

Schedule 3 to the Minutes of the Public Hearing meeting of Richmond City Council held on Tuesday, February, 2019.

To Public Hearing	
Date:	FEB. 19, 2019
Item #	8
Re:	BYLAW 9982

**MayorandCouncillors**

**From:** Martin Woolford <martin\_woolford@telus.net>  
**Sent:** Sunday, 17 February 2019 18:25  
**To:** MayorandCouncillors  
**Subject:** FW: Re: Richmond Zoning Bylaw 8500 Amendment Bylaw #9982 (RZ 16-733904)

**Categories:** - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

February 16, 2019

Re: Richmond Zoning Bylaw 8500 Amendment Bylaw #9982 (RZ 16-733904)

Mayor: Malcolm Brodie and Councillors, Chak Au, Carol Day, Kelly Greene, Alexa Loo, Bill McNulty, Linda McPhail, Harold Steves and Michel Wolfe

Mayor and Councillors:

I would like to express my concerns regarding the proposed rezoning of 5631, 5635, 5651, 5691, 5711, 5731, and 5751 Steveston Highway to Medium Density Townhouses (RTM2)

My concerns are two-fold:

(1) The increased congestion added to Steveston Highway at the vehicular entrance location proposed in the development outline.

and

(2) The inadequacy of the on-site parking allowances allowed in the current zoning for this development's location and the predictable effect it will have on adjacent side streets and properties.

Road Congestion:

The vehicular access to the proposed development is from Steveston Highway and is located on the north side between No. 2 Road to the east, and Kingfisher Drive to the west, which is on the south side of the highway.

Steveston Highway is the main East-West Arterial route in this sector of Richmond. The No. 2 Road intersection is controlled by traffic signals and contains the access to Fire Hall #2. Kingfisher Drive is the main entrance to the Westwind subdivision, and at this intersection a centre left turn lane is provided to facilitate access the road. Steveston Highway is consistently congested in this section of the highway, especially during rush hour periods, school drop-off/pickup periods and fire emergencies. A high percentage of the vehicles turn right on Steveston from No.2 Road and immediate maneuver to turn left onto Kingfisher and enter the Westwind subdivision. Providing a traffic access to the proposed development in this location, even though a "right in right out only" one, will lead to even more congestion and accidents. This congestion will even intensify further with the plan that the development's access point will to be used to service the future envisioned townhouse projects within the same block.

One would hope that The City and its traffic department will at least review this proposed location again. A need for a well thought out solution is needed, which will be adequate, adaptable and safe to handle all the planned scenarios, on this and other sections of Steveston Highway, slated for redevelopment. We have already had a multi traffic light approach proposed, this was met with public displeasure and disapproval and thankfully eventually abandoned.

Over the years, it appeared The City was concerned about exiting more traffic from renewal and development directly onto the Arterial roads. It had supported and tried to introduce laneways and accesses to allow traffic dispersal into the adjoining sub-divisions prior to entering the Arterial road system. This original philosophy was sound, with the intent of keeping traffic flow fluent on the arterial road system and minimize the number of incumbencies created from adjoining driveways etc. onto these roads directly. This philosophy now seems to have been abandoned in The City's quest for development and densification.

#### Parking Allowances:

In the proposed development, the on-site parking allowances planned are not adequate for this development's siting and location. I realise that spaces proposed do satisfy the requirements as set out by the City of Richmond, but the actual site location and available adjacent street parking has not been taken into consideration when setting the specific requirements for this actual development.

The development contains a mix of housing containing 3- and 4-bedroom units, plus some with supplementary suites. These units could be single family, rented or shared. Even with adequate alternate transit options, the ownership and use of automobiles still exists in today's world. The spaces provided on-site would seem insufficient, resulting in using nearby available adjacent street parking.

A good example for this assumption would be to use the recent townhouse development in the 6000 block of Williams Road at No.2 Road. The result of inadequacy of the on-site parking provided, cars overflow onto and line adjacent Parsons Road for the length of the street. the adjacent. This amount of street parking congestion did not exist before the development was completed.

The proposed development site frontage is on Steveston Highway, and the closest bordering streets are No.2 Road and Lassam Drive. Steveston Highway and No. 2 Road are both deemed Arterial roads, and do not permit any on street parking. Lassam Drive has been "road calmed" providing limited available on street parking. The only on street parking available close to the development would be across Steveston Highway, in the Westwind subdivision, on Kingfisher Drive and further west on Swallow Drive.

The present day use of street parking, by the existing Steveston Highway residences on these two and other adjacent streets, has been, and still is, a problem for the Westwind property owners in the area of Steveston Highway. This street parking also adds to the traffic congestion entering and exiting the Westwind subdivision. The new development(s) this will only increase and aggravate the situation.

Swallow Drive will also be affected by a development presently under construction on Steveston Highway across from it, this will also add to the mixture on Kingfisher Drive.

We need a solution now, to address a problem that will continue to be a nuisance and aggravation with redevelopment in Richmond not only to the residents of our area, the Westwind sub-division, but other similar locations in the city under redevelopment from what was their original planned intent. The street parking and traffic congestion problems will have to be addressed by The City after they happen. Wouldn't it be prudent to try to solve them now before, instead of after? One that just doesn't satisfy the needs of each piecemeal development as it unfolds.

I would also like to point out it appears that when the Developer canvassed the adjacent property holders, there was no attempt made to contact property holders on the opposite (south) side of Steveston Highway for their comments and input.

Yours sincerely  
Martin Woolford  
([martin\\_woolford@telus.net](mailto:martin_woolford@telus.net))  
5951 Egret Court

Richmond. B.C.  
V7E 3W2  
604 2746165