

MayorandCouncillors

From: Les Kiss <les@leskiss.ca>
Sent: Sunday, 15 April 2018 14:54
To: MayorandCouncillors
Cc: lkiss@shaw.ca
Subject: Monday April 16th Public Hearing on Anthem Development and Swallow Traffic Concerns
Attachments: Townhouse 5191 Steveston hwy.pdf; Swallow comments on Staff April 11 Response to Neighbour Concerns to Mayor and Council Final Copy.pdf

Dear Mayor and Council - I have attached the Transportation Department April 11th report to Council for their justification of a traffic light at Swallow Drive to provide access to the Anthem Development on the North side of Steveston Highway. The staff reasons cited are very defensive and in many cases out right wrong. It would appear Transportation Department staff have unilaterally concluded that the development access takes precedence over the safety and traffic concerns of the residential area accessed by Swallow Drive.

I have also attached a condensed cut and paste version of the report which highlights in red neighbour comments challenging the reasons provided by City staff for the limited one access point and why a traffic signal at Swallow is their only choice when other viable safer options exist. If you have any questions prior to the Public Hearing please e-mail me at les@leskiss.ca or call me at 604-209-5831.

Thank you,

Les
5251 Hummingbird Drive

Les Kiss



April 15, 2018

To: Mayor and Council

Re: April 16, 2018 Public Hearing for Anthem Properties Ltd. for Rezoning at 5191-5351 Steveston Highway - Traffic-Related Concerns

This is a condensed cut and paste version of a City Transportation staff report prepared for you April 11th. For your convenience, highlighted in red in this attachment are neighbour comments challenging the reasons provided by City staff for one access point for the development and why a traffic signal at Swallow Drive is staff's only choice when other viable safer options exist.

The staff reasons cited in the Transportation Report are very defensive and in many cases out right wrong. It appears Transportation Department staff have concluded that the development access takes precedence over the safety and traffic concerns of the residential area accessed by Swallow Drive.

Transportation Staff comments and reasons provided in the report are in Black and neighbour responses to the Staff comments are highlighted in **Red**.

1. Rationale for Signalization of Steveston Highway-Swallow Drive Intersection
Upon staff's review of the application, the proposed alignment and signalization of the new driveway access with Swallow Drive was identified as the best access option to:

- minimize conflict points on a major arterial;

Relocating driveway to the east would not add additional conflict points.

- provide a pedestrian crosswalk, which would also protect pedestrian movements to/from public bus stops;

Crosswalk already exists at Lassam with bus stops on north and south side of Steveston Hwy (plans are to upgrade bus stop at Lassam). Crosswalk already exists at Railway with bus stop on south side of Steveston Hwy.

- provide safe full-turning traffic movements at Swallow Drive and the development access to ensure efficient traffic operations for all users;
Relocating driveway to the east and/or having right-in/right-out access for development would retain safe turning in and out of Swallow.

- reduce the cost of signalization to the City by cost-sharing with the developer.
Relocating driveway to the east and/or having right-in/right-out would negate need for traffic light and save City and developer money. Understand initially there was no requirement for a traffic light and the developer later “voluntarily” agreed to contribute \$150,000.

2. Right-in/right-out access (not preferred but acceptable)

- Unnecessary circuitous traffic movements within the larger area road network.
Not really an issue as traffic volume not increased and would end up travelling on main roads.
- Increased conflict points along Steveston Hwy with no signal protection.
This is somewhat disingenuous as we were told existing 11 driveways are reduced to one, regardless of where the access point is positioned.
- Loss of opportunity to provide left turn movements from Swallow Drive.....
Opportunity is maintained with the right-in/right-out access or relocating development driveway to the east.
- Loss of opportunity for developer’s \$150,000 contribution to towards the new signal
If this option was enabled the developer could contribute to more useful amenities or more importantly the City and we as taxpayers could save some dollars. Further this seems to be a cost-sharing approach opportunity rather than effective traffic flow.

3. Additional Traffic-Related Items Identified by Neighbours

No other traffic signals on Steveston Highway at side Streets

Staff did not address question and ignored question of the many new developments along Steveston Hwy that do not have traffic signals.

Traffic signal at Steveston Highway-Swallow Drive will negatively impact traffic flow on Steveston Highway

Staff comments add more concern for increased traffic disruption and driver frustration as traffic light would be activated by side-street traffic and/or pedestrian traffic on demand. It is unclear how traffic lights could be synchronized if activated by random events at crosswalks.

Traffic signal at Steveston Highway-Swallow Drive will encourage short-cutting through Westwind neighbourhood and more traffic at Swallow Drive. Increased traffic, speed and increased traffic volume.

It is apparent staff have not visited on site concluding "that there is little opportunity to attract additional traffic upon signalization or that this location is not conducive to short-cutting".

Non-resident traffic is already on the increase with drivers circumventing left turn at Railway. Staff focus on distance is misleading as differences are minimal, but time saved is the issue. Further, if a light is installed drivers will attempt to beat a yellow by turning left onto Swallow.

Request for alternative
development access at or near
5331 Steveston Highway

Staff appear to be unaware of the local area. By relocating driveway East, it does not introduce a new traffic conflict point it just relocates it from Swallow.

Staff comment “that a further East access point would not provide a preferred location for a pedestrian crossing” is misleading as neither would one at Swallow. There is a safe established pedestrian crosswalk at Lassam with adjacent bus stops as well as at Railway. The City proposal also notes upgrades to be paid by the developer would be made to the existing Lassam bus stop.

A much safer approach for residents of the proposed development would be to establish pedestrian access at both the East and West ends of the development. Its residents could then walk to these access points within the complex.

Request for reports
supporting the need for a
traffic signal at Swallow Drive

An internal technical assessment is not transparent nor does it provide residents as to what considerations went into the Transportation decision. If cost sharing is the only objective, it really does not address traffic safety and traffic flow issues. The staff comment “that a need for another pedestrian crossing is needed” is questionable and incorrect as it does not acknowledge existing pedestrian crosswalks at Lassam, Railway and No. 2 Road.

No notification to the majority
of Westwind residents
utilizing Swallow Drive

While it is acknowledged expanded notification did occur, it was late in the process, was not transparent, nor did it provide full disclosure of the traffic signal being proposed at Swallow Drive and the one access point to the development. The Transportation Department map that was provided only showed the development area, with no representation of the proposed traffic signal.

Sufficient visitors parking on site.

It would appear staff have ignored this concern and will deal with the off-site parking concern by putting the onus on Swallow residents to complain to the City to enforce compliance. This would be an unnecessary waste of City enforcement resources.

Concern with Swallow Drive becoming the "go to" parking spot for overflow and visitor parking from the development. Implement resident only parking signage on Swallow Drive, Wagtail Avenue and Warbler Avenue

Staff have not provided an acceptable response and have avoided the concern raised. While Swallow is a public street, parking is intended for its residents and their visitors, not for a development across Steveston Hwy.

Parking on Swallow Drive during construction

Staff have evaded an acceptable response, by stating problems will be minimized but not eliminated.

Potential impact on the hedge at the southeast corner of Steveston Hwy & Swallow Drive

Staff have evaded an acceptable response by only noting attempts will be made to minimize any impact to the existing hedge.

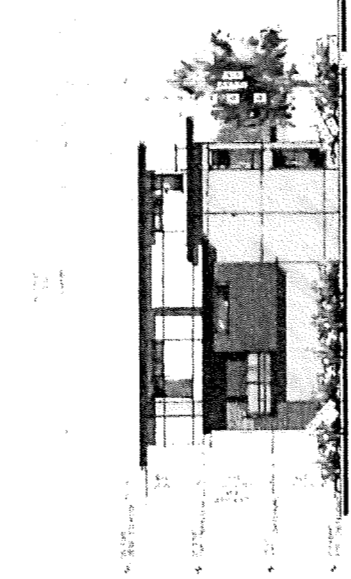
Traffic signal at Steveston
Highway-Swallow Drive will
impact safety of those
residents who live on Swallow
Drive

Safe turning movements already exist at Swallow Drive and would be retained if an alternate access point is provided to the new development or right-in/right-out option is enabled.

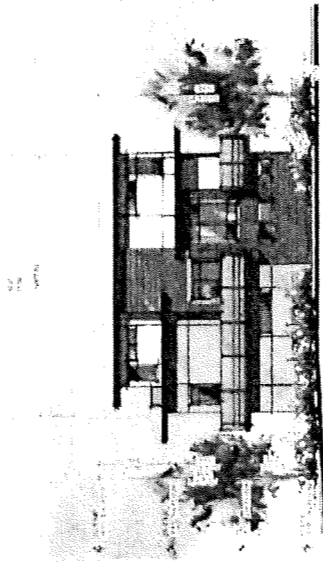
Use the centre merge lane
system for ingress/egress from
the proposed development

Staff conclusion that the existing refuge lane would need to be converted is focused on a traffic light at Swallow. It could be retained if staff considered alternative access options that are safer and would not require a traffic light.

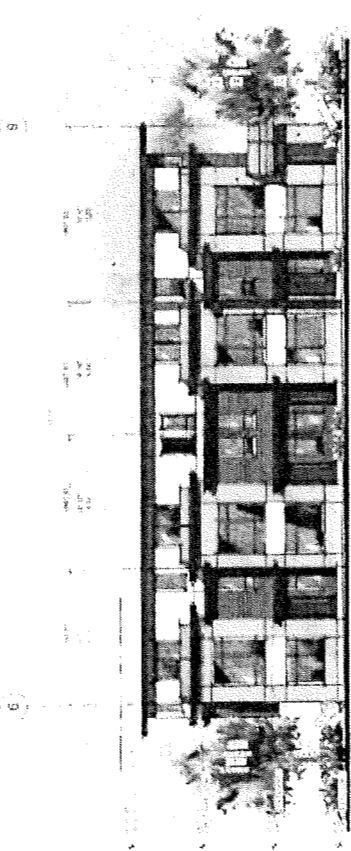
Staff continue to discount previous recommendations for access point(s) East of Swallow without any real rationale or how their assessment was made.



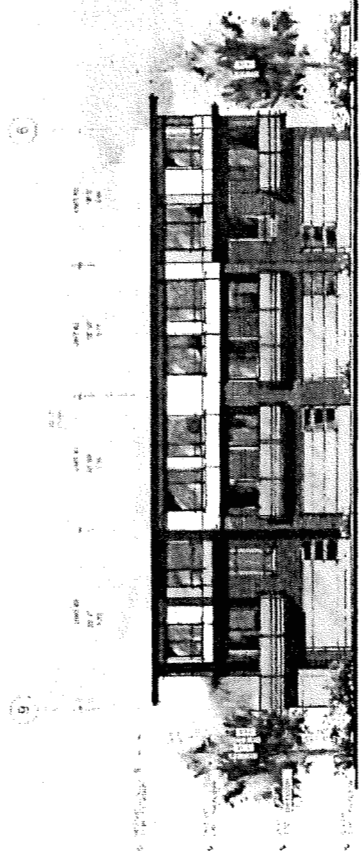
BUILDING 4 - WEST ELEVATION



BUILDING 4 - EAST ELEVATION



BUILDING 4 - SOUTH ELEVATION



BUILDING 4 - NORTH ELEVATION

MATERIAL & COLOUR LEGEND

Code	Material	Colour	Notes
1	Concrete	Light Grey	Exterior walls
2	Brick	Red	Exterior walls
3	Stone	Dark Grey	Exterior walls
4	Wood	Dark Brown	Exterior walls
5	Paint	White	Interior walls
6	Paint	Dark Grey	Interior walls
7	Paint	Dark Brown	Interior walls
8	Paint	Dark Green	Interior walls
9	Paint	Dark Blue	Interior walls
10	Paint	Dark Purple	Interior walls
11	Paint	Dark Yellow	Interior walls
12	Paint	Dark Orange	Interior walls
13	Paint	Dark Red	Interior walls
14	Paint	Dark Pink	Interior walls
15	Paint	Dark Purple	Interior walls
16	Paint	Dark Blue	Interior walls
17	Paint	Dark Green	Interior walls
18	Paint	Dark Brown	Interior walls
19	Paint	Dark Grey	Interior walls
20	Paint	Dark White	Interior walls
21	Paint	Dark Black	Interior walls
22	Paint	Dark Silver	Interior walls
23	Paint	Dark Gold	Interior walls
24	Paint	Dark Bronze	Interior walls
25	Paint	Dark Copper	Interior walls
26	Paint	Dark Nickel	Interior walls
27	Paint	Dark Chrome	Interior walls
28	Paint	Dark Aluminum	Interior walls
29	Paint	Dark Steel	Interior walls
30	Paint	Dark Iron	Interior walls
31	Paint	Dark Lead	Interior walls
32	Paint	Dark Zinc	Interior walls
33	Paint	Dark Tin	Interior walls
34	Paint	Dark Cadmium	Interior walls
35	Paint	Dark Mercury	Interior walls
36	Paint	Dark Silver	Interior walls
37	Paint	Dark Gold	Interior walls
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40	Paint	Dark Nickel	Interior walls
41	Paint	Dark Chrome	Interior walls
42	Paint	Dark Aluminum	Interior walls
43	Paint	Dark Steel	Interior walls
44	Paint	Dark Iron	Interior walls
45	Paint	Dark Lead	Interior walls
46	Paint	Dark Zinc	Interior walls
47	Paint	Dark Tin	Interior walls
48	Paint	Dark Cadmium	Interior walls
49	Paint	Dark Mercury	Interior walls
50	Paint	Dark Silver	Interior walls



To: Mayor and Councillors
From: Victor Wei, P. Eng.
Director, Transportation
Date: April 11, 2018
File: 12-8060-20-009841/Vol 01
Re: **Application by Anthem Properties Ltd. for Rezoning at 5191-5351 Steveston Highway – Traffic-Related Concerns**

With reference to the application by Anthem Properties Ltd. for rezoning at 5191-5351 Steveston Highway, at the March 26, 2018 Council meeting, a delegation expressed concern regarding the proposed new traffic signal at the intersection of Steveston Highway and Swallow Drive. The same delegation had previously raised similar concerns at the March 20, 2018 Planning Committee meeting to which staff responded at the same meeting and via a telephone conversation with the delegation. Other neighbours have subsequently raised several transportation-related issues in written submissions regarding the development and the intersection. This memorandum provides staff's rationale for the recommended signalization and comments on each of the additional traffic-related concerns/suggestions identified by the delegation and neighbours.

1. Rationale for Signalization of Steveston Highway-Swallow Drive Intersection

Upon staff's review of the application, the proposed alignment and signalization of the new driveway access with Swallow Drive was identified as the best access option to:

- minimize conflict points on a major arterial;
- provide a pedestrian crosswalk, which would also protect pedestrian movements to/from public bus stops;
- provide safe full-turning traffic movements at Swallow Drive and the development access to ensure efficient traffic operations for all users; and
- reduce the cost of signalization to the City by cost-sharing with the developer.

Furthermore, there is an existing centre "refuge" lane in the centre of Steveston Highway at this location (Attachment 1), which currently allows motorists turning northbound from Swallow Drive to westbound Steveston Highway to make, in effect, a two-stage left turn - first across the eastbound lanes of Steveston Highway and then merge into the westbound lanes. As this refuge lane would need to be converted to an eastbound left-turn to the development access, signalization would be required to ensure safety of the existing northbound left-turn movement unless the new development access is restricted to right-in/right-out only.




Issue Identified by Delegation/Neighbours	Staff Comments
Traffic signal at Steveston Highway-Swallow Drive will negatively impact traffic flow on Steveston Highway	Any new traffic signals on Steveston Highway (including Steveston Highway-Mortfield Gate and the potential future signalization at Steveston Highway-Kingfisher Drive) would remain green for traffic on Steveston Highway and only be activated by side-street traffic and/or pedestrians on demand. Similarly, all special crosswalks (e.g., at Lassam Road) also operate on demand only. Synchronization would be provided at the new signals at Swallow Drive in the rush hour direction to minimize delays and unnecessary stoppages.
Traffic signal at Steveston Highway-Swallow Drive will encourage short-cutting through Westwind neighbourhood and more traffic at Swallow Drive. Increased traffic, speed and increased traffic volume.	The new signal is not expected to attract more traffic to Swallow Drive as the catchment area is well established with little opportunity to attract additional traffic upon signalization. Moreover, the road network of the neighbourhood south of Steveston Highway at this location is relatively circuitous and thus not conducive to short-cutting due to the longer length and travel time relative to remaining on the arterial roadways as illustrated in Attachment 3. For westbound traffic on Steveston Highway intending to go southbound, making a left turn at No. 2 Road, Railway Avenue or No. 1 Road is a more direct and thus faster route.
Request for alternative development access at or near 5331 Steveston Highway	The suggested alternative access would introduce a new traffic conflict point and, as it is located mid-block, would not provide a preferred location for a pedestrian crossing. Moving the development access to the suggested location would also create conflicts between westbound left turning traffic at Swallow Drive and eastbound left turning vehicles to the subject development.
Request for reports supporting the need for a traffic signal at Swallow Drive	Staff conducted analysis through internal technical assessment of the elements and factors identified in this memo: development site location, location of nearby cross streets (i.e., Swallow Drive), the need for a future pedestrian crossing, residential traffic to and from Swallow Drive, existing refuge area for northbound to westbound traffic, traffic safety and operations. These factors had been relayed by staff through a telephone conversation to the delegation.
No notification to the majority of Westwind residents utilizing Swallow Drive	Notification of the Public Hearing on April 16, 2018 has been expanded to include these residents.
Sufficient visitors parking on site.	The City's Zoning Bylaw governs the on-site parking requirements for residential units and visitors and the proposed development is in compliance with the Zoning Bylaw. However, if residents or visitors prefer to park on the street, they are permitted to do so within the parameters of any potential parking restrictions.

April 11, 2018

- 5 -

Transportation staff will attend the Public Hearing on April 16, 2018 to answer any questions related to transportation matters.



Victor Wei, P. Eng.
Director, Transportation
604-276-4131

VW:jc
Att. 3
pc: SMT
Wayne Craig, Director, Development

Right-in Right-out Option (acceptable but not preferred)



Figure 1: Example of left-turn restrictions on No. 2 Road, north of Blundell Road

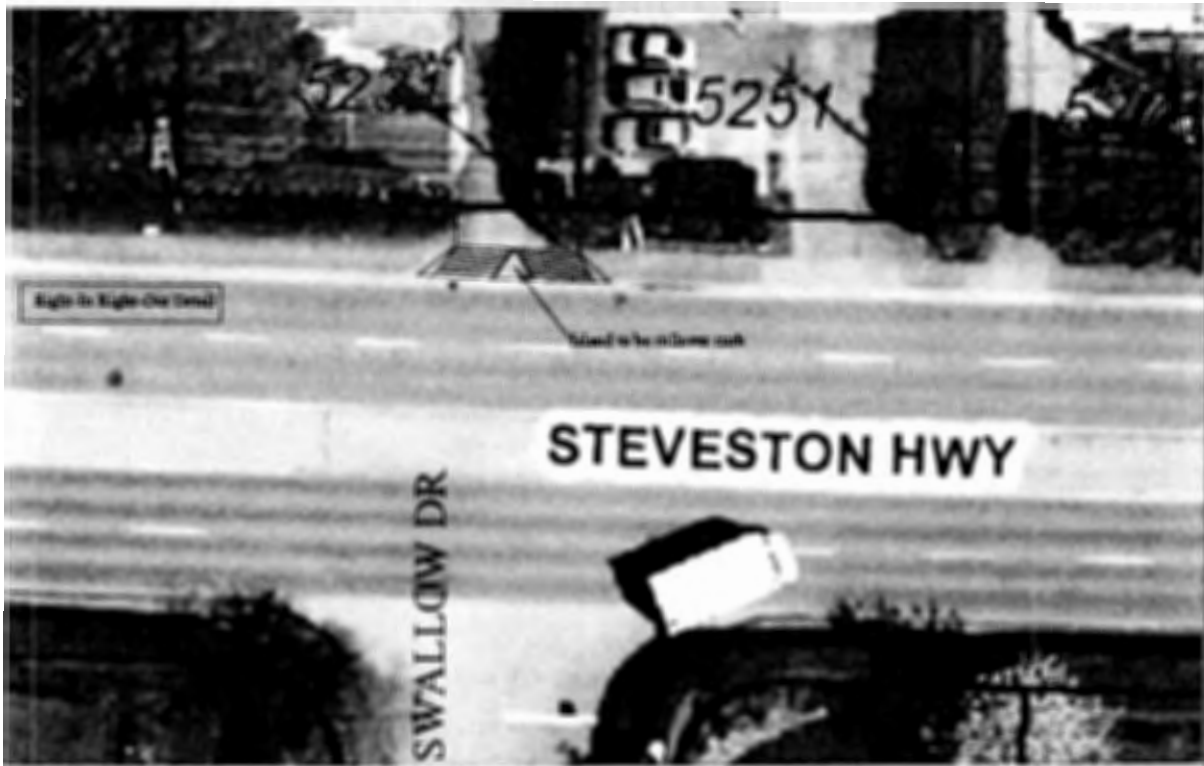


Figure 2: Concept drawing of left-turn restrictions at development driveway on Steveston Highway

Existing Refuge Lane on Steveston Highway at Swallow Drive



Issue Identified by Delegation/Neighbours	Staff Comments
<p>Concern with Swallow Drive becoming the “go to” parking spot for overflow and visitor parking from the development. Implement resident only parking signage on Swallow Drive, Wagtail Avenue and Warbler Avenue</p>	<p>Swallow Drive is a public street where residents and visitors to the area are permitted to park. This is typical of local streets in Richmond, where the road is designed to accommodate parking.</p> <p>The City does not have a resident parking only program as the City’s Traffic Control and Regulation Bylaw 5870 - 12.4 (I) already has a provision that restricts vehicle parking on local streets between the hours of 8:00 am – 6:00 pm to a 3-hour time limit, excluding vehicles related to the adjacent residence. Any bylaw violations such as illegal parking or traffic safety violations can be reported by e-mailing bylawrequest@richmond.ca or calling the Bylaw Complaint line directly at 604-276-4345; this will ensure that concerns are dealt with in a prompt and efficient manner.</p>
<p>Parking on Swallow Drive during construction</p>	<p>The Developer is required to submit a Construction Parking and Traffic Management Plan to the City for approval prior to the issuance of Building Permit. Among other requirements, the Developer must satisfy the City that parking provisions are made for construction workers, deliveries of construction material, etc. to minimize disruptions to existing surrounding residential neighbourhoods.</p>
<p>Potential impact on the hedge at the southeast corner of Steveston Hwy & Swallow Drive</p>	<p>It is anticipated that all of the traffic signal equipment will be contained within the existing road right-of-way which will be confirmed when the design drawings are prepared. The existing hedge appears to be encroaching into the road right-of-way including the sidewalk area. All attempts will be made to minimize any impact to the existing hedge.</p>
<p>Traffic signal at Steveston Highway-Swallow Drive will impact safety of those residents who live on Swallow Drive</p>	<p>The new signal would provide safe full-turning movements at Swallow Drive and the development access to ensure efficient traffic operations for all users in the long term. As mentioned above, the existing centre “refuge” lane in the centre of Steveston Highway at this location would be converted to an eastbound left-turn to the development access; signalization would be required to ensure the safety of the existing northbound left-turn movement.</p>
<p>Use the centre merge lane system for ingress/egress from the proposed development</p>	<p>As noted earlier, the existing centre refuge lane at Swallow Drive would need to be converted to an eastbound left-turn lane into the proposed development access with signalization.</p> <p>If the development access is shifted further to the east such as at 5331 Steveston Hwy, there would be insufficient length between the existing left-turn lanes at Swallow Drive and Lassam Road on Steveston Highway to accommodate the necessary centre refuge space for both left-in and left-out traffic at the relocated new development access.</p>

2. Right-in/right-out access (not preferred but acceptable)

Restricting the development access to right-in/right-out only is acceptable but not preferred as it would result in:

- unnecessary circuitous traffic movements within the larger area road network;
- increased conflict points along Steveston Highway with no signal protection;
- loss of opportunity to provide protected left-turn movements from Swallow Drive to Steveston Highway and a signalized crosswalk for pedestrians; and
- loss of opportunity for developer’s contribution towards the new signal (i.e., \$150,000).

With such an option, in order to restrict motorists from making left-turn movements, a triangular island could be installed at the throat of the driveway with appropriate signage restricting left-turn movements to and from Steveston Highway. The island should be designed such that fire, garbage, recycling and loading trucks can manoeuvre (i.e., with rollover curbs) and the sidewalk be continuous across the driveway to facilitate pedestrian movements.

There are few locations in Richmond where such treatment has been installed; Attachment 2 shows such treatment on No. 2 Road north of Blundell Road to a residential townhouse site (Figure 1). Attachment 2 also shows an overlay on an aerial map to show what it would look like at the subject development’s access (Figure 2). It should be noted that such traffic islands would impose an inconvenience on drivers and could be ineffective in eliminating left-turn movements as some drivers may violate the restriction by making unsafe left turn movements around them.

Should Council decide on this option, staff recommend having the current development pre-duct for future traffic signals at an estimated cost of \$50,000 to be borne by the applicant, should signals be deemed necessary or warranted later.

3. Additional Traffic-Related Items Identified by Delegation and Neighbours

The following comments are provided with respect to the additional traffic-related items identified by the delegation and some neighbours who resides adjacent to the intersection and/or live in the Westwind neighbourhood.

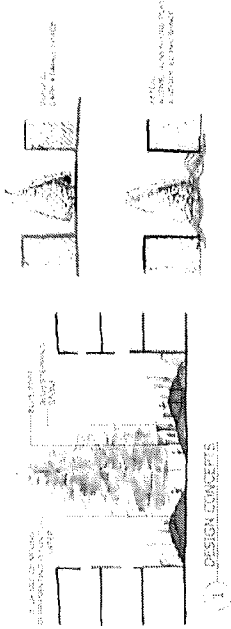
Issue Identified by Delegation/Neighbours	Staff Comments
No other traffic signals on Steveston Highway at side streets	Staff anticipate that with the growing traffic volumes along Steveston Highway, signalization of side streets will be required over time to provide for the safe crossing of pedestrians and side street traffic (e.g., recent activation of the new traffic signal at Steveston Highway-Mortfield Gate). Similarly, new traffic signals to accommodate nearby development have been installed at No. 2 Road & Wallace Road, No. 2 Road & Maple Road, Minoru Boulevard & Gollner Avenue and No. 5 Road & 10700 Block (Gardens development).

Local Road Network of Westwind Neighbourhood



- Travel Distance via Arterials: 0.63 km
- Travel Distance via Local Streets: 0.85 km

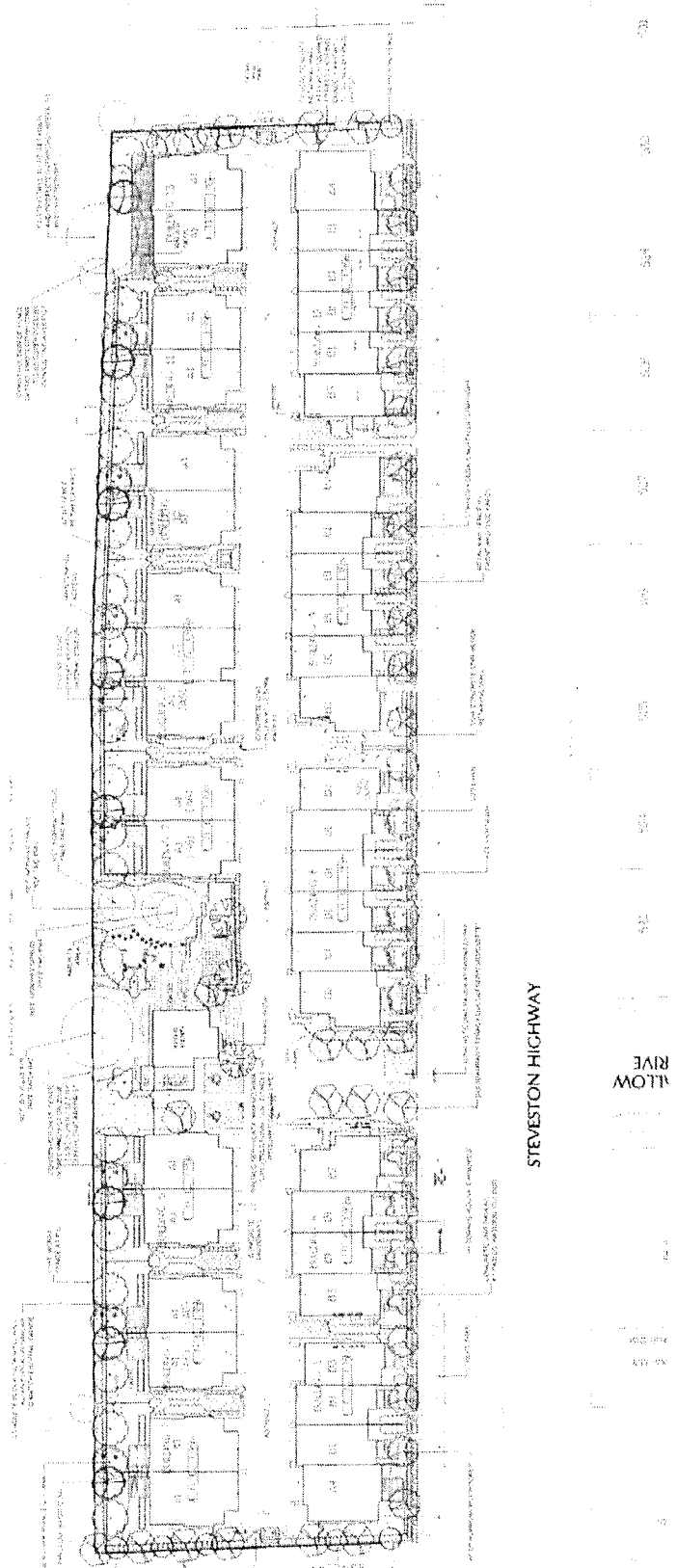
- Travel Distance via Arterials: 1.0 km
- Travel Distance via Local Streets: 1.4 km



1 DESIGN CONCEPT

PLANT SCHEDULE		DATE	PROJECT NUMBER
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PH - 32



STEVESTON HIGHWAY

ALLOW RIVER



LANDSCAPE PLAN

SHEET	15 OF 16	PROJECT NUMBER	L1
TITLE	LANDSCAPE PLAN	DATE	10/11
DESIGNER	PMG	SCALE	AS SHOWN
CHECKER	PMG	DATE	10/11
DATE	10/11	PROJECT NAME	TOWN HOUSE DEV.

TOWN HOUSE DEV.
3221-5161 STEVESTON HWY
RICHMOND, VA

CLIENT: AMPHEM PROPERTIES
ARCHITECT: PMG ARCHITECTS