

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, October 28, 2020.

ON TABLE ITEM

Date: OCTOBER 28, 2020
Meeting: DPP
Item: # 2



From: J G <corvette_racer@hotmail.com>
Sent: October 26, 2020 6:55 PM
To: CityClerk
Subject: Development Permit Panel (Oct. 28) meeting submission

I am writing with serious concerns about **DEVELOPMENT PERMIT 19-875398 on Spires Road**. The form of the development and variances will impact local residents. The parking, circulation and traffic concerns raised at the public hearing are still largely unaddressed.

As a neighbour of the development, I am very concerned that the traffic, parking and other impacts have not been properly addressed both during construction and when the development is finished.

- 1) **Parking, circulation and traffic during construction:** How many times and for how long will traffic in and out of our neighbourhood be completely blocked? It has already been blocked repeatedly (more than 10 times in the last 3 months) by existing construction in our neighbourhood. The latest issue happened last week, when our neighborhood was completely isolated when a van drove into a ditch, blocking the only entrance into the neighbourhood. None of the 100+residents could drive in or out for over 1 hour. This is a safety hazard. No roads should be blocked when either of the 2 access streets are already blocked. All vehicles from construction workers or trades should park completely off the road on narrow stretches, so vehicles can drive past them. Parking enforcement should prevent vehicles from parking so they block traffic.
- 2) **Road damage during construction:** When will the damaged roads get fixed? Large construction machines have torn up roads and left pot-holes over 6 inches deep on Spires Road for over 5 months (including right in front of this development!). Why are developers not responsible for paying and fixing this damage when they are causing them during construction?
- 3) **Parking, circulation and traffic with the proposed development.** Has the City done any traffic and parking modelling to determine the impacts of the proposed development and subsequent similar zoning? What is the mean and maximum queuing that is expected during peak times for vehicles accessing Cook Road and Cooney Road? H
- 4) **Boulevard damage from the proposed development.** How will existing boulevards for current residents be protected so they don't either become mud pits in the winter as cars park on them (which currently the case)? Will current residents be evicted from parking in front of their house by new residents? The current bylaws sanction these evictions, as currently happens along Ash Street, South of Granville Avenue. Parking on one side of the street only on Spires Road is unacceptable and will make this problem worse than even on Ash Street where part of the street has parking on both sides. The City needs to provide parking and sidewalks on both sides of the street (including removing the ditches) before the development is finished.
- 5) **Public outdoor amenity space rejected by the developer.** The City should not grant this development permit unless the developer agrees to make "the proposed outdoor amenity space at the northeast corner a public space to tie in with the adjacent public walkway along the north side;" as mentioned in the **Advisory Design Panel report from April 22**. This should also tie into the public walkway that is mentioned. Otherwise the walkway will be almost useless!
- 6) **Retaining walls.** How will the retaining walls be designed to avoid looking like ugly industrial patches to the surrounding properties and especially from any areas visible to the street? The developer should provide beautification or other designs for the walls.
- 7) **Sight lines.** As noted in the **Advisory Design Panel report from April 22**, the southeast corner planting treatment needs to provide clear sightlines for traffic and pedestrian safety. It's not clear what the developer is proposing. Who will be reviewing and enforcing sight-lines at the corner of the development,

particularly with higher traffic volumes from this and other developments already underway leading to more congestion and conflict between cars at that T-intersection?

Thank you,
Jose Gonzalez
8935 Cook Crescent, Richmond
PS: Please reply to confirm that you have received this email.

From: Lee, Edwin
Sent: October 28, 2020 2:48 PM
To: 'J G'
Subject: RE: Development Permit Panel (Oct. 28) meeting submission - DP 19-875398 - 8671, 8691, 8711, 8731 Spires Road

Mr. Gonzalez

Thank you for taking the time to share your concerns. Please see below for our responses to your concerns.

1) Parking, circulation and traffic during construction: How many times and for how long will traffic in and out of our neighbourhood be completely blocked? It has already been blocked repeatedly (more than 10 times in the last 3 months) by existing construction in our neighbourhood. The latest issue happened last week, when our neighborhood was completely isolated when a van drove into a ditch, blocking the only entrance into the neighbourhood. None of the 100+ residents could drive in or out for over 1 hour. This is a safety hazard. No roads should be blocked when either of the 2 access streets are already blocked. All vehicles from construction workers or trades should park completely off the road on narrow stretches, so vehicles can drive past them. Parking enforcement should prevent vehicles from parking so they block traffic.

As you note, the Spires Road area is experiencing construction due to private property and public works that are underway. Regulations are in place for these types of activities. I have included some information on current works planned for the area below in addition to some information on what is required of developments on the topics you have noted.

Regarding the capital project:

- There is a capital Eckersley B Pump Station and Related Pipe Works construction project that is currently underway on Cook Road at Cook Gate and in the City right of way on the School property.
- Completion is currently projected to the end of December 2020 or early January 2021; however, it could take longer due to the extremely difficult soil and ground water conditions in this area.
- The only road closure that is in effect is the Cook Gate at Cook Road. The Spires Gate always remains open for entering and exiting the Spires Area subdivision.
- The Cook Gate closure most likely would be in effect until all the pipe work is completed.
- It is unlikely but still possible that Cook Road may be closed at some point for the sanitary line pipe crossing to the new pump station; however, Engineering is trying to avoid this situation as much as possible.
- All the road closures are coordinated and approved by Transportation Department.

Regarding land developments:

- A construction traffic management plan will be required for each development in the City.
- All trades parking and loading/unloading operations are to be conducted on-site.
- Any works that will require lane closures on Spires Road will need permission from the City's Traffic Operations division.

- Staff have shared your email with the applicant and they have advised that the development team will attempt to reduce inconveniences to residents.
- They will have a traffic flag team on site when required.
- They will do their best minimizing road damage throughout the course of construction. Any unfortunate damage as a result of this development will be addressed and repaired, in consultation with relevant City staff.
- Their Construction team will be available to address any concerns once construction commences.

- Concerns related to construction traffic management during construction should be directed to the City's Traffic Operations Department trafops@richmond.ca

As you have identified construction parking in the area is an ongoing issue, staff will assign an ongoing patrol file to the Bylaw Enforcement Officers for their attendance.

- In addition, if they see a bylaw traffic violation, please contact our bylaw enforcement team at bylawrequest@richmond.ca with the details. This email goes straight to our Officers in the field and they will respond in a timely manner.
- For other concerns related to construction parking or construction vehicle traffic, please contact Traffic Operations at trafops@richmond.ca.

2) Road damage during construction: When will the damaged roads get fixed? Large construction machines have torn up roads and left pot-holes over 6 inches deep on Spires Road for over 5 months (including right in front of this development!). Why are developers not responsible for paying and fixing this damage when they are causing them during construction?

- For the subject development project, the road along the frontage of the development is covered by Servicing Agreement, where upgrades must be completed to a certain standard and paid for by the developer.
- Any road and boulevard damages during construction are to be repaired and restored by the contractor.
- Any reports on road damages would be investigated by the City and the developers will be notified on the damages and required repairs.
- If you want to report road damages due to constructions on private property, please contact Jaime Villaluz at JVillaluz@richmond.ca.

3) Parking, circulation and traffic with the proposed development. Has the City done any traffic and parking modelling to determine the impacts of the proposed development and subsequent similar zoning? What is the mean and maximum queuing that is expected during peak times for vehicles accessing Cook Road and Cooney Road? H

- Each new townhouse development is required to provide a Transportation Impact study to assess any impacts to traffic volumes, parking etc, associated with the new development. Based on traffic assessments conducted in the area, site-generated traffic in the peak periods is not expected to be significant.

4) Boulevard damage from the proposed development. How will existing boulevards for current residents be protected so they don't either become mud pits in the winter as cars park on them (which currently the case)? Will current residents be evicted from parking in front of their house by new residents? The current bylaws sanction these evictions, as currently happens along Ash Street, South of Granville Avenue. Parking on one side of the street only on Spires Road is unacceptable and will make this problem worse than even on Ash Street where part of the street has parking on both sides. The City needs to provide parking and sidewalks on both sides of the street (including removing the ditches) before the development is finished.

- Frontage improvements along the site frontage including ditch infill, pavement widening, new curb, boulevard and sidewalk have been secured as part of Rezoning and will be constructed as part of the development.
- This development provides on-site parking that meets bylaw requirements.

5) Public outdoor amenity space rejected by the developer. The City should not grant this development permit unless the developer agrees to make "the proposed outdoor amenity space at the northeast corner a public space to tie in with the adjacent public walkway along the north side;" as mentioned in the Advisory Design Panel report from April 22. This should also tie into the public walkway that is mentioned. Otherwise the walkway will be almost useless!

- A series of revisions have been made to the design of the northeast corner of the site based on the feedback provided by the Advisory Design Panel (ADP).
- This area was redesigned to incorporate a children's play area, with a translucent fence separating the public walkway from the amenity area. This provides a visual connection in and out of the space.

- Public walkways have been designed along the north and west property lines providing public access throughout the site. These walkways also include seating elements, and work to retain existing trees.
- Based on the long range plan, Official Community Plan (OCP), for this area, there is a public park proposed just north of this site, where Cook Crescent turns west. The walkways are proposed to provide a more permeable city block pattern, connecting the broader area together and providing easier access to local amenities.

6) Retaining walls. How will the retaining walls be designed to avoid looking like ugly industrial patches to the surrounding properties and especially from any areas visible to the street? The developer should provide beautification or other designs for the walls.

- The retaining walls on development site are low (12"-18" in height) in order to create landscaped front patios for each proposed unit.
- A simple, clean design is proposed for these walls to complement the high quality nature of the project.

7) Sight lines. As noted in the Advisory Design Panel report from April 22, the southeast corner planting treatment needs to provide clear sightlines for traffic and pedestrian safety. It's not clear what the developer is proposing. Who will be reviewing and enforcing sight-lines at the corner of the development, particularly with higher traffic volumes from this and other developments already underway leading to more congestion and conflict between cars at that T-intersection?

- The architecture and landscaping for the south east corner has been designed to meet the city sight line requirements. City requires that corner visibility be maintained by providing a Sight Triangle of 7.5 m x 7.5 m with no obstructions to the line of vision.
- The building has been set back to allow for the required sightlines at this intersection.
- The planting in this area provides some screening (for windows of the residences) while predominately providing habitat.
- The planting design strategy is to provide layers of vegetation to ensure that the plantings near the corner are low or are setback and will not become a barrier to visibility at the corner.

Please note that there are no variances associated with the project. Should you have further questions, please feel free to contact me at 604-276-4121.

Regards.
Edwin

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