



Public Works & Transportation Committee

Date: Wednesday, November 21st, 2007

Place: Anderson Room
Richmond City Hall

Present: Councillor Derek Dang, Chair
Councillor Bill McNulty, Vice-Chair
Councillor Linda Barnes
Councillor Evelina Halsey-Brandt
Councillor Harold Steves

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 Wednesday, October 17th, 2007, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

2. Wednesday, December 19th, 2007 (tentative date) at 4:00 p.m. in the Anderson Room.

DELEGATION

3. *Mr. Keenan Kitasaka, P.Eng., Manager, Intelligent Transportation Systems, TransLink, to demonstrate the new initiative 'iMove', an upcoming TransLink web site to provide the public with useful information on regional road conditions, transit services, construction activities, etc.*

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The Director of Transportation, Victor Wei, spoke briefly about the new TransLink initiative 'iMove' which he indicated would provide the public with useful information on such matters as road conditions, transit services and construction activities.

Mr. Keenan, accompanied by Cam Telford, Technical Manager, iMove, TransLink, talked about the development of the initiative and the direction of the TransLink Board of Directors that the iMove project be presented to all regional Councils. He then gave short PowerPoint presentation (a copy of which is on file in the City Clerk's Office) to explain the new initiative to the Committee, during which he reviewed:

- the iMove Concept of Operations
- Project Funding / Participation
- iMove Project Goals
- iMove Concept of Operations
- Benefits to Users
- RCRS (Regional Condition Reporting System) Functionality
- RCRS Project Scope
- iMove / RCRS Schedule
- Implications for Metro Vancouver
- How Can Richmond Participate?

Mr. Telford, through the Internet, demonstrated how the iMove initiative functioned.

Discussion then ensued among Committee members and the delegation on the benefits of the initiative to the public, and the availability of up-to-date information on traffic accidents, roadwork, and construction areas, as well as the length of vehicle waits at the border crossings, and other relevant information. Reference was made to the RCRS (Regional Condition Reporting System), and advice was given that this system would provide the ability to view construction activity in neighbouring jurisdictions.

During the discussion, in response to questions about the location of cameras in Richmond, advice was given that the recommended locations would be on the City's primary traffic corridors, including the No. 2 Road Bridge, Russ Baker Way and Grant McConaghie Way. Reference was made to the cost of installing these cameras, and advice was given that while the cost of a camera was approximately \$4,000, the structure on which the camera would be mounted could be considerably more expensive.

Discussion continued, with Committee members voicing their approval for the initiative. Information was provided in response to questions, that the new initiative would be launched to the public on November 26th, 2007 and that a number of videos had been prepared to introduce iMove to the public and to provide simple, easy to understand instructions on how to use the program. Further advice was given that a fulltime administrator had been hired to manage the program, and that one of his responsibilities was to ensure that groups and municipalities were aware of the iMove initiative.

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Reference was made to the current 'Trip Planner' which was available through TransLink and in response to questions about whether the iMove initiative would provide real time trip planning information, advice was given that this information was not yet available. However, it was noted that TransLink was considering a project whereby this information could be used in the future.

Questions were raised about a potential cost to the City to participate in iMove, and information was provided that the cost to the City was zero as TransLink was providing the training to staff. With reference to the cost of the cameras, information was provided that TransLink could not be responsible because the equipment would not be located on its own property. Mr. Wei also talked further about anticipated costs to the City and discussions which would be held with TransLink as the program expanded.

(Cllr. McNulty left the meeting at 4:40 p.m., during the above discussion.)

The discussion concluded with a suggestion being made that a presentation of the iMove initiative should be made at a future Council Meeting, and staff were requested to follow up on that proposal.

The Chair thanked the delegation for their presentation, and they then left the meeting.

POLICIES / STRATEGIES (0 ITEMS)

DECISIONS / ACTIONS (3 ITEMS)

ENGINEERING & PUBLIC WORKS DEPARTMENT

4. MUNICIPAL TICKETING AUTHORIZATION BYLAW NO. 7321, AMENDMENT BYLAW NO. 8301 (GREASE DISCHARGE INTO CITY SEWERS)

(Report: Oct. 24/07, File No.: 12-8060-20-8301) (REDMS No. 2295245, 2288035)

The Director of Engineering, Robert Gonzalez, in response to questions, advised that the City would be working with Vancouver Coastal Health when issues arose which related to health and safety concerns. He explained that Vancouver Coastal Health had a notification and protocol process in place with the City.

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Discussion then ensued among Committee members and staff on the feasibility of recycling grease, the availability of businesses which recycle clean grease into other products, and the City's desire to promote grease recycling rather than flushing this material into the sewer system. In response to questions, information was provided about the work being undertaken with Metro Vancouver to address the grease problem, which was occurring most frequently in the City's downtown area.

Information was also provided about the development of an education program in conjunction with the adoption of the MTI Authorization Bylaw amendment to ensure that everyone understood that the discharge of grease into the City's sanitary sewer system was having an impact on the City's ability to pump sewage to the treatment plant. Further advice was given that City staff were finding that in some areas, sanitary sewer pipes were half clogged with grease and that work crews were having to clean the sewer system more frequently.

It was moved and seconded

That Municipal Ticketing Information Authorization Bylaw No. 7321, Amendment Bylaw No. 8301, be introduced and given first, second and third readings.

CARRIED

5. **FLOOD PLAIN MANAGEMENT BYLAW**

(Report: Nov. 1/07, File No.: 12-8060-20-8204/8314; xr: 11-6045-11-01) (REDMS No. 2154595, 2299582)

The Manager, Engineering Planning, Siu Tse, reported that the bylaw now being considered had been brought forward as part of the City's draft Flood Plain Strategy and incorporated the most recent requirements adopted by the Provincial Government. He added that the final strategy would be submitted to Committee with the next few months.

Reference was made to the proposed setback requirements, and questions were raised about whether portions of the Britannia Heritage Shipyard and the apartment building located to the east of the shipyard were within the setback. A brief discussion ensued on this issue, as a result of which staff were requested to determine whether portions of the building in question were located on or outside of the dyke area, and within the proposed 7.5 metre setback.

Discussion continued on this matter, with information being provided that in the majority of instances, existing buildings located adjacent to the dyke were in compliance with the 7.5 metre setback. It was noted however that there were a few anomalies which would have to be addressed.

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Reference was made to global warming and comments were made about the need to increase the height of the City's dykes. Concern was also voiced about a problem which was already occurring with salinization, and comments were made about the need for (i) a series of pumps located around the island to pump out the salt water, and (ii) the placement of wide canals all around the City.

Discussion then took place on the irrigation of farmland and the problems being experienced by farmers with the high content of salt in the water table. Comments were also made about the high content of salt water being found at construction projects during the dewatering process. Information was provided during the discussion that one of the strategies being considered by staff was to raise building height elevations over time, and that protocol issues were being addressed with Metro Vancouver to ensure that there was minimum impact.

Reference was made to the problem of salt water seeping in under the dykes, and advice was given that the problem was minimized when the flood gates were opened. As well, Public Works crews periodically flushed the City's drainage system by bringing water in from the Fraser River. Reference was again made to the problems being experienced by local farmers and advice was given that City staff were aware of the problem and were hopeful that the issue could be addressed with the adoption of the Flood Plain Management bylaw. Concern was expressed however that elevating areas other than the dykes could create more of a problem.

(Cllr. McNulty returned to the meeting at 5:00 p.m., during the above discussion.)

Reference was made to the discussion on the proposed 7.5 metre setback, and staff were requested to provide information prior to the November 26th, 2007 Council Meeting on those existing buildings which were adjacent to the dyke within the 7.5 metre setback, particularly in Steveston.

It was moved and seconded

- (1) *That Flood Plain Designation and Protection Bylaw 8204 be introduced and given first, second, and third readings.*
- (2) *That Building Regulation Bylaw 7230 Amendment Bylaw 8314 (which deletes section 6.2), be introduced and given first, second and third readings.*
- (3) *That staff bring forward an amendment to the Building Height definition in the Zoning and Development Bylaw 5300 concurrent with adoption of Flood Plain Designation and Protection Bylaw 8204.*

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The question on the motion was not called, as the request was made that the Oval property also be included in the information to Council. Information was provided in response to the request that the elevation of the dyke at the Oval was higher than even the requirements specified by the Provincial Government. Further advice was given that staff recognized that there were a number of structures which were close to or formed part of the dyke.

Discussion then took place on the process which would be followed when staff found a situation which was not addressed in the exemption process.

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

PLANNING & DEVELOPMENT DEPARTMENT

6. TRANSIT PRIORITY LANE AND TRAFFIC MANAGEMENT INITIATIVES FOR RUSS BAKER WAY-ARTHUR LAING BRIDGE CORRIDOR

(Report: Oct. 26/07, File No.: 10-6350-01/2007-Vol 01) (REDMS No. 2299771)

It was moved and seconded

- (1) *That the construction of a northbound transit priority lane on Russ Baker Way between Gilbert Road and Cessna Drive to be funded by TransLink, (as described in the report dated October 26th, 2007, from the Director, Transportation), be endorsed with a view to completing it by August 2008.*
- (2) *That the Director of Transportation be authorized to execute a Memorandum of Agreement with YVR and TransLink to confirm the three agency partnership of the proposed transit priority lane project.*
- (3) *That the RCMP be requested to provide regular enforcement of the proposed transit priority lane and report back on the effectiveness of and any additional resource requirement for the enforcement on an annual basis.*
- (4) *That the following traffic management initiatives for the Russ Baker Way-Arthur Laing Bridge corridor be endorsed:*
 - (a) *Retention of service for a tow truck (point duty) at the south end of the Arthur Laing Bridge during the weekday morning peak period to attend to northbound traffic incidents on the bridge for a two-year trial period starting in mid-2008 at the cost of \$35,000 per year at a total cost of \$70,000 which would be submitted as a candidate project to be considered for funding from the 2008 surplus; and*
 - (b) *Installation of a video traffic monitoring camera in the vicinity of the Russ Baker Way/Cessna Drive intersection at the cost of \$40,000 to be considered as part of the City's 2009 capital program which would result in an impact of approximately \$1,000 per year on the annual operating budget.*

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- (5) *That staff report back to the Public Works and Transportation Committee on the effectiveness of the proposed stationing of the tow truck at the south end of the Arthur Laing Bridge at the end of the two-year trial period.*

The question on the motion was not called, as information was provided in response to a question, that taxicabs would not be able to access the proposed transit priority lane.

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

INFORMATION / AWARENESS (0 ITEMS)

7. MANAGER'S REPORT

Robert Gonzalez reported that:

- (1) the City was in the process of receiving an award for the Hamilton Fire Hall from FIERO (Fire Industry Equipment Research Organization). Advice was given that the City had been in competition against all new fire halls and emergency facilities construction in North America.
- (2) City staff were being invited to number of organizations to present on asset management, including the Association of Professional Engineers and Geoscientists Conference.
- (3) City staff had been invited to make a presentation to the Vancouver Board of Trade regarding flood management.
- (4) discussions were being held with the Provincial Ministry of Transportation regarding the provision of funding to assist in the restoration of that portion of the old Westminster Highway located north of Highway 91. Staff were of the opinion that some of the flooding which was occurring was a direct result of the construction of Highway 91.

Cllr. Barnes referred to a meeting being held on November 23rd, 2007 with the Fraser River Port Authority, and in response to a question about City representation at the meeting, advice was given that staff would be at the meeting and information would be provided to Council on the outcome of that meeting.

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Cllr. Barnes then referred to correspondence received from the Federal Minister of Transport regarding the development of a regional airport strategy and the direction that the City should be pursuing this matter with Vancouver Airport Authority. She asked that staff determine who was responsible for the development of this strategy and to either report to Council or provide a memorandum on this matter. Mr. Wei indicated that he would pursue this matter with the appropriate staff.

Cllr. McNulty referred to the egress point (corner where buses stop) at the Delta Vancouver Hotel located on Cessna Drive, and questioned why taxicabs were not permitted to turn right to access the road to the airport, but instead had to take a circuitous route. As a result, the following **referral** motion was introduced:

It was moved and seconded

That staff examine, for taxicabs only, the feasibility of allowing these vehicles to access the direct route from the Delta Vancouver Hotel to the Vancouver International Airport.

CARRIED

Cllr. Barnes referred to parking problems being experienced by a number of service organizations, including Vancouver Coastal Health and Richmond Health Services, and the following **referral** motion was introduced:

It was moved and seconded

That staff develop a parking decal program for home care nurses and care professionals.

The question on the motion was not called, as Cllr. Barnes commented further on the problems being experienced by home care nurses with regard to the lack of available parking close to their clients. Staff were requested to contact Vancouver Coastal Health to determine their specific needs. She asked that the report to Committee address needs and costs which might be associated with a parking decal program.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:15 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, November 21st, 2007.

Councillor Derek Dang
Chair

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