

RAILWAY COMMUNITY ADVISORY PANEL

January 13, 2016 – 1:00 p.m.
Council Chamber, City Hall

MINUTES

VOTING MEMBERS PRESENT:

Councillor Chuck Puchmayr - Co-Chair
Councillor Bill Harper - City Council (exited at 1:59 p.m.)
Singh Biln - Southern Railway representative
Mike LoVecchio - Co-Chair, Canadian Pacific representative
Bill Magri - City Resident
Bryan Vogler - City Resident (arrived at 1:40 p.m.)

VOTING MEMBERS ABSENT:

Bahadar Dhillon - City Resident
Michael Savage - City Resident
Richard Wagner - Burlington North SF

STAFF:

Tim Armstrong - Fire Chief
Jim Lowrie - Director of Engineering Services
Roger Emanuels - Manager, Design and Construction
Lisa Leblanc - Manager of Transportation
Lauren Blake - Committee Clerk
Debbie Johnstone - Committee Clerk

The meeting was called to order at 1:05 p.m.

Mike LoVecchio, Canadian Pacific Representative, assumed the Chair.

1.0 ADDITIONS TO AGENDA

MOVED and SECONDED

THAT the agenda be adopted.

CARRIED.

All members of the Panel present voted in favour of the motion.

2.0 ADOPTION OF MINUTES

2.1 Adoption of the September 9, 2015 Minutes

MOVED and SECONDED

THAT the minutes of the September 9, 2015 Railway Community Advisory Panel be adopted.

CARRIED.

All members of the Panel present voted in favour of the motion.

3.0 PRESENTATIONS

3.1 Queensborough Special Study Area OCP and Rezoning

Rupinder Basi, Planner, provided an on-table PowerPoint presentation regarding the Queensborough Special Study area Official Community Plan (OCP) and Rezoning.

In response to questions from the Panel, Mr. Basi provided the following information:

- The Zoning Bylaw requested that new development provide vehicle access from the rear lane, and there could be advantages for existing developments to relocate access to rear lanes;
- The City has adopted the Federation of Canadian Municipalities (FCM) Railway Proximity Guidelines, which requires new developments located near railways to register on covenant;
- The City requires new developments located near railways to demonstrate how they are complying with the FCM Railway Proximity Guidelines;
- The primary piece of property is owned by the City, and implementing the Queensborough Special Study Area would require an existing animal shelter to be relocated;
- There would be public consultation regarding the OCP and Rezoning, and the public generally seems to be supportive; and,

- It is not clear if it promotional material from the developer would indicate the development's proximity to the railways.

Discussion ensued, and the Panel noted that as it would be very difficult for a developer to meet all of the FCM Proximity Guidelines, the disclosure on the deed of the property is important. It was also suggested that whistle vibration could also be an issue for residents.

MOVED and SECONDED

THAT the developer notify prospective clients of the proximity of the development to the railway, and the activity of the railway.

CARRIED.

All members of the Panel present voted in favour of the motion.

4.0 UNFINISHED BUSINESS

There were no items.

5.0 NEW BUSINESS

There were no items.

6.0 STANDING ITEMS

6.1 Whistle Cessation

Roger Emanuels, Manager of Design and Infrastructure, provided the following updates regarding whistle cessation:

a) Downtown Whistle Cessation Update

- The City has begun rehabilitation of the Front Street Parkade;
- Beginning in February 2016, Front Street between Begbie Street and Sixth Street would be closed;
- It is anticipated that Front Street would reopen in four to five months;
- All railways have been notified of the Front Street closures;
- Signal work as required for cessation would be installed at the Begbie Street and Front Street crossing;
- Canadian National would install their portion of the signal work required for cessation upon completion of the City's work;

- Begbie Street and Front Street would be the first crossing in the downtown area to achieve whistle cessation.

b) City-wide Whistle Cessation Program

- The consultants hired to work on the Cumberland Street crossing reported that they have not received a lot of feedback from the railways regarding whistle cessation;
- An initial audit of the Cumberland Street crossing indicates that it generally meets the requirements for cessation;
- Cumberland Street would require pedestrian gates and railings prior to achieving whistle cessation;
- There could be difficulty in achieving whistle cessation at the Spruce Street crossing due to the proximity of the SkyTrain;
- The Brunette Fraser Greenway could impact whistle cessation at the Spruce Street, Cumberland Street and Braid Street crossings; and,
- The City has received grant funding for the Braid Street section of the Brunette Fraser Greenway.

c) Queensborough Crossing Upgrades

- The City is ready to move forward with designs for the Quayside crossing; and,
- The City is seeking relaxations regarding the clearances required for rail equipment at the Ewen Avenue crossing.

Singh Biln, Southern Railway Representative, advised that an advertisement regarding whistle cessation has been drafted for the Port Royal crossing, as required by BC Safety Authority. It is anticipated that whistle cessation could be achieved within thirty days that the advertisement is posted.

6.2 City Projects

a) Braid Street Greenway

This item was discussed as part of Item 6.1.b.

b) Q2Q Pedestrian Bicycle Bridge

Roger Emanuels, Manager of Design and Infrastructure, advised that community consultation has been conducted with respect to the Quayside to

Queensborough (Q2Q) Pedestrian and Bicycle Bridge. Community feedback has generally been positive; however, concerns were expressed regarding the potential impact the project could have on Ewen Avenue, as well as property tax increases. It is anticipated that a proposed design could be provided by the design team in six – eight weeks. The City is currently working on a Memorandum of Understanding (MOU) with Southern Rail with respect to the operation of the bridge.

6.3 Railway Projects

Singh Biln, Southern Railway representative, provided the following update:

- Southern Rail (SR) carries dangerous goods for pulp mills through New Westminster;
- The number of trains carrying dangerous goods was less than the average in 2015 due to the labor disruption;
- 14 switches have been replaced in the rail yard to increase safety;
- An Ultrasonic Railway Testing device has been purchased, and would test the railway once a year;
- Six turnouts will be added to the railyard in 2016, and a total of 10 turnouts will be upgraded;
- An update regarding the timber trestles would be provided at a future meeting;
- SR's accident and personal injury record is down, and SR is rated number six in North America for safety; and,
- For every month without an accident, a donation is made to Royal Columbian Hospital. The amount is doubled if there are no accidents in two months.

Discussion ensued, and the Panel commended Southern Railway for its safety record.

MOVED and SECONDED

THAT Council recognize Southern Railway for their achievements on the safety front.

CARRIED.

All members of the Panel voted in favour of the motion.

Mike LoVecchio, Co-Chair and Canadian Pacific representative, provided a demonstration regarding the Canadian Pacific phone app. The app provides real time information for first responders, and any first responder that has received hazmat training would have access to the app.

In response to questions from the Panel, Mr. LoVecchio advised that the app is available for iPhone and android phones, and not for Blackberry or Windows-based phones.

In addition, Mr. LoVecchio reported that Canadian Pacific hosted the CP Women's Open, which resulted in 1.2 million dollars being donated to the Royal Columbian heart unit via the CP Has Heart campaign. Canadian Pacific also partnered with Mission Possible, based in the Downtown Eastside, which provides training and job placement assistance to homeless people.

Tim Armstrong, Fire Chief, reported that a press release was issued on December 17, 2015 from eastern Fire Chiefs regarding a coast to coast response plan for petroleum incidents on railways. Chief Armstrong noted that this would be the first attempt to standardize responses across the country.

In response to Chief Armstrong's report, Mr. LoVecchio advised that standardized training is provided in the United States, and that Canadian Pacific provides free standardized training to first responders.

7.0 OTHER BUSINESS

There were no items.

8.0 REPORTS AND INFORMATION

There were no items.

9.0 CORRESPONDENCE

There were no items.

10.0 DISCUSSION ITEMS FOR FUTURE MEETINGS

There were no items.

11.0 NEXT MEETING

To be determined

12.0 ADJOURNMENT

ON MOTION, The meeting concluded at 2:29 p.m.

Mike LoVecchio
Co-Chair

Lauren Blake
Committee Clerk