



Public Works & Transportation Committee

Date: Thursday, May 24, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda Barnes, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Linda McPhail
Councillor Harold Steves

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, April 18, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, June 20, 2012 (tentative date) at 4:00 p.m. in the Anderson Room

ENGINEERING AND PUBLIC WORKS DEPARTMENT

1. **ELECTRIC VEHICLE – COMMUNITY CHARGING
INFRASTRUCTURE GRANT FUNDING OPPORTUNITY**

(File Ref. No. 10-6000-01) (REDMS No. 3514789)

In reply to queries from Committee, Suzanne Bycraft, Manager, Fleet & Environmental Programs, provided the following information:

- currently the City has three electric vehicles, the Chevrolet Volt, in its fleet;
- staff are in the process of installing proper charging infrastructure at City Hall and at the Works Yard;

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- it is unlikely that staff would encounter 'range anxiety' as staff business is conducted within the City's boundaries; also, the Volts are equipped with backup gasoline tanks, thus have extended driving range;
- one of the City's electric vehicles has approximately 5000 kilometres and it is still on its first tank of gas;
- staff anticipate the funding call to be announced by the end of May 2012; and
- once the funding call has been announced, staff will have one month to submit a grant application.

Peter Mitchell, 6271 Nanika Crescent, member of the City's Parking Advisory Committee, commented on the proposed initial community charging infrastructures points, noting that community centres may not be the most suitable sites for such infrastructure. He noted that if the City's goal is to encourage people to visit Richmond, staff should consider installing this infrastructure at major shopping centres and rapid transit hubs. He stated that City Hall is an ideal location for such infrastructure and that such infrastructure would be better suited in the core of Steveston Village as oppose to adjacent to the Steveston Community Centre or Garry Point Park. Mr. Mitchell was of the opinion that such infrastructure would be under utilized at two of the proposed initial community charging infrastructures points: Hamilton Community Centre and Thompson Community Centre. He believed that the No. 3 Road corridor would be a more suitable site for these points. Also, Mr. Mitchell stated that local drivers of electric vehicles likely may not use their backup fuel, however the fuel of such vehicles must be used annually for maintenance reasons.

In reply to queries from the Chair, Ms. Bycraft stated that the proposed initial community charging infrastructures points are all on City property and as part of the project planning, staff would examine other areas to install such infrastructure. The proposed four locations were suggested merely to cover all the quadrants of the City. She noted that as part of the planning process, staff would examine how the City would partner with other groups such as major shopping centres. Also, Ms. Bycraft stated that staff would consult with the City's Parking Advisory Committee in relation to this proposal.

In reply to a query from Committee, Joe Erceg, Acting Deputy Chief Administrative Officer, stated that there are several developments currently underway that have electric vehicle charging infrastructure.

It was moved and seconded

That an application for a community electric vehicle charging plan and infrastructure grant be submitted to the Fraser Basin Council upon announcement of the availability of provincial funding for this work.

CARRIED

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2. **REPORT 2011: RECYCLING AND SOLID WASTE MANAGEMENT - TOGETHER WE'RE MAKING CHANGE HAPPEN**

(File Ref. No. 10-6370-01) (REDMS No. 3519135 v.3)

Discussion ensued and Committee commended staff on the report and were pleased to see such positive statistical information. Committee requested that staff forward the report to the Richmond School District. Also, Committee noted that the staff report contains a lot of valuable information and as such, staff should highlight the findings of this report at every opportunity. In addition, Committee requested that staff create a one-page snapshot of the 'Tips for Residents.'

The Chair requested that as part of staff's communication exercise, staff present the report at an upcoming Council meeting.

Also, the Chair highlighted that although Richmond's population has grown, the City has decreased the amount of garbage sent to landfills. Discussion ensued regarding the savings of diverting garbage to landfills and the Chair noted that such information would be valuable.

It was moved and seconded

That the "2011 Recycling and Solid Waste Management – Together We're Making Change Happen" annual report be endorsed and made available to the community through the City's website and other communication medium.

CARRIED

3. **GREEN CART PILOT PROGRAM RESULTS**

(File Ref. No. 10-6370-10-05) (REDMS No. 3521669 v.3)

In reply to queries from Committee, Ms. Bycraft provided the following information:

- Metro Vancouver seeks to ban all food scraps from landfills by 2015, therefore there is potential that a program similar to the green cart program eventually be extended to commercial properties;
- throughout the pilot program, the cost of the green carts was borne by the City; and
- staff are establishing a reserve fund to support funding the cost of green carts; however, should the program continue on a permanent basis, staff would propose that the costs be recovered through user charges to those eligible for the service.

In reply to a query from the Chair, Ms. Bycraft stated that staff are recommending exploring the costs and options for an expanded cart-based collection program for a food scraps and organics recycling program for all townhome units in conjunction with the introduction of a similar program for residents in single-family homes and report back by Fall 2012.

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It was moved and seconded

- (1) *That based on the successful results of the Green Cart Pilot Program, staff report back on costs and options for an expanded cart-based collection program for a food scraps and organics recycling program for all townhome units in conjunction with introduction of a similar program for residents in single-family homes; and*
- (2) *That the Green Cart Pilot program be continued pending a determination by Council on actions relating to a permanent food scraps/organics recycling program for townhomes.*

CARRIED

4. **2012 FLOOD PROTECTION GRANT PROGRAM**

(File Ref. No. 10-6045-01) (REDMS No. 3513301 v.4)

The Chair thanked staff for organizing a meeting with Dutch representatives and Delcan staff in relation to information sharing regarding dykes.

Discussion ensued regarding a study on Sturgeon Banks by Sean Boyd, Science and Technology Branch, Environment Canada. It was noted that a copy of Mr. Boyd's report would be forwarded to staff for information.

It was moved and seconded

- (1) *That the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the cost share agreements for the Williams Road Drainage Pump Station and the No. 1 Road North Drainage Pump Station which were approved for funding by the Province as part of the 2010 Provincial Flood Protection Program;*
- (2) *That the following projects be endorsed for submission to the 2012 Provincial Flood Protection Grant Program:*
 - (a) *McCallan Drainage Pump Station Upgrade;*
 - (b) *No. 2 Road Drainage Pump Station Upgrade;*
 - (c) *Dike Upgrade and Raise, McCallan Road to No. 2 Road;*
 - (d) *South Dike Seismic Upgrade No. 4 Road to Shell Right of Way;*
 - (e) *Dike Upgrade at Nelson Road Drainage Pump Station;*
 - (f) *South Dike Upgrade Erosion Control Rip-Rap Replacement and Raise, No. 7 Road to ±1000 metres west;*
 - (g) *Dike Upgrade and Raise from Hollybridge Street to approximately 50 metres east of Dinsmore Bridge;*

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- (3) *That should any of the above submissions be successful, the Chief Administrative Officer and General Manager Engineering and Public Works be authorized to negotiate and execute the cost share agreements with the Province.*

CARRIED

5. **PERMITS FOR CITY PUMP STATIONS**

(File Ref. No. 10-6340-01) (REDMS No. 3519553)

It was moved and seconded

That the Chief Administrative Officer and the General Manager, Engineering and Public Works be authorized to sign Vancouver Fraser Port Authority (Port Metro Vancouver) Permits in the format shown in Attachment 1 as needed for the construction and operation of current and future City pump stations.

CARRIED

PLANNING AND DEVELOPMENT DEPARTMENT

6. **ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM – PROPOSED PROJECTS FOR 2012**

(File Ref. No. 01-0150-20-ICBC1-01) (REDMS No. 3481661)

It was moved and seconded

- (1) *That the list of proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2012 Road Improvement Program for consideration of cost sharing funding; and*
- (2) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements and the 2012 Capital Plan and 5-Year (2012-2016) Financial Plan be amended accordingly.*

CARRIED

7. **PROPOSED PARKING STRATEGY FOR STEVESTON VILLAGE**

(File Ref. No. 10-6455-01) (REDMS No. 3501979 v.5)

Victor Wei, Director, Transportation, provided background information and thanked all those involved in the preparation of the proposed parking strategy for Steveston Village, noting that everyone involved had valuable input. Also, Mr. Wei advised that he was recently notified that the Steveston Harbour Authority approved the notion of long-term parking permits for Steveston Village employees.

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The Chair thanked all the stakeholders involved in the preparation of the proposed parking strategy for Steveston Village, in particular Robert Kiesman and Jim Van Der Tas.

In reply to queries from Committee, Mr. Wei, accompanied by Wayne Mercer, Manager, Community Bylaws, provided the following information:

- the City would not be involved with the proposed parking permits for Steveston Village staff as this initiative is a partnership between the Steveston Merchants Association and the Steveston Harbour Authority (SHA);
- Parks and Recreation staff anticipate reporting on the potential future use of the City-owned lot at 4320 Moncton Street (directly across the street from the Steveston Community Centre) at an upcoming Parks, Recreation and Cultural Services Committee meeting as they examine the long-term needs of the community centre;
- a dedicated officer for increased enforcement in Steveston Village is unique to the proposed parking strategy for Steveston Village;
- currently staff's primary focus is on Bayview Street and Chatham Street as these streets have the highest potential for parking reconfiguration; however, once staff embark of a streetscape vision exercise, staff would also examine other streets that would benefit from streetscape improvements;
- special event parking will also be examined as part of the streetscape exercise;
- if an average of fifteen tickets a day were issued in Steveston Village, the cost of the dedicated Bylaw Officer would be offset by the violation revenue; and
- the Steveston Parking Fund is active and currently has approximately \$300,000 in funds.

Discussion ensued and Committee suggested the following information also be considered: (i) if the two City-owned lots (Lots 9 and 10) were disposed of, the resulting revenue also be considered to redesign Chatham Street with angled parking; (ii) the City not retain the use of the lot owned by the SHA located at 3771 Bayview Street (Lot 11) and have that lot be pay parking as it is in the Village core and parking there is very convenient; (iii) existing parking regulations in residential neighbourhoods adjacent to Steveston Village should be strictly enforced, however perhaps not during special events such as the Salmon Festival; and (iv) as part of the streetscape visions for Bayview Street and Chatham Street, staff consider accommodating a tram route from the Steveston Community Centre to the Gulf of Georgia Cannery.

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Discussion further ensued and the Chair remarked that staff consider examining different hourly restrictions on Bayview Street and Chatham Street in light of the convenience of parking along Bayview Street. In addition, staff was requested to examine centre-street parking along Chatham Street.

Loren Slye, 11911 3rd Avenue, stated that as a Steveston resident, the parking adjacent to his home is rarely available to his guests on weekends as others visiting Steveston Village have occupied the space. Mr. Slye was of the opinion that three-hour parking would be more suitable for Steveston Village and stated that Bayview Street should remain as-is until the City addresses the dyking issues. Also, Mr. Slye commented on the Hepworth Building, noting that an opportunity to create parking adjacent to that site would be beneficial and aid in the protection and preservation of the building.

Jim Kojima, 7611 Moffatt Road, President of the Steveston Community Society, cited concerns related to parking at the Steveston Community Centre lot. He noted that many of those parking in the lot are neither users of the Centre nor of the Library. Mr. Kojima stated that he would like to see proper signage for that lot and that the parking regulations for that lot be enforced. He echoed Mr. Slye's comments regarding three-hour parking for Steveston Village and having Bayview Street remain as-is until the City addresses the dyking issues.

Pat Talmey, Steveston building owner, stated that he has been building in Steveston Village since 1965 and has periodically opted to pay into the Steveston Parking Fund in lieu of providing parking. As such, Mr. Talmey stated concerns related to restricted parking areas such as the proposed permit-only parking along the three north-south lanes. He stated that the City should consider a separate agreement related to parking permits for those that have paid into the Steveston Parking Fund.

Peter Mitchell, 6271 Nanika Crescent, commented on the previous delegates' request to expand parking from two-hour to three-hour, noting that the switch would require approximately 50% more parking spaces. He spoke of the misconception that there is a lack parking in Steveston Village and suggested that the City clarify and relay this information to the public accordingly. Also, Mr. Mitchell agreed with the suggestions put forth by Committee, but stated that parallel parking may be more suitable due to its ability to maintain view corridors versus the suggested angled parking. He was of the opinion that there was no reason to commence works along Bayview Street until the City determined its dyking strategy. Mr. Mitchell agreed with staff's comments regarding motorcycle parking, however did not believe that parking stalls should be utilized for additional bicycle parking.

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Linda Love, 3031 Williams Road, expressed her support for staff's comments regarding bicycle parking, noting that there is a lack of bicycle parking in Steveston Village. She spoke of the various users of the bicycle parking and commented on how cyclists navigate throughout Steveston Village. Ms. Love stated that bicycle parking in Steveston Village is neither safe for cyclists nor the pedestrians trying to manoeuvre around the cyclists.

The Chair summarized the various delegates' comments and in reply, Mr. Wei provided the following information:

- Steveston Village's dyking requirements will be part of the streetscape visioning exercise;
- staff have not yet determined where the proposed bike corrals would be installed, however when an exact location is identified, staff will take precautions in an effort to minimize impact on existing parking;
- staff have examined the possibility of three-hour parking and have determined that it is not feasible due to various factors such as (i) re-facing all the two-hour signage, (ii) creating confusion among the public and thus difficulty with enforcement; and (iii) the possibility of reverting back to two-hour parking at the conclusion of the pilot program;
- if the proposed recommendations are approved, staff would launch an expansive public awareness campaign to notify the public of the various parking changes;
- staff anticipate holding a meeting with staff at the Steveston Community Centre in an effort to address their concerns related parking;
- in regards to the future of Lots 9 and 10, the two properties could potentially be disposed of with the resulting revenue invested towards a joint partnership between a developer and the City to improve and consolidate parking for the public;
- the existing two-hour time limit from 9:00 a.m. to 6:00 p.m. should not affect the dinner crowd as in theory those parking from 4:01 p.m. onwards would not be restricted by the two-hour time limit; and
- staff can examine the numerous blips at the corners as part of the streetscape visioning exercise.

It was moved and seconded

- (1) ***That Option 1 to retain free public parking on City-managed parking spaces in the Steveston Village area, as described in the report, be endorsed as a trial strategy and that staff report back on its effectiveness after the trial period in Fall 2012;***

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- (2) *That Council send a letter to the Steveston Harbour Authority (SHA) and the Steveston Merchants Association expressing its support of the two parties working together to facilitate employee parking in the SHA lot on Chatham Street on a temporary basis from June 11 to September 30, 2012, as generally proposed in Attachment 2;*
- (3) *That staff be directed to negotiate the renewal of the City's licence of occupancy for 3771 Bayview Street with the Steveston Harbour Authority and report back on the outcome of these discussions as soon as possible;*
- (4) *That, as described in the report, staff be directed to:*
 - (a) *develop short- and long-term streetscape visions for Bayview Street and Chatham Street and report back by the end of 2012; and*
 - (b) *undertake the supplementary improvements to support other travel modes.*
- (5) *That staff investigate the possibility of accommodating the parking needs of those that paid into the Steveston Parking Fund and report back.*

CARRIED

8. MANAGER'S REPORT

Mr. Wei referenced a memorandum dated May 17, 2012 regarding the Road Network Around the Alexandra Neighbourhood in the West Cambie Area (copy on file, City Clerk's Office).

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:20 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 Thursday, May 24, 2012.

Councillor Linda Barnes
Chair

Hanieh Berg
Committee Clerk