

This recording is an interview of Stan Weismiller, president and general manager of Winvan Paving, a road construction company located in New Westminster. The major themes discussed in this interview are road construction, the Fraser River, industrial land use, British Columbia's transportation and resource economy, employee safety, and the Braid industrial district.

Date: October 8, 2014

Interviewers: Pamela Stern and Kate Petrusa

Date Range: 1970s – 2014

Sound Recording Length: 47:40

Winvan Paving is a family owned road construction company located in the Braid industrial area of New Westminster. The company has been located along the Fraser River since the 1960s where it first initially operated within sawmill owned by Commonwealth Construction. The company's current location contains its head office, asphalt plant, asphalt recycling plant, barge ramp, and equipment maintenance and repair shop. Weismiller's father and his partners purchased the company's site from Commonwealth Construction in the 1970s. Since then Weismiller has been off and on with the company working various positions such as a crewman, estimator, project manager. In 2005 he became Winvan's president and general manager. Throughout the interview Weismiller emphasizes the importance of industrial lands and resource extraction to British Columbia's economy, and the difficulties in working with different levels of government to deal with various issues facing the business in Braid's industrial area, especially traffic.

Section 0:00 – 5:04

In this section of the interview Weismiller describes the services that Winvan Paving offers and the history of the company's location in the Braid industrial district. The company has been on the Fraser River at their current site since 1960s. Initially, Weismiller believes, the company was leasing the property from Capilano Timber, which was owned by Commonwealth Construction. Winvan Paving operated within the sawmill operation until the 1970s when the mill sold its property. The parcel of land was then subdivided and Winvan paving was given the opportunity to buy the property. Weismiller also describes his career trajectory.

Section 5:05 – 18:22

In this section of the interview Weismiller describes the way that Winvan uses the Fraser River to transport the raw materials used to manufacture concrete and asphalt. The company has its own dock and ramp that is used to receive aggregate from the quarry near Abbotsford and to load or ship materials and equipment to job sites. The geographical range of Winvan's services is primarily the Greater Vancouver area, but sometimes the company does work in the Sea-to-Sky corridor. He describes the process of making asphalt and concrete, and the preparation and process of doing site work. He also describes the basic process of recycling old asphalt and explains that municipalities are reluctant to use recycled asphalt because the material is still not well understood. He says that municipalities are concerned about the environmental impact of using recycled

asphalt because they are worried that if a water main breaks unwanted products may contaminate the water source.

Section 18:23 – 23:24

In this section of the interview Weismiller describes the chemical properties of asphalt, and what types of equipment are needed to pave with it. He states that his businesses is seasonal because due to the weather conditions that are needed for paving, road construction cannot be done when there is rain or snow.

Section 23:25 – 29:36

In this section of the interview Weismiller expresses his opinion on agricultural, industrial land use in the province. He believes that land use should be designated according to the greater economic benefit of the province, and that land use should be balanced between recreation, real estate, and industry. He also discusses how Winvan has been affected by the shutdown of the Bailey Bridge in New Westminster but notes that he thinks the issue surrounding the number of lanes for the Bailey Bridge is a distraction to the greater problem that different levels of government do not cooperate to fix the traffic congestion in the Burnette corridor.

Section 29:37 – 43:42

In this section of the interview Weismiller discusses some of the main issues that businesses in the Braid industrial area experience, asserting that the province has historically had a resource-based economy. He believes that since resource extraction and shipping constitutes a large part of the province's economy, industrial land use should then be respected by municipalities and Port Metro Vancouver. Weismiller also discusses the different ways that Winvan paving interacts with different levels of government. Winvan Paving is involved in associations such as the BC Road Builders and Vancouver Local Construction Association. Weismiller personally participates in Port Metro Vancouver planning sessions and is a member of the New Westminster Chamber of Commerce. He also discusses the safety issues for his workers who use public transit to commute to Sapperton Skytrain and then walk to work. He feels that his employees are at risk from homeless people who live in the industrial district.

Section 43:43 – 47:40

In this section of the interview Weismiller describes the issue of access to Sapperton Skytrain station for people coming to and from the Braid industrial area. Currently Translink is allowing industrial park workers to use a fire exit stairway. He believes that once the Translink fully integrates the Compass Card system this access route will be cut off. He also briefly discusses the types of personal protective equipment that his employees wear, and the business association that represents the Braid industrial area. The three main issues that this association has addressed to the City of New Westminster have been the Bailey Bridge, public safety, and formal access to public transit and the Sapperton Skytrain station.