

Schedule 4 to the Minutes of the :
Public Hearing meeting of
Richmond City Council held on
Monday, April 16, 2018.

To Public Hearing
Date: April 16, 2018
Item # 1
No. _____
Bylaw 9841

MayorandCouncillors

From: MayorandCouncillors
Sent: Tuesday, 10 April 2018 10:36
To: 'djchan@shaw.ca'
Subject: FW: Richmond Zoning Bylaw 6500, Amendmen Bylaw 9641 (RZ 17-765557)
Attachments: Email for Richmond Public Hearing April 16 2018.docx

Good morning,

This is to acknowledge and thank you for your email. Please be advised that copies of your email will be forwarded to the Mayor and each Councillor and will be included as part of the April 16th Public Hearing Agenda materials. In addition, your email has been forwarded to Wayne Craig, Director, Development.

Thank you again for taking the time to contact Richmond City Council.

Hanieh Berg | Acting Manager, Legislative Services
City Clerk's Office | City of Richmond
6911 No. 3 Road, Richmond, BC V6Y 2C1

From: Donna Chan [mailto:djchan@shaw.ca]
Sent: Monday, 9 April 2018 10:35
To: MayorandCouncillors; CityClerk
Subject: Richmond Zoning Bylaw 6500, Amendmen Bylaw 9641 (RZ 17-765557)

By Email

April 9, 2018

Attention: Director, City Clerk's Office

From: Michael and Donna Chan

Re: Richmond Zoning Bylaw 8500, Amendment Bylaw 9841 (RZ-17-765557)

To The Mayor and Council Members:

This letter is prepared for purposes of submission to the public hearing to be held on April 16, 2018, in connection with the above-captioned matter.

We are writing to express concern over the installation of full four-way traffic signals and/or lights at the intersection of Swallow Drive and Steveston Highway that is proposed in conjunction with the rezoning bylaw noted above and development of the lands located at 5191 – 5351 Steveston Highway (the

“Development”). This traffic signal is to be located at the proposed single entry/exit point to the Development which is to be situated on Steveston Highway across Swallow Drive. Please note that our concern herein is focused only on the installation of the traffic lights, and should not be construed to be an objection to the rezoning or the development of the townhomes.

Specifically, one of our concerns is that installation of the traffic signal will impact the safety of those residents who live on Swallow Drive. A traffic signal at the intersection of Swallow Drive and Steveston Highway (the “Intersection”) could cause congestion in such a way that would impede flow of traffic along these streets. Currently, cars can turn left from Swallow Drive onto Steveston Highway by using the center merge lane on Steveston Highway heading west, and so traffic flows well; but if a traffic signal is installed here, then cars will have to line up along Swallow Drive waiting to turn at the traffic signal which will cause congestion, impeding the flow of traffic for cars trying to access Wagtail Avenue and making it impossible for ingress and egress to driveways belonging to those homes along Swallow Drive in the vicinity of the Intersection. Oftentimes, it is not that easy for cars to back out of garage driveways along Swallow Drive, and with increased congestion resulting from waiting for the traffic signal and with increased traffic volume, this problem will become worse.

There are other general concerns with regard to the traffic signal, as follows:

a) Swallow Drive is not a major arterial route that should warrant a traffic light, it is a very quiet residential street and is in fact a very short street without any painted roadway lines; by installing a traffic signal, the outcome will be to cause other safety concerns to the Westwind neighbourhood resulting from increased traffic, such as increased vehicular speed and increased traffic volume, to the detriment of those who walk or drive along Swallow Drive to Westwind Elementary School

b) There appears to be no precedent to follow for justification of the traffic signal at the Intersection, as no such traffic signals are apparent anywhere along Steveston Highway for purposes of entering a multi-family residential development, or even a residential neighbourhood for that matter

c) We may have a concern with regard to placement and form of the actual traffic signals on the south side of Steveston Highway, in particular whether tall hedges along Steveston Highway and Swallow Drive will be impacted in connection with the installation of the traffic signals, however we understand the design of the signals has not yet been undertaken.

d) We are concerned that not enough public consultation and communication has been provided with regard to the traffic signal and perhaps not enough residents of the Westwind neighbourhood are aware of this matter in order to voice their opinions.

We assume this traffic signal was requested for purposes of vehicular and pedestrian ingress/egress for the Development; if so, there should be alternative methods for ingress/egress other than a traffic signal. As an example, quite simply the center merge lane appears to be a good system and can be observed throughout many major streets in Richmond, including Steveston Highway - can the same method be applied for ingress/egress from the proposed Development? If this method has worked for the hundreds of homes in the Westwind neighbourhood (and all other developments and neighbourhoods along Steveston Highway), one would assume it should work for the 43 townhomes in the proposed Development. Further, there already is a pedestrian-controlled traffic signal nearby at the intersection of Lassam Road and Steveston Highway for the use of the Development. Accordingly, one would assume that ingress/egress and pedestrian issues for the Development could be easily resolved by moving the access point to the Development eastward to say, 5331 Steveston Highway whereby use of the center lane merge on Steveston Highway and the pedestrian signal on Lassam Road would be feasible.

But with regard to possible alternatives, we presume that these would have been provided by those professionals who study traffic issues for new developments and their impact on the surrounding neighbourhood. With regard to the access point to the Development, a traffic impact study or similar

transportation report would likely have been prepared for purposes of the development permit application to study traffic patterns, parking, and pedestrian flows. Please confirm that such a traffic impact study determined that a traffic signal was required at the Intersection, and whether such study determined the impact of a traffic signal not only with respect to the Development but also to the residents of the Westwind area and Swallow Drive in particular, and whether alternatives to the access point and traffic signal were provided.

In summary, we ask that the City review our concerns noted above, together with other opinions that may be provided at the public hearing, with regard to the traffic signal at the Intersection to determine whether there is a more feasible alternative. In particular, we would appreciate communication of the findings of the traffic impact study, and related studies of any alternatives to the installation of the traffic signal at the Intersection that led to the City's initial decision for the traffic signal. Again, since there is no precedent for traffic signals along Steveston Highway, we question why the existing traffic methods along Steveston Highway cannot be applied to the Development instead of causing potential safety concerns for the Westwind neighbourhood by the implementation of full traffic signals.

Thank you for your time and attention to this matter.

Michael and Donna Chan
11020 Swallow Drive, Richmond

By Email

April 9, 2018

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