



MINUTES

**PUBLIC WORKS &
TRANSPORTATION COMMITTEE**

Date: Wednesday, October 4th, 2000
Place: Anderson Room
Richmond City Hall
Present: Councillor Ken Johnston, Vice-Chair
Mayor Greg Halsey-Brandt
Councillor Bill McNulty
Absent: Councillor Lyn Greenhill, Chair
Councillor Derek Dang
Councillor Kiichi Kumagai
Call to Order: The Chair called the meeting to order at 4:02 p.m.

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, September 20th, 2000, be adopted as circulated.

CARRIED

DELEGATION

2. **MR. IHOR PONA REGARDING AN ILLEGAL CHANGE TO CITY PROPERTY IN FRONT OF 9660 GILBERT ROAD**
(Letter: Sept. 20/00, File No.: 2270-01) (REDMS No. 191095)
3. **NOTICE OF ILLEGAL CHANGES TO CITY PROPERTY - 9660 GILBERT ROAD, MR. IHOR PONA**
(Report: Sept. 21/00, File No.: 2270-01) (REDMS No. 191093)

Mr. Ihor Pona, of 9660 Gilbert Road, addressed the Committee regarding the illegal change to the City property located in front of his home. A copy of his submission is attached as Schedule A and forms part of these minutes.

In response to questions, Mr. Pona provided the following information:

- a wooden frame was constructed rather than installing a concrete culvert because of the requirement for 2 manholes and the preparation of engineering drawings, at a cost of \$5,000; he felt that his alternative was sufficient as an interim measure

- drainage water would flow through the sides and the ends of the frame; as well, the frame would be enveloped in gravel.

During the discussion, questions were raised about whether a swale would function as well as the structure erected by Mr. Pona. In response, Mr. Pona advised that he had been advised by Engineering staff that a ditch was required because it provided drainage for outlying properties. He stated that based on this information, he assumed that the depth of the ditch had to be maintained throughout the length of the property. The Manager, Engineering Design & Construction, Steve Ono, in answer to questions from the Mayor, advised that neither the catchment area of the ditch nor the feasibility of creating a swale, had been reviewed.

Mr. Pona continued his appeal, indicating that he was concerned about such issues as safety, health, maintenance and cost. He also stated that he was unsure that restoring the ditch to its original condition would be safer, and suggested that the existing structure would help to control the growth of weeds, as well as forcing rats and other vermin out of the area. Mr. Pona advised that he would be more than willing to pay for the cost of annual inspections of the structure to determine the condition of the frame, and in the event of deterioration, he would pay for the cost of any repairs which might be required.

In response to the suggestions, Mr. Ono provided background information on the adoption of the 'zero tolerance' policy in 1994, and noted that the policy included the provision for the installation of concrete culverts following the obtaining of the appropriate permit by the property owners. He stated that 52 legal ditch infill permits had been issued since the adoption of the policy.

Mr. Pona indicated that he understood the decision to restore the ditch to its original form, but questioned whether this 'original form' meant as the ditch was 2 or 4 months ago or 1 year ago. He also questioned whether the only option available to him was the construction of a swale, and the Vice Chair advised that staff would work with him on these options.

Mr. Pona referred to the list of properties which he had provided to City staff where the owners of those properties had illegally filled in their ditches, and questioned whether these owners would also be receiving the same notification which he had sent.

Mr. Ono stated that he would meet with Mr. Pona about the feasibility of creating a swale. With reference to the list of 68 properties provided by Mr. Pona, Mr. Ono advised that staff had investigated all of the properties on the list, and that to date, 16 notices had been issued to the owners of those properties which were not in compliance with the City's policy.

Mr. Pona continued, suggesting that the 'zero tolerance' policy was not a friendly way of addressing citizens' issues. He advised that he felt he had made every effort to learn about the City's ditch filling regulations and that his intentions were honourable. Mr. Pona reiterated that he would be willing to pay for inspection and re-inspection in subsequent years to test the structure to ensure that the City would not held be liable.

Mr. Ono responded, stating that even though Mr. Pona's intentions may have been honourable, there was no guarantee that he would remain at that residence and that staff had to consider the long term implications of accepting such an agreement. With reference to the unavailability of City bylaws and policies to the public, Mr. Ono, on behalf of staff, apologized to Mr. Pona if he had not been given complete information, and stated that he intended to investigate the matter with the Customer Service staff. Mr. Ono pointed out however that the ditch and road right-of-way were City property and it should be common knowledge that City property was controlled by the owner, which in this case, was the City, and that making unauthorized changes to City property should not occur and property owners should understand that.

Discussion continued, with Mr. Pona expressing concern that maintenance of the ditch, in its original form, only occurred once every 2 years. He noted that the City had many types of bylaws but suggested that responsibility also included accountability, which he felt included regular maintenance of the ditch.

The Vice Chair questioned whether the ditch problems could be a maintenance issue. In reply, Mr. Ono advised that it would be and he stated that he would review the matter with the Manager, Sewerage & Drainage.

It was moved and seconded

That the requirements of the Notice of Illegal Changes to City Property dated September 8, 2000 and issued to Mr. Ihor Pona pursuant Zero Tolerance – City Property Policy 9015 be enforced.

Prior to the question being called, staff were requested to ensure that the appropriate brochures were on display and that proper procedures to be followed were reinforced with the City's Front Counter staff.

The question on the motion was then called, and it was **CARRIED**.

FINANCE & CORPORATE SERVICES DIVISION

4. **COMPLAINT OF MR. PITTS REGARDING INVESTIGATION OF HIS CLAIM FOR DAMAGES**

(Report: Sept. 21/00, File No.: 0275-01) (REDMS No. 189435)

The Vice Chair referred to correspondence dated October 1st, 2000 from Mr. Pitts who had requested that the City enter into mediation to resolve the matter.

In response to questions, City Solicitor Paul Kendrick advised that mediation would only be effective if the City had acknowledged that damage had occurred as a result of the work undertaken in front of Mr. Pitts' home, and steps were being taken to determine an appropriate settlement. He suggested that with respect to the claim made by Mr. Pitts, mediation would not be a useful tool in this case.

It was moved and seconded

That the report (dated September 21st, 2000, from the City Solicitor), regarding the complaint of Mr. Pitts regarding investigation of his claim for damages, be received for information.

Prior to the question being called, Mr. Kendrick confirmed, in response to a question from Mayor Halsey-Brandt, that he would respond to Mr. Pitts' October 1st letter.

The question on the motion was then called, and it was **CARRIED**.

URBAN DEVELOPMENT DIVISION

5. SEAFAIR DRIVE - TRAFFIC CALMING MEASURES

(Report: Aug. 25/00, File No.: 6450-01) (REDMS No. 164679)

The Manager, Transportation, Gordon Chan, reviewed the report with Committee members.

In response to questions from the Mayor, Mr. Chan confirmed that the proposed median on Francis Road at Seafair Drive had always been part of the proposal to deter 'rat running' by residents of the townhouse complex, while the proposed traffic circles were intended to deal the subdivision issues.

Dr. Brett Finlay, of 8491 Seafair Drive, expressed support for the construction of traffic circles along Seafair Drive. A copy of his submission is attached as Schedule B and forms part of these minutes.

In response to questions, Dr. Finlay advised that he had only canvassed those residents who resided on Seafair Drive and that he had fully explained to these people, the proposed design and location of the traffic circles. He added that motorists speeding along this road were a major concern for the residents.

Mrs. Denise North, of 8320 Fairfax Place, indicated her opposition to the installation of traffic circles on Seafair Drive. A copy of her submission is attached as Schedule C and forms part of these minutes. The 38 questionnaires which she had obtained from area residents on this matter, and referred to in her submission, are on file in the City Clerk's Office.

In response to questions from the Vice Chair about statements made by Ms. North, Mr. Chan advised that the decision to install the median and traffic circles had been announced at the beginning of the project, and that until this time, staff had not been aware of any complaints about the survey results. He added that the traffic count indicated that motorists were travelling in excess of 55 to 60 kilometres per hour along Seafair Drive.

In response to further questions, Mr Chan advised that a stop sign was a valid traffic control device, but according to national guidelines, there were certain conditions and criteria which would be met. He stated that the inappropriate use of stop signs could make a corner more dangerous.

Mrs. North spoke further about the proposal for a median, indicating that the letter sent by the City to area residents did not provide any information on the median, and that residents were only advised of the proposal at the open house held to discuss proposed traffic improvements. She also questioned how staff could consider the median and traffic circles to be two separate issues and why staff were using the results of the survey when these results were wrong. Mrs. North stated that many residents of the Fairfax area were of the view that the traffic circles would not be required if the median was constructed.

In response to questions, Mrs. North stated that a majority of the Fairfax Crescent and Fairfax Place residents did not want the traffic calming measures put into place. She expressed concern about the danger which residents would face when having to make left turns around the traffic circles and suggested that the ½ mile length of Seafair Drive did not warrant the implementation of these measures. Mrs. North stated that the traffic survey indicated that 52% of the motorists were travelling under 50 kilometres per hour, and residents were therefore questioning the need for the traffic circles.

Mr. Jim Ellis, of 8500 Seafair Drive, indicated support for the traffic circles. He stated that while he was not aware of the speed of motorists using Seafair Drive, he had observed many vehicles travelling much too fast. He suggested that the current situation would only become worse with the completion of the proposed townhouse development. Mr. Ellis stated that he believed the developer and the residents were of the view that the solution being offered was the best one available.

Mr. Jay Gillis, of 8751 Seafair Drive, suggested that the calm atmosphere of Fairfax Place and Crescent was not the same on Seafair Drive, and he provided information on the number of motorists whom he had observed speeding along Seafair Drive. He stated that anything which could be done to prevent motorists from speeding would be supported by the residents of Seafair Drive. Mr. Gillis added that with the addition of the townhouse complex to the area, 200 more vehicles could be accessing Seafair Drive from Francis Road, and he voiced the opinion that it would be absurd not to consider the installation of traffic calming devices on Seafair Drive.

Ms. Fern Keene, of 8591 Seafair Drive, expressed support for the installation of traffic circles on Seafair Drive and the median on Francis Road. She indicated that she was not aware of how many people had complained about motorists speeding on Seafair Drive, but everyone she had spoken to were in favour of the installation of the traffic circles.

Ray Mew, of 8231 Seafair Drive, spoke about the increase in traffic along Seafair Drive during the 11 years which he had resided at this address, and the change in neighbourhood demographics which had resulted in an increase in the number of young adults driving faster vehicles. He noted that Blundell Road would not have a median and that motorists would still be able to access Seafair Drive from that road and he suggested that the traffic problems would continue if the traffic circles were not installed. Mr. Mew also suggested that while motorists would have to take greater care when making left hand turns around the traffic circles, oncoming traffic would be forced to slow down and the risk of being in an accident would also be reduced.

In response to questions, he stated that the speed and volume of traffic on Seafair Drive was what one would normally expect on Blundell Road.

Mr. Bruce McDonald, of 8531 Seafair Drive, expressed support for the proposed traffic circles, and indicated that he had observed many motor vehicle accidents occurring on the street. With reference to comments made about the use of stop signs and yield signs, Mr. McDonald advised that there was a yield sign at the intersection of Seafair Drive and Fairbrook Crescent, and there had been many times when he had almost collided with drivers exiting that street because they fail to yield the right-of-way.

He also noted that motorists exiting Seafair Drive also did not stop at the stop sign at Blundell Road because they knew that Blundell Road 'deadended' west of Seafair Drive.

It was moved and seconded

- (1) ***That the proposed traffic calming measures on Seafair Drive at Fairbrook Crescent, Fairfax Place, and Fairfax Crescent (south), (as described in the report dated August 25th, 2000, from the Manager of Transportation), be implemented prior to the start of construction of the housing development by Richmond Estates Limited at 3100 Francis Road (DP 98-138455), at the cost of the developer.***
- (2) ***That staff monitor the traffic conditions on Seafair Drive for one year upon completion of the proposed traffic calming measures and report to Council on the effectiveness of the implemented devices.***

CARRIED

6. **SCHOOL ZONE TRAFFIC SAFETY ENHANCEMENT INITIATIVES**

(Report: Aug. 31/00, File No.: 6450-09) (REDMS No. 180818)

Mr. Chan reviewed the report and recommendations with Committee members.

It was moved and seconded

- (1) ***That the following initiatives be endorsed as part of the City's continuing effort of enhancing school zone traffic safety through the application of various engineering, enforcement, and educational measures:***
 - (a) ***That staff continue to work with other road safety and enforcement agencies, educational institutions and other stakeholders to pursue innovative means of enhancing school zone traffic safety.***
 - (b) ***That the second edition of the "Traffic Safety Around Schools and Playgrounds" brochure (attached to the report dated August 31st, 2000, from the Manager, Transportation) be endorsed as a traffic safety educational tool; that the brochure be shared with other municipal jurisdictions upon request to broaden the school zone traffic safety enhancement efforts; and that the financial contributions and support of the ICBC RoadSense Team in the production of the brochure be officially acknowledged by Council.***

- (c) *That staff pursue a funding partnership with ICBC in upgrading the existing inventory of blue pentagon school zone signs to the new standard of high visibility (neon yellow-green) advance school zone signs.*
 - (d) *That the City continue to work with the "Way to Go" Program to encourage travel to school by alternative modes of transportation and reduce the number of vehicle trips to schools.*
- (2) *That the co-ordinated efforts and support of ICBC, the Richmond School District, the Richmond District Parents Association, the "Way to Go!" Program, the RCMP, Richmond Bylaw Enforcement, and Richmond Fire and Rescue, and in particular the financial contribution of ICBC towards implementing various local traffic safety initiatives be formally acknowledged by Council.*

Prior to the question being called, questions were raised by the Mayor about the feasibility of producing the brochure in Chinese. He suggested that many of the traffic problems which occur in front of schools were caused by parents intent on dropping their children off at school. The Mayor suggested that perhaps the Committee could consider this proposal.

The question on the motion was then called, and it was **CARRIED**.

7. **TRANSLINK 2000 PROGRAM PLAN DECEMBER SERVICE CHANGES - INTRODUCTION OF BUS SERVICE ON GARDEN CITY ROAD (GRANVILLE AVENUE TO COOK ROAD)**

(Report: Sept. 21/00, File No.: 6480-01) (REDMS No. 185976)

Mr. Chan briefly reviewed the report with Committee members.

It was moved and seconded

That the use of Garden City Road (Granville Avenue to Cook Road) for new bus service as part of the TransLink 2000 Program Plan Service Changes commencing on December 11, 2000, be endorsed.

Prior to the question on the motion being called, Mr. Chan provided information on the location of bus stops in this area of Garden City Road. He also advised that the current project to construct a sidewalk along the west side of Garden City Road, from Westminster Highway to Cook Road, was being considered for extension around the curve, to connect with Granville Avenue.

The question on the motion was then called, and it was **CARRIED**.

8. **MANAGER'S REPORT**

The Vice Chair advised that reports from the Managers would be deferred to the next meeting of the Committee.

Councillor McNulty commented on the use of 'yield' signs rather than 'stop signs' in some areas of the City, and expressed concern about the attitude of motorists that 'yield' meant to continue on through an intersection without checking for traffic. He added that it was possible that the Committee could be confronted with delegations on this matter.

Councillor McNulty also referred to the intersection of Moffatt Road and Blundell Road, and noted that he had received a number of requests for a pedestrian activated traffic signal at that location. The Mayor commented that the intersection of Blundell Road and Minoru Boulevard was another area of concern, and the suggestion was made by Cllr. McNulty that these two intersections should be monitored. In response, Mr. Chan advised that he understood that both intersections were scheduled to be upgraded, however, he would pursue the matter with staff to determine if this was correct.

Mayor Halsey-Brandt expressed concern that the 61 property owners whose illegal ditch infill work was being investigated as a result of the complaint made by Mr. Pona, could all appear before the Committee and Council to appeal the notice issued by staff to restore a ditch to its original form. He questioned how this issue could be addressed, and discussion ensued among Committee members and staff on how to make it clear to property owners that Council did not intend to allow any appeals with respect to the City's 'zero tolerance' policy.

During the discussion, concern was expressed about (i) the lack of communication to the public regarding the fact that property owners were required to obtain the appropriate permit to infill City ditches, and (ii) the lack of brochures on display at the 'Front of House' on this matter. Advice was given by Mr. Ono that the situation regarding the lack of information at the Information Counter would be addressed. The suggestion was also made that advertisements should be placed in the local newspapers to remind the public about the City's 'zero tolerance' policy.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:30 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, October 4th 2000.

Councillor Ken Johnston
Vice Chair

Fran J. Ashton
Executive Assistant

Wednesday, October 04, 2000

Ms. Lynn Greenhill, Chairperson,
Public Works and Transportation Committee
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Re: Notice dated Sept. 08.00 and Notice dated Sept.21.00

Dear Ms. Greenhill,

Thank you for providing me an opportunity to speak before your committee.

On September 11, 2000, we received a notice regarding an illegal change to City Property, citing the zero tolerance policy of March 29, 1994. We received this notice as a result of a citizen complaint.

After receiving clarification from Mr. Tom Maxwell, and Mr. Steve^{Ans} of the city's Engineering and Public Works Division, it appears that I have no recourse but to ask to be heard by the committee and outlining special circumstances that list the following:

Background: My wife and I have been residents of Richmond these past 16 years and homeowners at this property for 14 years, the address is 9660 Gilbert Road.

I have been in the Design and Building industry for the last 30 years and have experience in contracts and contract administration. We moved to British Columbia so that I could undertake the position of designer and contract administrator for the entry portion of the Canadian Pavilion at EXPO86.

Richmond City Hall: My first experience with Richmond City Hall was to replace an ageing walk from city property to our property. I submitted drawings and specifications, received a permit and constructed a wood driveway.

My second experience with City Hall was as a result of our lot configuration and its inherent problems. We are a corner lot and the lane running east and west had no lights and this posed a hazard for children as they approached this corner in the dark of winter, this corner was a favourite hangout for crowds to gather and drink, and we were the subject of many acts of vandalism to our house, property and automobiles. I approached the city engineer at the time and the city generously installed not one light at this corner, but three along side the length of our 120-foot deep property. The result was positive – no more gatherings of teens, visibility at dusk and winter mornings and late afternoons. Perhaps a little to bright as our back yard is flooded with very strong light at night. Please do not construe this as a complaint. I did note that the engineer was able to authorize this work because he said that this Broadmoor area has not spent the allocated funding for infrastructure such as lighting, ditch infilling, and sidewalks. Indeed, driving through this area at night it is apparent that it is a dark place.

My third experience is the current dilemma regarding instructions by the city to remove the existing work in the ditch.

Property Conditions: Our house and property are in need of renovation and preliminary plans are currently underway. In early July, I went to the permits section on the main floor of the new City Hall building for assistance in determining what bylaws and policies I was to be made aware of in the planning stages, including bridges and ditches. At

9660 Gilbert Road, Richmond, British Columbia, Canada, V7E 2G8 ☎+FAX 1.604 274.9768
ihor@kwantlen.bc.ca

this time we did not decide where vehicular access from the street would occur since our property is on the corner and we had several options. There was no mention to me about this policy, nor was there any publications regarding this issue on the racks of available publications. Indeed the response was less than helpful and I was told to hire an engineer or architect if I wanted to know all the details.

We are at a corner, on a side road parallel to Gilbert Road, on the east side. The lane turns to the east on the north side of our property. This turn is a hard 90°. The lane width at this corner is only 12'-0" in width. Concrete trucks, moving vans, refuse collector vehicles, and re-cycling trucks negotiate this corner. They do not always negotiate this corner well and have contributed to the erosion of this corner, as the ground is not asphalt, it is soft fill.

The ditch starts somewhere at this corner, it does not connect to anything to the north of its start. This is a high point of land as water drains southwards and during the winter, little or no water remains in this ditch.

The ditch edge is soft earth and parking over the years by others have eroded its shape. The ditch collects broken branches from 4 mature conifers approximately 70' in height and 30' in diameter. This ditch is a repository for foodstuffs that are thrown into it by students going to and from Errington elementary school. This ditch accumulates weed growth and has become a rat haven and a traffic path and hiding place for racoons. I know that the city cleans this ditch every two years, but this is too infrequent for these particular circumstances – the need for continual maintenance - by us.

Richmond has unique infrastructure with its ditches. In Richmond and specifically at our property, it is very difficult to know where private property ends and city property begins. Other cities have recognizable cues: sidewalk, curb and street. We have seen over the years, the maintenance of the street, and the boulevard across from us, but there is no attempt to do the same on our side of the street, even though it also is a boulevard, and city property. We have, without complaint, or compensation, chosen to maintain city property by building access to our property, cleaning and weeding the ditch, pruning the 4 large, mature trees.

Our intent:


We have taken all steps, we thought, were necessary and appropriate in improving a deteriorating condition. Our motivation was simple and clear – to improve adjacent city property so that we could:

- Easily maintain the ditch and surrounding property by not crawling into weed, foodstuffs, and running into vermin
- Not affect existing drainage pattern
- Prevent the growth of rat populations
- Make safe the surrounding earth at and near the ditch
- Maintain goodwill with our neighbours and community

Summary:

We understand that the city has established a goal to fill all the ditches by 2026. We feel that this ditch frame will last this long, and if not, we have demonstrated a record of civic responsibility, and if and when the time comes, we will replace it.

Yours truly,


Ihor Pona

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ihor@kwantlen.bc.ca

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V7C 1X7
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271-5457 (fax)
bfinlay@interchange.ubc.ca

Public Works and Transportation Committee
City of Richmond
276-4164

Re: Traffic Calming along Seafair


Dear Committee:

After consultation with the City of Richmond Transportation Engineer, I canvassed the residents of Seafair Drive about their views on the proposed traffic circles. Over the span of 3 weeks in July and August, I contacted each household facing on to Seafair Drive (Seafair and streets intersecting Seafair). I discussed with each household the City of Richmond's proposed locations of traffic calming circles that was faxed to me, their design, and any other information the residents requested. After all questions were answered, I asked one member of each household if they would agree to sign a form listing their name, address, and signature, that I could then present to your committee. These forms are attached, and in summary say that the residents agree with the installation of the three proposed circles at the City's location, prior to construction beginning at the old Seafair arena site. I also showed them the proposed circle design provided to me from the City.

The results of the survey are truly astounding! 56/58 households signed the form saying they are in full agreement with the installation of 3 circles at the proposed locations, and the proposed design, before construction starts. This is 97% of all the households facing Seafair Drive! I was unable to contact two households despite repeated attempts, and one household was vacant.

We feel that the results speak incredible volumes about the sincere and overwhelming desire to install traffic calming devices along Seafair. I trust you will consider these results very seriously when considering this issue. To obtain signatures of 97% of households to agree on any issue is amazing.

Sincerely,



Brett Finlay,
Ph.D.

Seafair Drive Proposed Traffic Circles

1

We, the undersigned residents of Seafair Drive, fully support:

- a) installation of the proposed traffic circles as soon as possible, and definitely before major construction of the Seafair/Francis development commences, and
- b) the proposed locations and designs of the 3 circles outlined on the accompanying diagrams from the City of Richmond, on Seafair at Fairbrook Crescent, Fairfax Place/Fairfax Crescent, and Fairfax Crescent

Name	Address	Signature
Brett Kinlay	8491 Seafair	[Signature]
S. House	8511 Seafair	[Signature]
R Bilton	8520 Seafair	R Bilton
Rude Ameyko	8540 Seafair	[Signature]
Bruce Macdonald	8531 Seafair Dr	[Signature]
JOOST VAN DER GAMP	8560 SEAFAIR DR	[Signature]
JACQUELINE CHENG	8551 SEAFAIR DR	[Signature]
Nora Smith	8600 Seafair Dr	Nora Smith
Harold Smith	8600 Seafair Dr	H Smith
Nestor Palitaki	8611 Seafair	[Signature]
D GRATHAM	8711 FAIRFAX CR.	[Signature]
L. Taylor	8631 Seafair	L. Taylor
R TONGVALE	8651 Seafair	[Signature]
Flaming Cherry	8680 Seafair Dr	[Signature]
Ampellia Schuss	8671 Seafair Dr.	[Signature]
Uisula Gray	8691 Seafair Drive	Uisula Gray
SIMON TIE	3111 WINDRICE PLACE	[Signature]
MARTINE SKIN	8711 Seafair Drive	[Signature]
[Signature]	8751 Seafair Dr.	J. MALCOLM GILLIS
Uygar Othman	8771 Seafair Dr	[Signature]
[Signature]	8760 Seafair Dr	[Signature]
[Signature]	8440 Seafair Dr	[Signature]
William S. Ellis	8550 Seafair Dr.	[Signature]
BOB + CAROL JOHNSTON	8441 SEAFAIR DR	[Signature]
PERN + HELEN BROZ	8580 SEAFAIR DR	[Signature]
Bob + Helen Broz	8511 Seafair Dr.	[Signature]
Kathy Hoffmann	8591 Seafair Dr	[Signature]

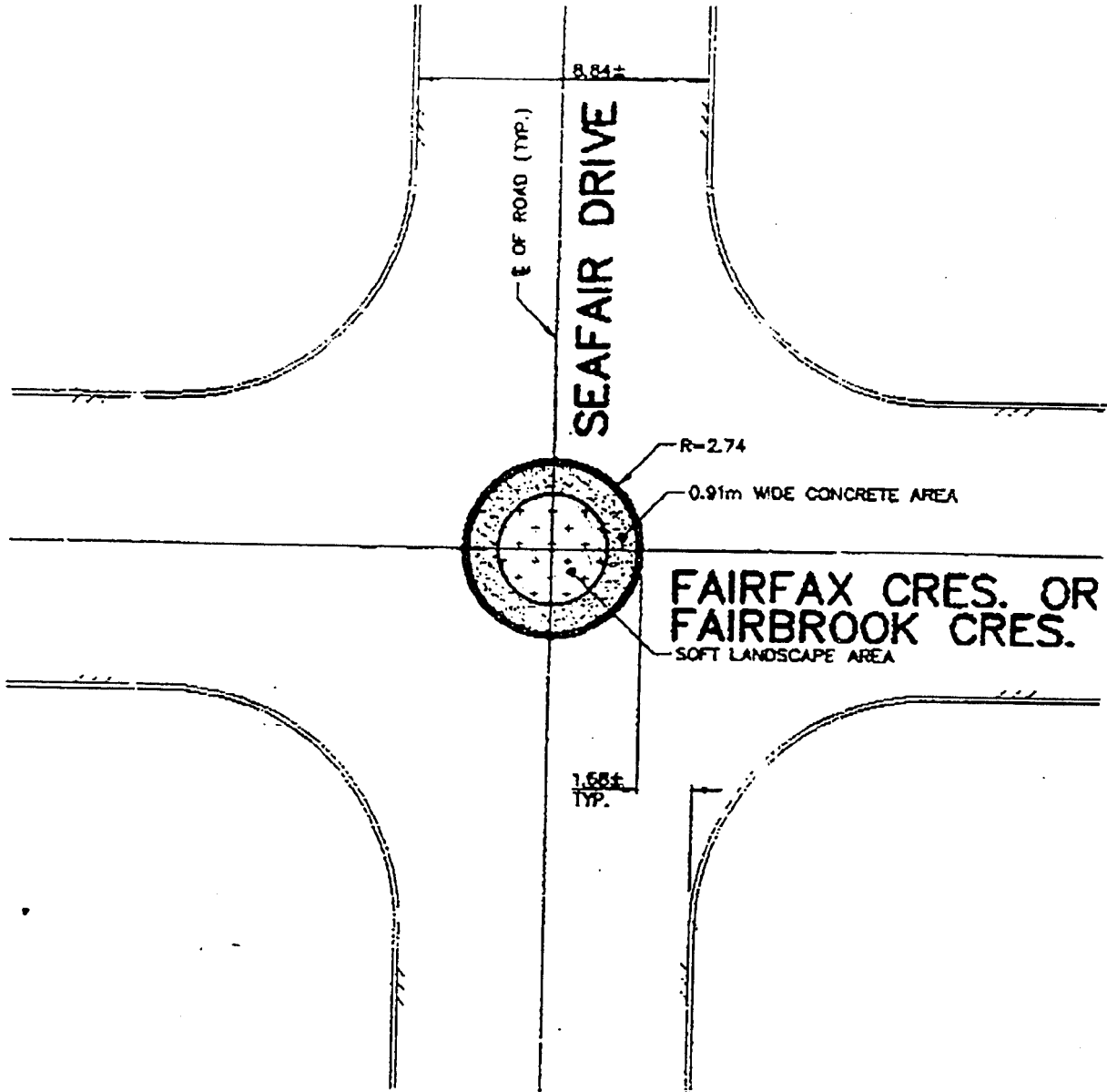
Seafair Drive Proposed Traffic Circles

2

We, the undersigned residents of Seafair Drive, fully support:

- a) installation of the proposed traffic circles as soon as possible, and definitely before major construction of the Seafair/Francis development commences, and
- b) the proposed locations and designs of the 3 circles outlined on the accompanying diagrams from the City of Richmond, on Seafair at Fairbrook Crescent, Fairfax Place/Fairfax Crescent, and Fairfax Crescent

Name	Address	Signature
S LAFLANNE	8610 SEAFAIR DR	[Signature]
A. KANAVAROS	8371 Seafair Dr	[Signature]
L. Jarvis	8371 Seafair Dr.	[Signature]
S. NEUFELD	8351 SEAFAIR DR.	[Signature]
L. LEUNG	8311 SEAFAIR DR	[Signature]
Yun-Li Yoon	8301 Seafair Dr.	[Signature]
Verny D'Amico	8331 Seafair Dr	[Signature]
Kim Perry	8291 Seafair Dr	[Signature]
Jenny Chung	8282 Seafair Dr.	[Signature]
Betrand Mayer	8282 Seafair Dr.	[Signature]
V. Gambelli	8251 Seafair Dr.	[Signature]
Raymond J. Mew	8231 Seafair Dr.	[Signature]
Stella Chin	8220 Seafair Dr.	[Signature]
Y. SARETSKY	8211 Seafair Dr	[Signature]
D. DRIELIGER	8380 Seafair Dr.	[Signature]
Josephine Ghore	8360 Seafair Drive	[Signature]
Julius Fong	8300 Seafair Drive	[Signature]
Peter Araceli	8200 Seafair Drive	[Signature]
Sue Hagluchi	8100 Seafair Dr.	[Signature]
Gary Miller	8100 Seafair Dr.	[Signature]
Penny Johns	8150 Seafair Dr.	[Signature]
Sheila Ruth Ralston	8100 Fairbrook Cres	[Signature]
Ying Xu	8040 Seafair Dr	[Signature]
DAN BLENCHARD	8021 SEAFAIR DR	[Signature]
R.H. Settel	8011 Seafair Drive	[Signature]
M. Julie	8051 Seafair Dr.	[Signature]
D. B. Deacon	8091 Seafair Dr.	[Signature]
E. J. Jones	8120 Seafair Dr.	[Signature]
M. Bonar	8120 Seafair Dr.	[Signature]



NOTE: ALL DIMENSIONS IN METRIC.

NOTE: DESIGN GEOMETRY BASED ON CONCEPT SKETCHES PROVIDED BY M.P.T. ENGINEERING LTD. AND/OR THE CITY OF RICHMOND.

M.P.T. ENGINEERING CO. LTD.
210-8171 COOK ROAD RICHMOND, B.C. TEL: 270-9331

TALISMAN HOMES
TITLE: TRAFFIC CIRCLES: CONCEPT A
SEAFAIR DRIVE, RICHMOND

DESIGN: -	DWG. No. R12834-TC
DRAWN: AG	REVISION: 0
SCALE: 1:200	DATE: 28 JUNE 2000
	SHEET No. 1 OF 3

129



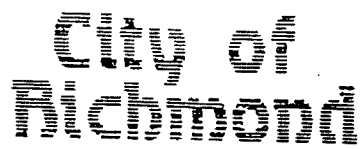
Proposed Traffic Circle

Proposed Traffic Circle

Proposed Traffic Circle



Seafair Project Site



130

TITLE: RECOMMENDED LOCATION FOR TRAFFIC CIRCLES ON SEAFAIR DRIVE		
DESIGN:		
DRAWN: TS	DWG No. SEAFAIR3.DWG	
CHECKED:	SCALE: NTS	DATE: JUN. 14/00



TALISMAN HOMES

Residents are very concerned with an existing traffic problem on Seafair Drive (84% of respondents are requesting some form of traffic calming) and feel strongly that something should be done:

"This proposition is long overdue ... I have complained to the RCMP and the traffic engineering at the city hall over the years to no avail."

"Please, please put as much traffic calming in place as possible"

"The problem is the speed of irresponsible drivers in a quiet family oriented (i.e. small children) community"

Residents very strongly prefer traffic circles over corner bulges (over 63% of respondents are requesting traffic circles but not corner bulges):

"I find that corner bulges are very dangerous for kids on bikes - I would hate to see them here."

"As a frequent driver in downtown Vancouver I much prefer traffic circles ... narrowing would, in my opinion, create a more dangerous situation"

"Corner bulges will be ignored by careless drivers and may cause dangerous situations as speeders thread the intersection"

A surprisingly large group (about 18% of respondents) seem to prefer that no traffic calming be placed at Fairway Road. Some are suggesting moving this traffic circle from Fairway Road to Fairfax Place where they believe this intersection is on a "bad corner". We note that 3 residents who live on Seafair Drive close to Fairway Road have requested that traffic calming not be placed at Fairway Road, but be placed at other locations. We are following this advice and recommending this option.

Conclusion: Respondents of this Seafair Drive Traffic Calming Survey have very clearly selected traffic calming measures over no action, and have strongly preferred traffic circles over corner bulges. We recommend that we place traffic circles at the following locations on Seafair Drive: A) Fairfax Crescent (south), B) Fairfax Place and C) Fairbrook Crescent.

Sincerely,

Ross Clouston, P. Eng., M.B.A.
President, Talisman Homes Ltd.

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TALISMAN HOMES

May 24, 2000

Ms. Mimi Sukhdeo, M.A.Sc., P. Eng.
 Transportation Engineer
 Urban Development Division
 City of Richmond
 Richmond, B.C.

Dear Ms. Sukhdeo,

Traffic Calming Survey Results Seafair Drive Richmond, B.C.

Upon receiving the Seafair Drive area resident's Comment Sheets, I have consulted with Mr. Brian Wallace of N.D. Lea Consultants Ltd. to form our recommendation to install traffic calming on Seafair Drive.

Recommendation: Traffic circles should be placed at the following locations on Seafair Drive: A) Fairfax Crescent (south), B) Fairfax Place and C) Fairbrook Crescent. Note that location "B" is not Fairway Road as illustrated in the neighbourhood handout.

Analysis: Invitations were distributed to 218 homes in the Seafair Drive area. Thirty people registered at the open house (13.8% return rate), and we received 63 Comment Sheet replies (28.9%).

Group	Traffic Calming Preference	Number of Comment Sheets	Percent Respondents
I	Place traffic calming circles at Fairfax Crescent, Fairbrook Crescent and Fairway Road (as suggested in handout)	29	46.0
II	Place traffic circles at Fairfax Crescent and Fairbrook Crescent but not Fairway Road (some suggest moving to Fairfax Place)	11	17.5
III	Place corner bulges but not traffic circles	3	4.8
IV	Other combinations of traffic circles and corner bulges at various locations	10	15.9
V	Do nothing	10	15.9

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At the City Development Permit Panel meeting June 14, 2000, I expressed my concern that the residents of Seafair area were not given sufficient information when asked their opinion on traffic calming measures on Seafair Drive (letter/survey of May 14, 2000). Not everyone would be able to attend the open house, and ask, once there, what was being done so the residents of the new development couldn't come straight across Francis onto Seafair Drive and use it as a through street. I also inquired why a traffic study (re volume etc.) had not been done. After the meeting my neighbour, who also spoke at the meeting, made further inquiries and found that a traffic study had been done by the city! Why was this not given out? After speaking with several city staff, I found that it appears these two items, the planned median on Francis and the traffic study, were not considered important information for residents to know!

A second survey was sent to those on Fairfax Crescent and Fairfax Place (June 5, 2000), as the previous survey had indicated that some were placing the circle at Fairfax Place and Crescent intersections instead of Fairway, and others just didn't want one at Fairway. I requested further information from Mimi Sukhedo, Transportation Engineer, e.g. reports, results of surveys, and speed/volume study so I would have sufficient information should I choose to go door to door. The survey report, sent to Fairfax Crescent and Place, was very troubling (June 14, 2000):

- 1) it was a low response rate;
- 2) the area map with **S** (support) and **O** (oppose) had ourselves and our next door neighbour as supporting and we don't want traffic circles at all. On calling Mimi Sukhedo for an explanation, she stated we were neutral, so were put down as supporting. When both households were correctly counted as strongly opposing, it changed the results!

We wanted a more complete and accurate survey, so with my neighbour we drew up a fact sheet with information re the planned median on Francis at Seafair Drive, the city traffic study, as well as names and phone numbers of councillors on Public Works and Transportation Committee, and Mimi Sukhedo, the transportation engineer (copy attached). I then distributed them to all the residents on Fairfax Crescent and Place, and

indicated that I would call back in a few weeks to get their views. When I went knocking on the doors, I also had a questionnaire (copy attached).

I must say this was an interesting experience. I was welcomed by everyone, and they freely gave their opinion (without knowing mine). Also, couples were each offered their own questionnaire if they disagreed. Some visits were very long, curtailing my ambition to go to other streets! Residents were very thankful for the information provided.

Attached are the results and a summary of comments made by the residents.

20 Question # 6 - Circle at Fairfax Cresc + Place intersection

Fairfax Place - 10 homes -

<u>NO</u> to circle at our intersection	-	9
<u>yes</u> to circle at our intersection	-	1
		<u>10</u>

Fairfax Cresc - 25 homes

<u>NO</u> to circle at our intersection	18
<u>yes</u> to circle at our intersection	2
One couple had (1 <u>NO</u> & 1 "if needed")	1
One house had - <u>yes</u> or anywhere on <u>side</u>	1
	<u>22</u>
Houses unable to make contact	3
	<u>25</u>

Total - <u>NO</u>	-	27
<u>yes</u>	-	3
<u>others</u>	-	2
		<u>32</u>

attached sheet has results of other questions

Denise North
DENISE NORTH

RE SEAFAIR TRAFFIC

A median will be built on Francis Rd. at Seafair Dr., therefore, new residents of the Talisman Development will be unable to drive straight onto Seafair Dr., they will exit right only (east) onto Francis Rd. and will return to the complex via Francis Rd. by a left access through median. Seafair Dr. will have access (east) onto Francis Rd. via a left turn through median.

Traffic Study

A traffic speed study was done in the fall:

September 10-15 '99 - 5.5 days
October 8-15 '99 - 7 days

The results were:

80.5% of traffic traveled at 50km or less
17.5% of traffic traveled over 50km
2% of traffic traveled at 80km or over

Volume:

September (5.5 days) - 6140 vehicles (averaging at 46.5 cars/hr.)
October (7 days) - 6100 vehicles (averaging at 36.3 cars/hr.)

Contacts

Mimi Sukhdeo, Transportation Engineer
Phone: 276-4126 Fax: 276-4052
Email: msukhdeo@city.richmond.bc.ca

Public Works and Transportation Committee:

Lynn Greenhill - 271-2770
Derek Dang - 279-3829
Kiichi Kumagai - 276-4123
Greg Halsey-Brandt - 276-4123
Ken Johnson - 839-9834

- This information was not provided to most residents, but was obtained from City Hall staff.
- In the next 2 weeks, we will ask your opinion of the situation.

Thank You,

Denise (a Seafair area Resident)

Questionnaire used -

Questions

1. Were you aware of the median on Francis at Seafair Drive?

Didn't know - 26
 Knew - 6

2. Were you informed of the traffic speed study?

Didn't know - 28
 Knew - 4

3. Would you prefer to try other solutions? (eg. replacing yield signs with stop signs and signs advising to slow down for blind corners, particularly south of Fairbrook)

Sign re "blind" corner - 3
 stop signs instead of yield (present one) - yes - 11 no 10
 no comment 10

4. Worst part of Seafair Drive - Curve between Fairway + Fairbrook - 19

Fairfax Intersection - 1
 Fairbrook Intersection - 8
 Blindell - 1
 straight stretch - 1 (wardmore to almost Fairfax)

5. Are you in favour of the traffic circles?

those opposed to circles - 17
 those in favour - no specific amounts - 3
 - 2 only - 7
 neutral - 3
 only 1 - 1
 only if needed / wait and see - 3

Blindell - 1

6. Fairfax Crescent and Place: Are you in favour of a circle at the intersection?

not in favour - 27
 one couple - 1 not in favour with "if necessary"
 1 house - yes or just somewhere on Seafair
 In favour - 3

32.

*

_____ Fairfax Place

SUMMARY OF COMMENTS MADE:

Question #1 re median on Francis:

- Residents felt that it was important information to know as most worried about increased traffic on Seafair Drive.
- For many, this information meant it was “back to square one” on how they looked at traffic calmers.
- Many stated “Why do we need calmers on Seafair then?”.
- Some wondered if drivers from the new development would make U-turns around the new median on Francis to gain access to Seafair Drive (road probably narrow enough to deter this happening).

Question #2 re traffic study:

- One person did not believe it, felt cars speeded.
- Most didn't feel speeding was a problem & this substantiated it, & felt the small percentage of speeding was in evenings and night time.
- The large percent travelling at 50k. and under, were residents of Seafair area, as well as the volume, as where else can they go to get out.

Question #3 re stop signs, warning signs:

- Didn't know if it would help, especially at Fairbrook.
- Several felt if signs were placed it should be policed a few times resulting in adherence to signs.

Question #4 re worst part of Seafair Drive:

- The majority (19) indicated that the curve between Fairway and Fairbrook when there are vehicles parked on both sides, & that eliminating parking on one side is the only solution. A few wanted no parking at all on the curve.
- Fairbrook intersection (8) drivers go right through the intersection, making it dangerous.

Questions # 5 & 6 re traffic circles:

- Some like circles.
- One wants a circle only on Blundell at Seafair Drive, so cars turning left onto Seafair won't cut the corner. (Would a centre white line curving from Blundell to Seafair Drive to show where to be when turning be helpful?)

- Several felt that cars would still speed through, especially at night causing squealing tires or brakes.
- Many felt vehicles would just speed up after traffic circles.
- Drivers will be frustrated, especially with that many circles.
- Experience in Vancouver with circles has been negative as no one knows what to do and just comes through as though they always have the right of way (several near misses by one resident)
- More cars in the intersection making it unsafe and noisy. Use of horns.
- Many said drivers cut corners at the circles instead of going around.
- Car is longer in the intersection when turning left.
- Wait and see if volume increases.
- Visibility at night & snowfall, also maneuvering around them in snow.
- Several felt it would ruin our beautiful street (Seafair Drive). Also, if landscaping or grass in circles isn't cared for it would be unsightly.
- Many wanted things left alone. Median at Francis would be sufficient.
- One worried about getting out with his 5th wheel through both circles and median.
- Several on Fairfax Crescent objected to beign hemmed in on both ends.
- One related how a circle on a straight street in Vancouver where her parents live is still policed with radar for speeders.
- A circle on a curve will be dangerous.
- If circles are put in, information should be sent to all Seafair area residents re rules for traffic circles.
- *Road curves too much to have anything on it - will be dangerous.*

Additional items:

- Fairfax Crescent residents have great problems with the high, long hedge on NE corner property making it difficult to see when turning on Seafair Drive.

update on Auction #6 - re a circle at intersection of Fairfax Cresc & Fairfax Pl.

Fairfax Place 10 homes
NO - 9
yes - 1
10

Fairfax Cresc. 25 homes
NO - 17
yes 4
One couple - ① had "NO" - 1. "if needed" 1
1 house - yes or anywhere or Sept 1
unable to contact - 2
25

Seafair Dr. Corner Homes - 4 homes
NO - 2

3rd corner - stated he didn't sign either petition either, had gone to meetings & also ^{had} stated his opinion (June 12nd survey indicates oppose (O)) so I don't know
4th corner - Due to selling the house she would rather not sign anything but gave her opinion - I will respect her wishes but stated I could list her comments on the "comment sheet."

In total - NO - 28
yes 5
others 4

To summarize - I do thank the planning department for taking into consideration the concerns of Leifair residents re the placing of the driveway of new development, impacting on the increase flow, of new traffic, right onto Leifair Dr. The median on Francis Rd preventing this is a great relief, it is unfortunate residents were not notified about it. As to the issue of speeding traffic, I have not been able to find out how many complaints the city have had. Memi informed me that they don't keep a record of phone calls & I haven't been informed how many written ones there were to prompt the city to look into calming measures. Residents of Leifair Dr. are aware or should have been aware that it is the only street in the subdivision that connects two main streets onto which nearly all feeder streets have to access to go anywhere. The traffic study - volume/speed, done on two separate occasions confirms that the majority of cars are not speeding.

Please consider the following

1. The traffic (speed) study
2. We, on feeder streets, are the ones inconvenienced by circles at our intersections, when going out or in, one of those times we would have to left around a circle while Leifair Dr residents have just to go to the side - we are put longer in the intersection making a left around a circle than we are now when making a proper turn, exposing us more to on coming traffic that "doesn't seem to obey rules!" (and sure is a curve)
3. The curve between Fairway & Fairbrook is dangerous only when there are cars parked on both sides, a traffic calmer would not help, perhaps they would only speed up after, making it worse. As residents have said, removal of parking on one side is the answer. With cars on both sides it is a blind corner & dangerous at any speed.
4. The concern of Fairfax Crest residents re the hedge at NE corner of the intersection (at Fairfax Pl.)
5. Fairbrook intersection has cars that go right through without stopping. Stop signs on Fairbrook should be tried as they are less ignored and should be monitored by the police a few times, to get the message, as I believe if drivers ignore signs they will do the same with rules at a circle, so are we really addressing the problem?
6. I have spoken with some Leifair Dr residents & now were aware of the median on Francis
- * 7. Circles shouldn't be build mainly because the developer is paying for them.

We've lived on Fairfax Pl since 1967, we can hear the traffic on Seafair Dr. which is much quieter & calmer than in the 1970's. We've watched an elderly gentleman take his daily walks on the street, which he rarely does now, he now confidently uses an adult tricycle for his 2, sometimes 3 times, daily exercises at various times of the day. I spoke to him last week enquiring if he knew of the possibility of circles on Seafair Dr, he replied. "No, I guess I could use another street for my exercises." may I leave you with a quote from a friend on hearing about the circles. "Oh no! it is such a beautiful street."

Thank you
Dwight