

Schedule 11 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, June 15, 2015.

MayorandCouncillors

From: "Gabrielle A. Grün" [grun@cs.sfu.ca]
Sent: Monday, 15 June 2015 6:31 PM
To: Weber, David; MayorandCouncillors
Subject: with mailing addressFwd: Rezoning application (Northwest corner - Steveston Highway and No. 6 Road)

Importance: High

To Public Hearing
Date: June 15 /15
Item # 4
Re: 13751 & 13851 Steveston Hwy 10651 No.6 Rd pt 13760 Steveston!

----- Forwarded Message -----

Subject: Rezoning application (Northwest corner - Steveston Highway and No. 6 Road)
Date: Mon, 15 Jun 2015 17:58:59 -0700
From: Gabrielle A. Grün <grun@cs.sfu.ca>
Reply-To: grun@cs.sfu.ca
To: DWeber@richmond.ca, mayorandcouncillors@richmond.ca

Dar Mayor, Councilors and Members of the Public,

Regarding the issue of traffic, development should act as an impetus and an initiative nurturer to spurn on road and highway improvements. Traffic congestion should not deter development. The City seems to hold this underlying principle. Yet, on the other hand, it has not prioritized road improvements or incentivise the funding (secured from multiple sources including the Province) of road and highway enhancements such as an expanded Steveston Highway Overpass and an overhaul of the Steveston Highway Interchange along with development approval. Residential, commercial and retail space has proliferated and burgeoned along the Steveston Highway corridor, both on the sides that are east and west of Highway 99, from the opening of the Ironwood Plaza in 1998, the construction of the theaters, the building of Coppersmith Plaza in 2000, the addition of the GM dealership, the bringing on the market of Waterstone Pier, the redevelopment of Fantasy Gardens etc. while, at the same time, the corresponding I, [improvements to the road network pale in comparison. Although the impact of any one project taken alone may not be large, the net effect on traffic flow of all the developments carried out over the past 20 years or so should be brought to bare. In the quest to achieve a crotch delivery of the necessary road improvements, the current developer, Ledcor, should not be overburdened.

with respect to the traffic on No. 6 Road, there appears to be a greater volume of truck transport (and even commuter through traffic) than in the early 2000s. No substantive action has then taken on the matter, and none is expected.

Thanks for your consideration,

Your sincerely,

Gabrielle A. Grün

M.Sc.

10551 No. 6 Road

Richmond

MayorandCouncillors

From: "Gabrielle A. Grün" [grun@cs.sfu.ca]
Sent: Monday, 15 June 2015 6:07 PM
To: MayorandCouncillors; Weber, David
Subject: Fwd: Fwd: the ditch on the west side of No. 6 Road from Steveston Highway to Triangle Road

Gabrielle A. Grün
M.Sc.
10551 No. 6 Road
Richmond

To Public Hearing
Date: <u>June 15/15</u>
Item # <u>4</u>
Re: <u>13751 & 13851 Steveston St.</u>
<u>10651 No. 6 Rd.</u>
<u>P.F. 13760 Steveston</u>

----- Forwarded Message -----

Subject: Fwd: the ditch on the west side of No. 6 Road from Steveston Highway to Triangle Road
Date: Fri, 22 May 2015 20:30:17 -0700
From: Gabrielle A. Grün <grun@cs.sfu.ca>
Reply-To: grun@cs.sfu.ca
To: Eng, Kevin <KEng@richmond.ca>, Lin, Fred <FLin@richmond.ca>, Discusso, Susan <SDiscusso@richmond.ca>, LBie@richmond.ca

P.S. Please excuse two errors: "Lloyd Be" should be "Lloyd Bie" and "2000" should be "2991".

----- Forwarded Message -----

Subject: the ditch on the west side of No. 6 Road from Steveston Highway to Triangle Road
Date: Fri, 22 May 2015 16:50:21 -0700
From: Gabrielle A. Grün <grun@cs.sfu.ca>
Reply-To: grun@cs.sfu.ca
To: Eng, Kevin <KEng@richmond.ca>, Lin, Fred <FLin@richmond.ca>, lbe@richmond.ca, Discusso, Susan <SDiscusso@richmond.ca>

Hi Kevin,

Many thanks for the information which you provided. However, certain aspects of the situation are still obscure and nebulous.

First of all, your email does not state that the ditch along the West side of No. 6 Road between Steveston Highway and Triangle Road cannot be filled in or covered, in other words, covered in any way. The east side of the ditch beside the same stretch of road was in filled in 2000. The City of Richmond adopted the Riparian Management Area (RMA) strategy on March 27, 2006, and the Province enacted the Riparian Area Regulation in (RAR) April 2006.

The RAR and the City's approach to it seem to be somewhat open to interpretation. After the policies surrounding the RMAs were already in effect, Mr. Syed Shah, a City Staff member at the

time, wrote in an email dated April 10, 2008. That it was thought that the in-filling of the referenced portion of the ditch would occur with the development of the Steveston Highway/ No. 6 Road site (the northwest corner) as envisioned by the development application put forward to the City in December 2007. It appears that the RMA designation did not exclude the possibility of filling in the ditch.

Moreover, communications with Mr. Fred Lin in the second half of 2012 reveal that works which included road improvements as well as a boulevard walkway and which did not bar a ditch closure on this section of road were part of the Long Term Capital Plan. Only in late 2014, vis a vis the current rezoning application, did Mr. Lin refer to the portion of ditch as a riparian zone. When he wrote that he shared my suggested solution with other City staff, he did not say that it contravened or violated the RAR.

Additionally, it appears as though the environmental consultant retained by the developer is an independent party who has (or had) an advisory role, and was positioned to make recommendations, but not to decide whether an action may be taken or not. Furthermore, in a reply to my inquiry about ditch closure, Mr. Lloyd Be suggest in 2010 remarked that I could find a professional engineer, and pay for the closure of the ditch fronting my property (which is adjacent to the present development site and along the fore-mentioned stretch of road). If the RAR prohibits ditch closures, Mr. Be as a City staff member would not have made that "recommendation" (personally, I found out about the RMA around 2010).

Secondly, the whole scenario should be weighed. "Riparian" means associated or located on the banks of a river. As it is understood, the ditch is a largely stagnant, shallow body of water with a release overflow drainage "valve" through pumping (from its terminus) to the Fraser River when a threshold level is reached i.e. the unidirectional flow only happens in substantial rainfall events or in flood prevention. The RMA on the West side of No. 6 Road is 1.5 m wide, and the RMA on the East side is 5 m. it would seem that the ditch water is not tested or analyzed for fecal chloroform and other contaminants from septic fields that are not functioning adequately, soil runoff laced with fertilizer, fungicide etc. en for lawns and gardens and "dumping". "nutrient-rich" water can lead to algae bloom. The presence of these elements in the water potentially affect wildlife.

Reviewing the current state of the ditch on the west side of No. 6 Road from Steveston Highway north to Blundell Road (in actually, Triangle Road only interacts the with the east side of No. 6 Road) reveals a patchwork of fill-ins, "extended platforms", bridges, overgrowth of foliage and open space. It is gathered that the portion of the ditch along the development site has not been dredged or cleaned in years, and shrubs, bushes, as well as small trees have naturally sprung up there for 5-6 years now (it is taken that the vegetation will be removed in conjunction with the rezoning/redevelopment of those lands. The ditch fronting 10271 No. 6 Road, some 5 properties away from the development site is completely closed. In addition, there is a long perpendicular trench (around there Williams Road would be if it were not discontinuous) at what looks like the northern flank of 10011 No. 6 Road. Just north of there, the ditch in front of two adjacent properties (9811 No. 6 Road and 9771 No. 6 Road?) is closed as well. Another example of ditch covering seemingly in the form of an extended platform abuts 9371 No. 6 Road. The southwest corner of the Blundell Road and No. 6 Road was filled in shortly after the tragic motor vehicle accident involving Jennifer Martinez in late 2005 (it is detailed in the Richmond Review news story attached below).

Finally, all possible approaches and means to achieve a ditch closure or at least a covering should be undertaken for safety and health reasons. The sad event mentioned above highlights the danger of ditches, especially in winter driving conditions and concerning vehicles having a wide turning radius. The ditch of road in question is rife with and characterized by commercial traffic with many dump trucks and other transport vehicles along with commuter traffic. The apparent risks were

punctuated clearly by the sight of a police cruiser and another car stopped on the side of this portion of road during one of a series of power outages resulting from the series of wind storms which took place at the end of 2006/early 2007.

As well, the ditch (and trenches) are ideal breeding ground for mosquitoes. An "uncountable" swarm of them appear in cloud formations in the vicinity of the ditch. It is believed that the mosquitoes hatched slightly earlier this year due to the warm weather. They limit the normal enjoyment of the land. As climate change takes hold, power outages and insect-borne diseases may be growing problems.

Many thanks for your consideration. Take care.

Gabrielle

On 4/22/2015 10:52 AM, Eng, Kevin wrote:

Hi Gabrielle,

My comments are in relation to the rezoning application at the corner of Steveston Highway and No. 6 Road and specifically, what is proposed for the existing watercourse that runs along No. 6 Road.

- The No. 6 Road frontage along the site being redeveloped has a Riparian Management Area designation, which is a Provincial designation intended to protect existing open watercourses as habitat for aquatic life.
- Through the proposed rezoning, an environmental consultant was engaged by the developer to propose modifications to the existing watercourse to address a new access, "day-lighting" and general planting enhancement along the watercourse.
- All works to modify, enhance and retain the existing watercourse along the development site's No. 6 Road frontage will be undertaken through works related to the rezoning and redevelopment of the site.

Regards,

Kevin Eng

Policy Planning

City of Richmond

Ph: 604-247-4626

keng@richmond.ca

From: "Gabrielle A. Grün" [<mailto:grun@cs.sfu.ca>]

Sent: Tuesday, 21 April 2015 22:36

To: Discusso, Susan

Cc: Eng, Kevin

Subject: Re: LASP inquiry

Hi Saran,

Many thanks for your reply. What precisely is meant by "it was determined that a ditch infill was not supported on No 6 Road."? What is the rationale and the reasoning behind this? Please note that my inquiry not only covers ditch closures (infill) , but ditch covers and extended bridges as well. Thanks, and have a good day

P.S. Kevin can answer the questions too, as a copy is sent to him.

Gabrielle

On 4/21/2015 11:15 AM, Discusso, Susan wrote:

Hello Gabrielle.

No, a ditch infill is not supported at this location either through a LASP or through the Watercourse Crossing infill procedure (Bylaw 8441). The adjacent property to the south of yours has put in a re-development application and during the rezoning reviews it was determined that a ditch infill was not supported on No 6 Road.

I had spoken to Kevin Eng regarding your previous email enquiry to Eric Sparolin on Feb 20, 2015 and Kevin informed me that he has been in communications with you and has provided you with all the information regarding this proposed re-development.

Regards, Susan

Susan Discusso CTech

City of Richmond ~ Engineering Planning

Phone: 604-276-4149

Fax: 604-276-4197

sdiscusso@richmond.ca

From: "Gabrielle A. Grün" [<mailto:grun@cs.sfu.ca>]

Sent: April-19-15 10:30 PM

To: Discusso, Susan

Subject: LAS[inquiry

Hi Susan,

How are you? Are 10441 No. 6 Toad and its neighboring properties eligible for a ditch covering or closure under the LAPS? Many thanks.

Have a good day.

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Gabrielle

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Dec 08 2005

Tragic crash claims beloved preschool teacher Jennifer Menendez, 26, died after her car flipped into a water-filled ditch

By Martin van den Hemel Staff Reporter

She had a smile that would light up a room, and was nicknamed the "Nurturer" by her colleagues at Paddington Station Preschool where her students are still trying to understand last week's tragic crash that claimed her life.

Jennifer Menendez, 26, died Friday morning when her Mazda slid off the road and into a water-filled ditch on No. 6 Road, just north of Blundell. She was on her way to work from her home in North Delta, where she's resided for the past year after living in Richmond most of her life and graduating from Hugh McRoberts Secondary's French immersion program.

"She always had a child straddled on her hip," said Adena Ovens, who for the last few years worked alongside **Menendez** at Paddington Station. "She's going to be missed dearly by all of us."

Menendez worked at the preschool for more than five years and was devoted to children and children's issues, and among other things was a Girl Guides leader in Richmond.

Children loved spending time with her, and on occasion she would involve them in cooking, Ovens said.

And **Menendez** always had a smile on her face, she said.

Ovens knew something was amiss when **Menendez** didn't show up for work Friday morning.

"We just kept going to the window and watching for her," Ovens said.

Then came the call from police with the tragic news, which sent her bursting into tears.

"We're still waiting for her to come in."

As devastating as the news was, trying to help the three- to five-year-olds understand the concept of death was also difficult.

Some were simply too young to understand, but others expressed that they missed **Menendez**.

"We all loved her."

According to police, around 8 a.m., **Menendez** was alone in her car and heading south at the 7000 block of No. 6 Road, where the road bends suddenly.

That's when she apparently lost control of her car and it flipped and wound up in the water-filled ditch on the east side of the road. She was pronounced dead at the scene.

Richmond RCMP Cpl. Dave Williams, a collision reconstructionist, said a passerby noticed tire tracks heading off into the ditch and called the police.

Colin Thate, **Menendez's** brother-in-law, said **Menendez** was quite familiar with the route she took to work.

"It's our understanding there was black ice on the road and she didn't stand a chance."

Although he doesn't blame anyone for the accident, Thate hopes the City of Richmond will consider installing a railing near the bend in the road to prevent another car from plunging into the water.

This isn't the first fatal accident along the same stretch of No. 6 Road.

In 1998, one man died in a stolen car that was trying to evade police by driving without its headlights on.

There have been other crashes in the vicinity, including one accident in 2000 where Good Samaritans rescued a woman trapped inside her submerged vehicle.

Menendez is survived by her parents and two sisters, Denise and Lisa.

A memorial service is scheduled for Sunday, Dec. 11 at 1 p.m. at the Richmond Funeral Home on Cambie Road, near Garden City, in Richmond.

In lieu of flowers, **Menendez's** family has requested that donations be made to the Jeremy Memorial Foundation, a cause that was near and dear to **Menendez's** heart. Jeremy was **Menendez's** nephew and his foundation supports battered women and victims of violence.

A scholarship fund is also being established in **Menendez's** memory.