the close proximity of the hedge to the pathway. In response to questions, he advised that he had spoken to the owner of the hedge who had indicated that he would not be adverse to having the hedge removed or trimmed.

Ms. Shirley Poupart, of 2173 McLennan Avenue, thanked the Committee for listening to area residents. She advised that the hedge was very unsightly in appearance. She also stated that the hedge was located on City property and voiced the opinion that it was unsafe for children. Ms. Poupart stated that even if the hedge was trimmed, there would still be places within the hedge for people to hide, adjacent to the pathway. The comment was made by the Mayor that because the hedge was a laurel hedge and would most likely die if it was trimmed, a better solution might be to contact the owner about removing the hedge in its entirety.

It was moved and seconded

- (1) ***That the paved shoulder improvement on the west side of McLennan Avenue (Bridgeport Road to River Drive), as described in the attached report from the Manager of Transportation, be approved for implementation in 2000 at an estimated cost of \$84,000 to be cost-shared with the Airport Connector Project.***
- (2) ***That the implementation of four way stops at the intersection of McLennan Avenue and Finlayson Drive be supported at an estimated cost of \$1000.***
- (3) ***That the source of funds for:***
 - (a) ***the paved shoulder on McLennan Avenue be the City's 2000 Capital Paving Program (50% of the estimated \$84,000 project cost), with all remaining costs to be borne by the Airport Connector Project.***
 - (b) ***the installation of a four way stop at the intersection of McLennan Avenue and Finlayson Drive be the 2000 Minor Capital Works Program for Miscellaneous Traffic Improvements.***
- (4) ***That ICBC Compliance Officers and RCMP be requested to increase enforcement of the 5 ton truck weight limit restriction on McLennan Avenue.***

CARRIED

It was moved and seconded

That the matter of the hedge located in the area of McLennan Avenue and Gilmore Avenue be referred to staff to contact the owner of the hedge about the possibility of removing the hedge.

CARRIED

3. **STEVESTON INTERCHANGE - PROPOSED IMPROVEMENTS TO WESTBOUND TO NORTHBOUND ON-RAMP**

(Report: May 25, 2000, File No.: 6360-01) (REDMS No. 154905)

Mr. Chan briefly reviewed the report with Committee members. Mr. Wei then used a site plan to explain in more detail, the improvements which would be made to the Steveston Highway/Highway 99 north-bound off-ramp.

During his review, Mr. Wei provided information on (i) how transit would access the north-bound on-ramp to Highway 99; (ii) the location of the sidewalk on the north side of Steveston Highway, and (iii) how pedestrians would access the pathway leading over the Highway 99 overpass.

It was moved and seconded

- (1) ***That the proposed improvements to the Highway 99/Steveston Highway westbound to northbound on-ramp, including a free flow right-turn lane from Steveston Highway, as outlined in the attached report from the Manager of Transportation, be endorsed for implementation in 2000 as part of the 1998/1999 Federal Infrastructure Grant Program.***
- (2) ***That additional funding in an amount of \$60,000 (with \$40,000 recoverable) be allocated to the Steveston Highway Improvement Project in order to maximize the funding recovery by the City from the 1998/1999 Federal Infrastructure Grant Program.***
- (3) ***That the source of funding for the above additional budget for the Steveston Highway Improvement Project be re-allocated from the Gilbert Road Bicycle Route Project in the 2000 Major Capital Works Program which was denied for provincial funding from the 2000/2001 Cycling Network Program.***

CARRIED

4. **REQUEST FOR WILLIAMS ROAD ACCESS FROM 10440 WILLIAMS ROAD, REVIEW OF EXISTING DRIVEWAYS**

(Report: June 18/00, File No.: 6360-01) (REDMS No. 16044)

It was moved and seconded

That existing driveways at 10040 and 10611 Williams Road be eliminated gradually through attrition as the properties are redeveloped.

Prior to the question being called, a brief discussion ensued during which the Chair indicated in response to a question, that if the property at 10611 Williams Road was redeveloped, the driveway to Williams Road would be closed at that time.

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

5. **MANAGER'S REPORT**

- (a) Mr. Chan provided an update on the status of the traffic signalization at Moncton Street and No. 1 Road, noting that the project could require the removal of several parking stalls at the north and east bound approaches to the intersection. He also advised that if and when the BC Packers property was redeveloped, there may be a need to review the entire road system in the Steveston area, with a view to implementing a one-way couplet system.

Discussion ensued on this proposal, during which Mr. Chan provided information on how the concept would be implemented. He advised that a report would be submitted to Council, through the Committee, prior to holding a public information with area businesses and residents to obtain their input on the proposal.

In response to questions, he explained that the elimination of several of the parking stalls was to accommodate 2 lanes in each direction, rather than 1, to allow right turn traffic to proceed smoothly.

- (b) Councillor Johnston referred to a dangerous situation at the west end of the Moray Channel Bridge at Airport Road, and he asked Mr Chan to discuss with the Airport Authority, the possibility of having directional signs installed in this area to reduce the existing traffic hazard.
- (c) The Manager, Engineering Design & Construction, Steve Ono, reported on the final construction costs for the installation of the Francis Road/Garden City Road bicycle lane. He provided information on a number of changes which had been made to the original plan, which resulted in a significant cost saving to the City. Mr. Ono advised that the net cost to the City would be approximately \$72,000.
- (d) The Manager, Engineering Planning Paul Lee reported on a proposal by the Vancouver Port Authority to adopt a policy with respect to outfalls located within its jurisdiction. Mr. Lee explained that the result would be that all the work undertaken by the GVRD and its member municipalities to develop a liquid waste management plan for the region would be negated. He further advised that because of the urgency of the situation, he had approached the Mayor about sending a letter objecting to adoption of this policy without the consultation of the GVRD and member municipalities and other affected agencies.
- (e) The Mayor questioned the status of negotiations regarding the proposal to locate a bus interchange at Lansdowne Mall and No. 3 Road. In reply, Victor Wei advised that a report from the Project Manager for TransLink, Sheri Plewes, indicated that the construction of the proposed bus exchange would proceed following the completion of the No. 3 Road work.

Discussion ensued, during which the comment was made that although the representatives of Lansdowne Mall were concerned with the proposed reduction in the number of buses which would be utilizing the exchange, negotiations were continuing.

- (f) The Mayor referred to paving work being undertaken in the area of No. 1 Road and River Road, and voiced concern about the suitability of the signs posted by the contractor. Staff were asked to review the situation, with a view to erecting appropriately worded signage, such as "Sorry for the Inconvenience" and "Beware of Paving".
- (g) The Chair referred to a resolution recently adopted by Vancouver City Council regarding the establishment of the Arbutus Corridor as a transit corridor. She questioned whether (i) City staff would be attending the public hearing to be held on this matter, and (ii) if the City's position on this issue would be presented to the public hearing. Mr. Chan was requested to raise the matter with the General Manager, Urban Development.

ADJOURNMENT

It was MOVED and SECONDED
That the meeting adjourn (4:53 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 21st, 2000.

Councillor Lyn Greenhill
Chair

Fran J. Ashton
Executive Assistant