



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Planning Committee

DATE: February 24, 2000

FROM: Joe Erceg
Manager, Development Applications

FILE: 4040-01

RE: Vehicle Access Options For London Princess – Survey Results

STAFF RECOMMENDATION

That staff be directed to pursue the vehicle access option for the London-Princess area identified in **Attachment 4** concurrent with the area's redevelopment.

Joe Erceg
Manager, Development Applications

Att. 4

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering	Y <input type="checkbox"/> N <input type="checkbox"/>	<hr/>
Fire Rescue	Y <input type="checkbox"/> N <input type="checkbox"/>	

STAFF REPORT

ORIGIN

On January 10, 2000, Council endorsed staff's undertaking of a study on Vehicle Access Options for the London Princess area (refer to the report from the Manager, Development Applications dated January 6, 2000). This report provides an overview of the public process, a summary of the survey responses and comments received from the public, staff's analysis of the responses, and staff's recommendations for further action.

PUBLIC PROCESS

The public process for this project closely followed the outline established in the staff report from the Manager Development Applications (January 6, 2000). The process involved the following elements:

- Survey packages similar to those shown in **Attachment 1a** were sent to land owners and tenants in the study area (see map in **Attachment 1b**). Additional surveys and copies of the staff report were made available for all attendees at the public drop-in open house (see below). It should be noted that the survey was conducted as an opinion survey rather than scientifically valid research methodology based upon a random sample.
- Notices of the public drop-in open house were placed in two editions of the Richmond News; Wednesday, January 19, 2000, and Sunday, January 23, 2000 (see **Attachment 1c**).
- A public drop-in open house was held at the Steveston Community Centre on Thursday, January 27, 2000. The open house was attended by approximately 40 to 50 members of the public. Staff from the Transportation, Development Applications, and Land Use sections were on hand to answer questions on a one to one basis. Displays included diagrams and descriptions of each of the five options, photographs, and the rationale for the study.

In addition to the City sponsored events, a newspaper article on the study appeared in the February 2, 2000, edition of the Richmond News which served to raise awareness across the City.

PUBLIC RESPONSE

The City received 52 written survey responses from an estimated 200 surveys distributed through the mail out and the public open house (Staff were made aware that some addresses within strata complexes received multiple copies of the survey. Adjustments are being made to the City's software program to reduce this likelihood from occurring in the future).

Eighty-six percent of the respondents provided their names and addresses with their survey responses. A review of this information showed that six of the signed responses were either;

- From members of the same household; or,
- From owners with multiple land holdings in the study area submitting more than one survey.

To address any concern of loading the results, staff conducted two sets of analysis on the responses. The first analysis was conducted on all 52 surveys received, the second analysis was conducted on 46 surveys with the apparent duplicate responses noted above removed from the data set. Summary results from both sets of analysis are provided in **Attachment 2a and Attachment 2b**. When viewed from a percentage of respondents basis, very little difference exists between the two sets of analysis. A cross tab analysis is provided in **Attachment 2c**.

Written comments and drawings from all of the surveys are also provided in **Attachment 2d**.

An overview of both the survey results and the written comments received appears below.

Survey Results Overview

1. Do you own, lease or rent land in the London/Princess or Gilbert Road Area?

- Approximately 70% of the respondents either own, lease or rent land in the London Princess area. A little more than one-third are land owners.

2. Do you work in the London/Princess or Gilbert Road Area?

- Half of the respondents work within the study area.

3. Do you use the London/Princess or Gilbert Road waterfront for recreation?

- Roughly two-thirds of the respondents use the waterfront for recreational purposes.

4. In your opinion, (please check) which is the Best Option for the area?, Second Best Option for the area?

- The strongest response for Best Option was evenly split between Option 4 "Connect Princess Lane to Dyke Road" and Option 5 "Create an Internal Loop Road" with support of 25% of the respondents each.
- Results for Second Best Option were similar, with respondents slightly favouring Option 4 "Connect Princess Lane to Dyke Road" at 25% over Option 5 "Create an Internal Loop Road" supported by 21% of respondents.
- Respondents who selected Option 4 as their Best Option, tended to select Option 1 as their Second Best Option.
- Respondents who selected Option 5 as their Best Option, tended to select Option 2 as their Second Best Option.
- The relatively low selection of Option 3 may suggest that people recognized the fire, safety, and access needs of the area east of Princess Street.

6. *Options 1, 3, & 4 indicate that a portion of Dyke Road along the waterfront should have reduced traffic flow or that the road be closed off. Which do you prefer?*

- This issue garnered the greatest amount of agreement of all the issues raised by the survey questions. Approximately 58% of the respondents selected keeping Dyke Road as is, with or without an alternative road access.

A Summary of Written Survey Comments Received

Respondents provided a number of written comments in response to three questions in the survey. Their full comments appear in **Attachment 2d**. Below is staff's overview of the issues raised by the respondents in their written comments. Key issues were selected on the basis of multiple respondents providing comment to a similar theme, or an issue being raised that clearly has implications for any road layout pattern through the area.

4. *In your opinion, (please check) which is the Best Option for the area?, Second Best Option for the area? Comments:*

Some of the key issues raised include the following:

- Concerns for the impact of roadways and trails upon the agricultural land reserve area and farmlands from aspects such as loitering, dumping garbage, trespassing, pollutants on crops and theft;
- A strong desire to ensure that Dyke Road remains open for vehicular traffic with the caveats from a number of respondents that it not be encouraged as a through route to Gilbert Road, and that consideration be given to using speed control measures along Dyke Road;
- Provide a division between the different uses east and west of Princess Street;
- Retain an emergency only access to Dyke Road;
- Provide bus service to the area;
- Widen and improve No. 2 Road.

5. *What issues are most important to you in your preferred option?*

Many of the additional written comments associated with the above question repeated the comments made in response to question 4. Additional points include the following:

- Retaining access to the London Landing pier, riverfront and the waterfront park;
- Preservation of security for the adjacent farmlands;
- Trucks using the mixed use area should not exit through the residential area (larger trucks currently turn around using the east end of Princess Lane);
- Improve and provide on-street parking on Princess Street.

6. *Are there any other issues or comments which you feel should be taken into account as this area redevelops? Please explain.*

Again, many of the comments made here repeat written comments already provided in questions 4 and 5. Additional issues raised include the following:

- Ensure that the new houses and the area are visually appealing;
- Retain the views to the mountains;

- Retain access to the boat launch as well as the park and trail area;
- Respect the industrial uses in the mixed use area. These existing operations will be noisy, have vibrations, fumes and traffic associated with them.

Additional Correspondence

Several individuals provided their own modifications to the proposed options. These are provided in **Attachment 2e**.

The City has also received a series of written correspondence, both before and after the public open house, regarding the road options for the area. These are provided in **Attachment 3**.

ANALYSIS

The strongest support from respondents on any issue identified in the survey was to keep Dyke Road open to through traffic. This point noted, concerns were also raised about Dyke Road becoming a commuter route for traffic to Gilbert Road and Steveston Highway. Modifications to Dyke Road were suggested by several respondents to incorporate components such as speed bumps to ensure that speeding is controlled.

In the selection of the Best Option for the area, the survey results do not indicate a clearly preferred option over all others. Option 4 "Connect Princess Lane to Dyke Road" and Option 5 "Create an Internal Loop Road", equally received the strongest support.

Principles

When considered along with the written comments from the respondents, several principles can be suggested in determining how vehicle access should be managed in the London-Princess area:

- Dyke Road should remain open to traffic;
- Maintain ready access to the foreshore park and pier;
- Dyke Road should not be encouraged as a through route to Steveston Highway;
- Truck traffic servicing business on the west side of Princess Street should not pass through the residential area on the east side.
- Respect the needs of both the adjacent farmlands and the existing businesses in the area; and,
- Retain emergency access east of Princess Street.

Modified Recommended Option

In an effort to integrate the City's interest's and the community's interests in terms of addressing the above principles, staff have prepared a modified version (see **Attachment 4**) of their preferred access option. The Modified Recommended Option includes the following elements:

- 1 The southern end of Princess Street is connected to Dyke Road;
- 2 Vehicle access is maintained along the full length of Dyke Road although measures to control speeding may be employed if needed at some point in the future;

- 3 Princess Lane would be widened to create a functional road right of way with a cul-de-sac at its eastern end;
- 4 A pedestrian and "emergency access only" connection would be provided between the east end of Princess Lane and Dyke Road;
- 5 A private "thru" driveway connecting to both Princess Street and Princess Lane is proposed for the Hilton properties. This would not be a publicly accessible driveway but would serve as an alternative emergency access for fire and safety should it be required;
- 6 Princess Street improvements should include widening to provide for on-street parking, vegetated buffers, lighting and sidewalks; and,
- 7 Improvements to London Road, particularly the London Road/Dyke Road intersection, will still be required.

Pros and Cons of the Modified Recommended Option are as follows:

Pros:

- Keeping Dyke Road open ensures that safety and access to the waterfront park and London Landing are not compromised. Businesses fronting Dyke Road would also not feel "cut off";
- Locating the access at the foot of Princess Street works with the existing road pattern and addresses the concern of larger trucks needing to exit the area without passing through the core of the residential area east of Princess Street to turn around;
- Provision of a private "thru" driveway, with the retention of the emergency access to Dyke Road at the east end of Princess Lane, will provide two emergency access alternatives to the area should access via Princess Lane not be possible;
- Dedications required from the development parcels will be kept comparatively low requiring primarily improvements associated with the widening of London Lane and the cul-de-sac turn around. Several small dedications may also be required to improve several sharp corners in the area.
- Vehicle impacts upon the adjacent farmlands are minimized as the need for a roadway along the greenway corridor is eliminated.

Cons:

- Substitutes two emergency access alternatives rather than providing two full width dedicated roadways to the area east of Princess Street. This is somewhat less than ideal but should address the underlying concerns for fire and safety access. To fulfil the objective of a useable emergency access, the private driveway will need to be designed to a standard which will allow emergency vehicles clear passage;
- Much of the residential traffic east of Princess Street will need to travel through the mixed industrial/commercial and residential area west of Princess Street. Complete separation of these two traffic streams is not possible in this configuration.

Despite the “cons” identified above, staff believe that the Modified Recommended Option is a reasonable approach to the issues raised by both staff and the community and that this option will meet the long term needs of the City and the community.

Additional Staff Comments on the Modified Recommended Option

Fire Department staff have indicated their support of the Modified Recommended Option but have noted concerns regarding vehicle parking within the “bulb” end of the proposed cul-de-sac which may inhibit the movement of emergency vehicles. Transportation Department staff have noted this concern and have advised that, if necessary, parking restrictions throughout the whole of the London-Princess area will be introduced to minimize the impact on the movement of emergency vehicles.

Fire Department staff have also noted that the emergency accesses must have an approved surface capable of accommodating vehicles of up to 52,000 pounds.

FINANCIAL IMPACT

Undetermined.

CONCLUSION

- 1 Staff have completed a public process and a review of survey responses regarding vehicular access in the London-Princess area.
- 2 Several options were considered.
- 3 Staff recommend an option which balances the City's, private sector, and general community's interests.

David Brownlee
Planner 2

DCB:cam

LIST OF ATTACHMENTS

Attachment 1: Public Process

- a) Survey Mail Out Package**
- b) Survey Mail Out Area Map**
- c) City Notice Board Advertisement**

Attachment 2: Survey Responses

- a) Summary Results (Unadjusted Responses)**
- b) Summary Results (Adjusted Responses – Apparent Duplicates Removed)**
- c) Cross Tab Analysis**
- d) Written Comments in Response to Questions 4, 5, 7 and the Map**
- e) Modified/Draw Your Own Map Submissions**

Attachment 3: Additional Written Correspondence Received

Attachment 4: Modified Recommended Option

ATTACHMENT 1 a
Survey Mail Out Package

January 17, 2000

File: 4040-01

Attention: Land Owners and Tenants in the London-Princess Road and Gilbert-Dyke Road Areas

Dear Sir / Madam:

Re: Vehicle Access Options For London-Princess

The City of Richmond is undertaking a study of alternative roadway and vehicle access options for the London-Princess area. The results of this study will ultimately affect how the roads are laid out through the London Princess area, how the Dyke Road recreational corridor is developed, and whether vehicle traffic will continue to be allowed to drive the entire length of Dyke Road.

The City is undertaking this study for three reasons:

- To accommodate the proposed redevelopment of the London-Princess area;
- To improve vehicle access and address fire and safety concerns, and;
- To obtain public opinion on which is the best alternative for the community.

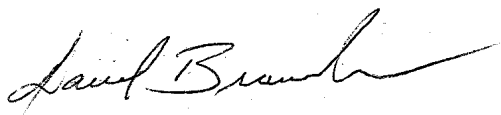
Request:

As a land owner or tenant in the vicinity of the study area (i.e. London-Princess area itself or the Gilbert Road/Dyke Road area), or as a user of the waterfront area, **we are requesting that you review the enclosed material and respond to the attached survey. All survey responses should be received by the City no later than Friday February 4th, 2000.**

You are also invited to an informal drop in open house which will be held between 7:00 pm and 9:00 p.m. in the Seiner Room of the Steveston Community Centre on **Thursday, January 27th, 2000.** Staff will be on hand to answer questions about the options.

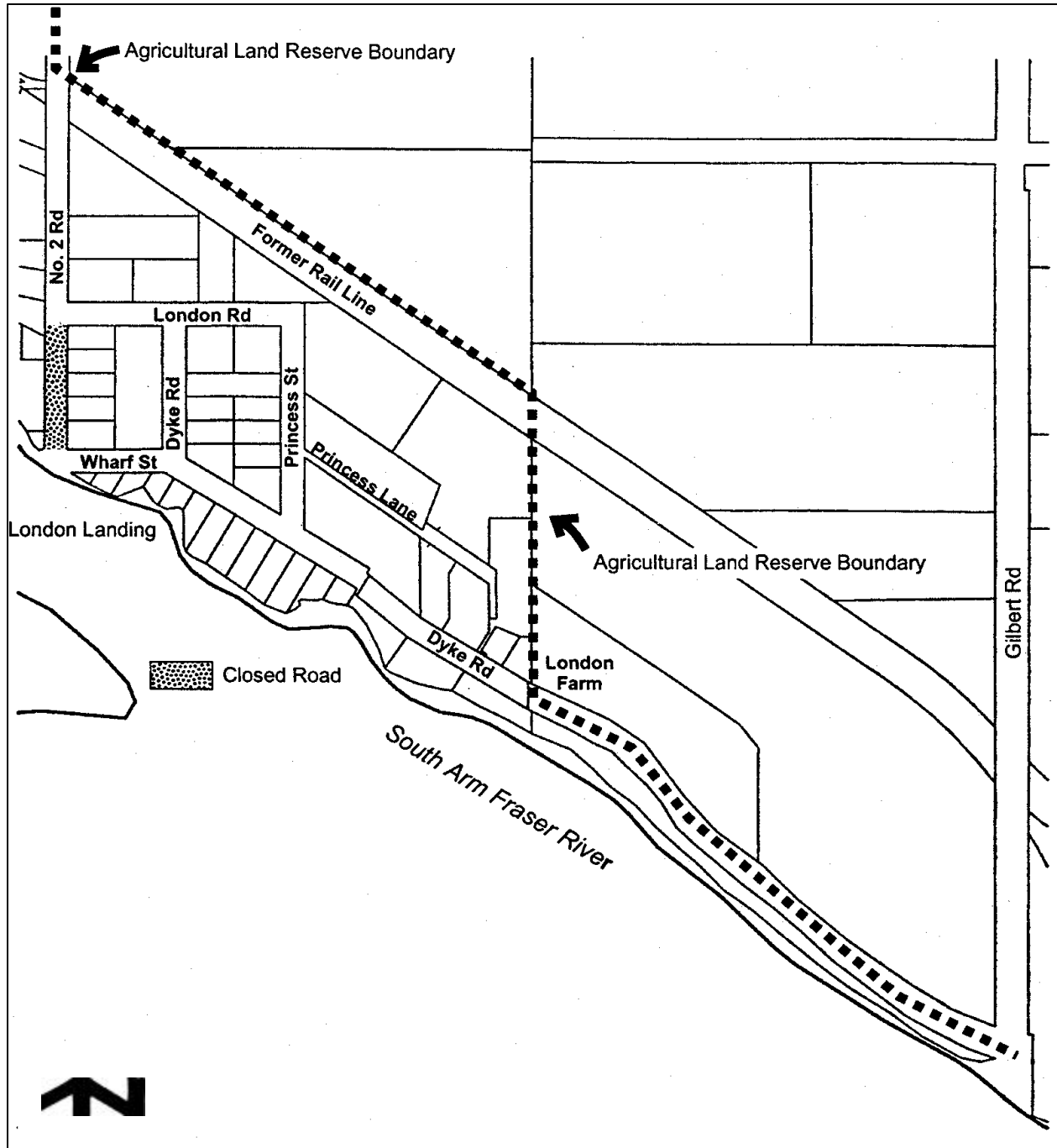
Surveys may be dropped off at City Hall, the open house at the Steveston Community Centre, mailed in to the address at the back of the survey, or faxed in to David Brownlee at 276-4177. If you have additional questions please call David Brownlee at 276-4200.

Thank you for your assistance and your comments!



David Brownlee

Study Area Map Showing The London-Princess Area and The Gilbert / Dyke Road Area





Urban Development Division Land Use Department

7577 Elmbridge Way
Richmond, BC V6X 2Z8

City of Richmond **Main (604) 276-4000 Fax (604) 276-4177**

VEHICLE ACCESS OPTIONS FOR LONDON PRINCESS SURVEY

1. Do you own, lease or rent land in the London-Princess or Gilbert Road Area (refer to the map on the back of the cover letter)?
 - Own land in the Study Area
 - Lease or rent land in the Study Area

2. Do you work in the London-Princess or Gilbert Road Area?
 - Work in area
 - Do not work in the area

3. Do you use the London-Princess or Gilbert Road waterfront for recreation?
 - Use the waterfront
 - Do not use the waterfront

Attached are 5 identified roadway options to assist you in answering the following questions.

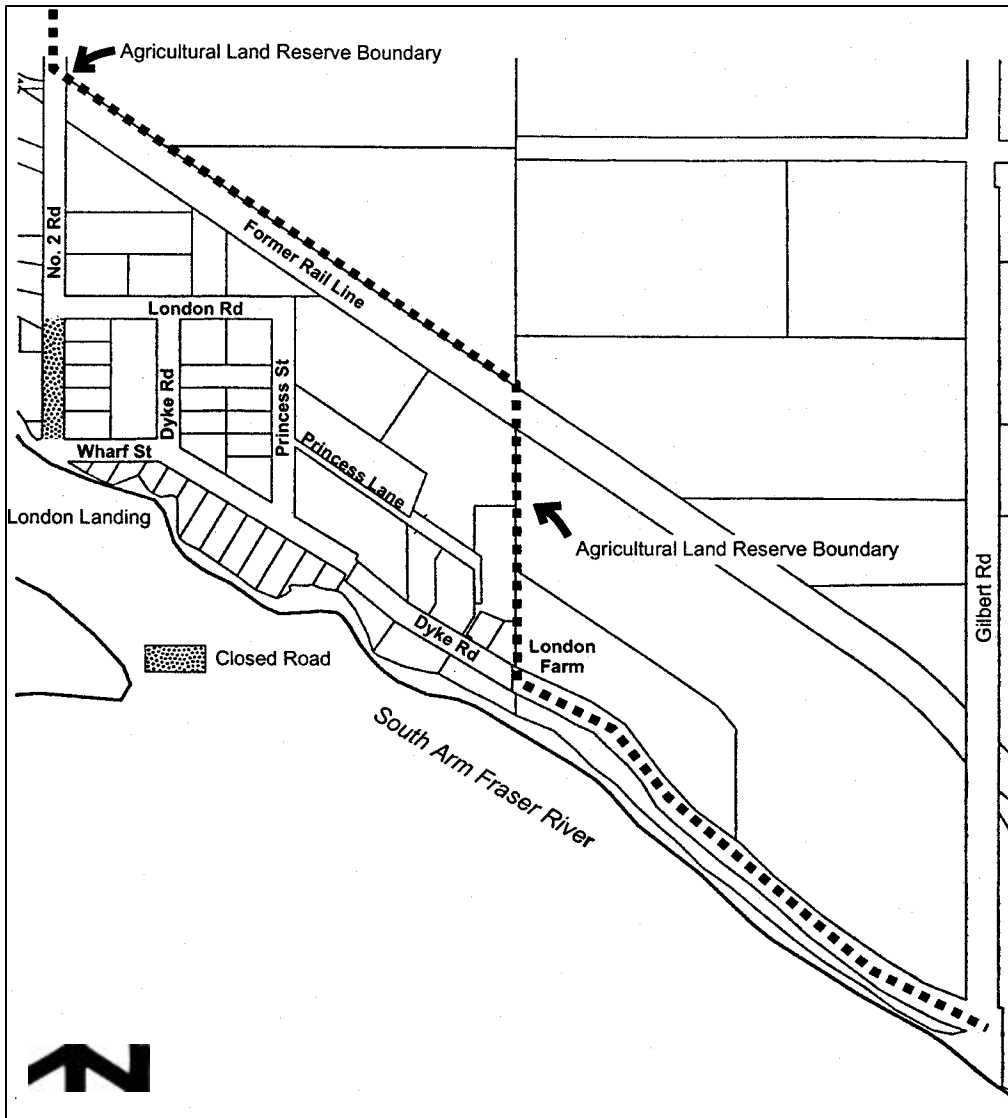
4. In your opinion, (please check) which is the:

Best Option for the area?	Second Best for the area?
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- Option 1 Extend London Road
- Option 2 Second Access Via Former Rail Corridor
- Option 3 Connect Princess Street To Dyke Road
- Option 4 Connect Princess Lane to Dyke Road
- Option 5 Create an Internal Loop Road
- None of these options (please explain or use the diagram on the next page to illustrate your views)

Comments: _____

Please use the diagram as needed to express your preferences:



Comments: _____

5. What issues are most important to you in your preferred option?

6. Options 1, 3, and 4 indicate that a portion of Dyke Road along the waterfront should have reduced traffic flow or that the road be closed off. Which do you prefer?

- Reduced Traffic Flow
- Close Off That Portion of the Road
- Kept as is With or Without an Alternative Connection

7. Are there any other issues or comments which you feel should be taken into account as this area redevelops? Please explain.

8. Please provide your name and address below (optional).

Name: _____

Address: _____

Should you have additional questions please contact David Brownlee, Special Projects Planner with the City of Richmond at **276-4200**. **Please return your survey by Friday, February 4th, 2000, to the address below or fax your responses to David Brownlee at 276-4177.**

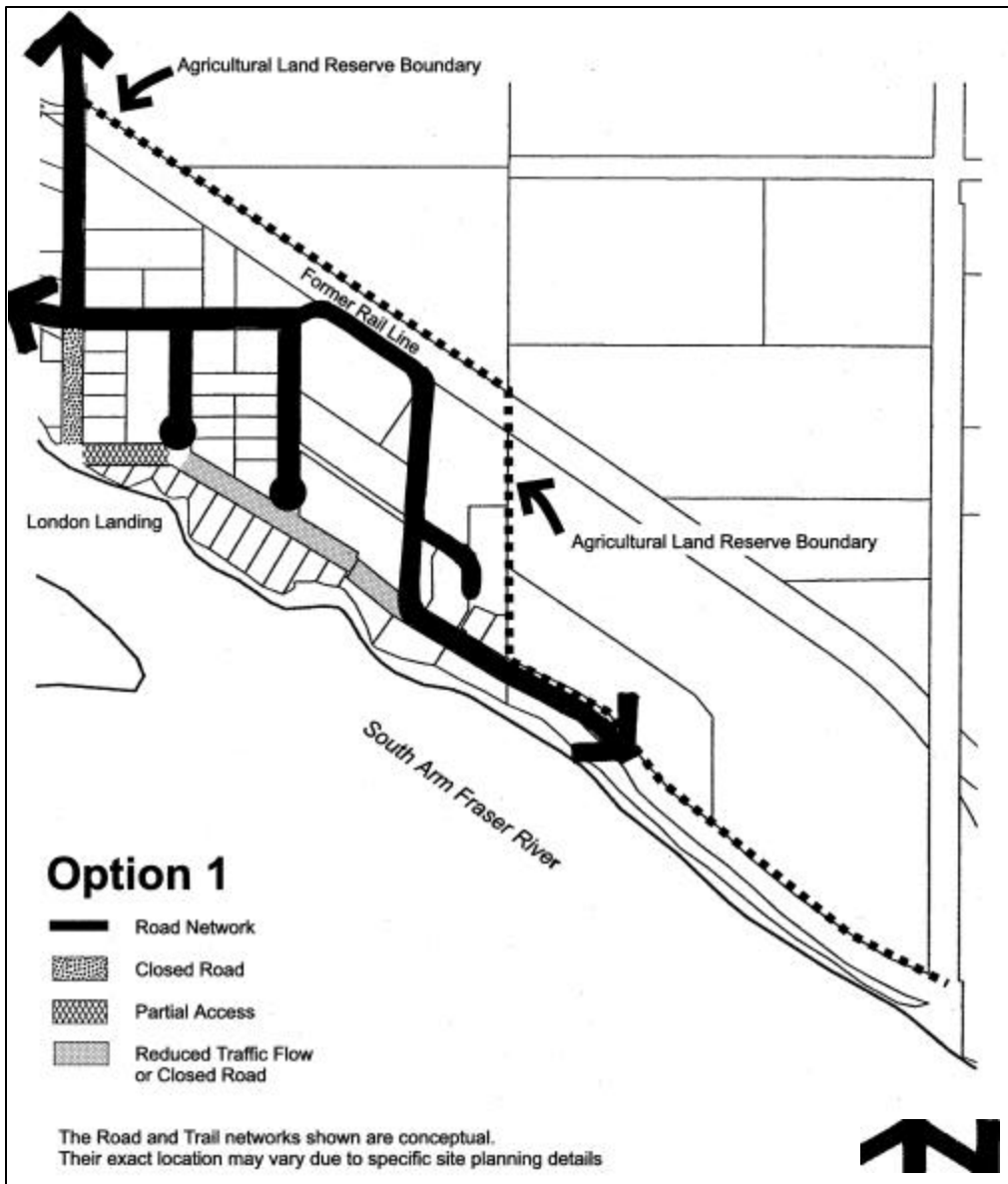
London Princess Survey
Land Use Section
City of Richmond
7577 Elmbridge Way
Richmond, BC V6X 2Z8

Thank you for your participation and time!

VEHICLE ACCESS OPTIONS FOR LONDON-PRINCESS

Option 1: Extend London Road

This option extends London Road eastward, connecting to the former rail line then turning south to intersect Dyke Road. Dyke Road itself would be either closed between the new Dyke Road intersection and the vicinity of London Landing, or significantly reduced as a through route for vehicles.



Pros:

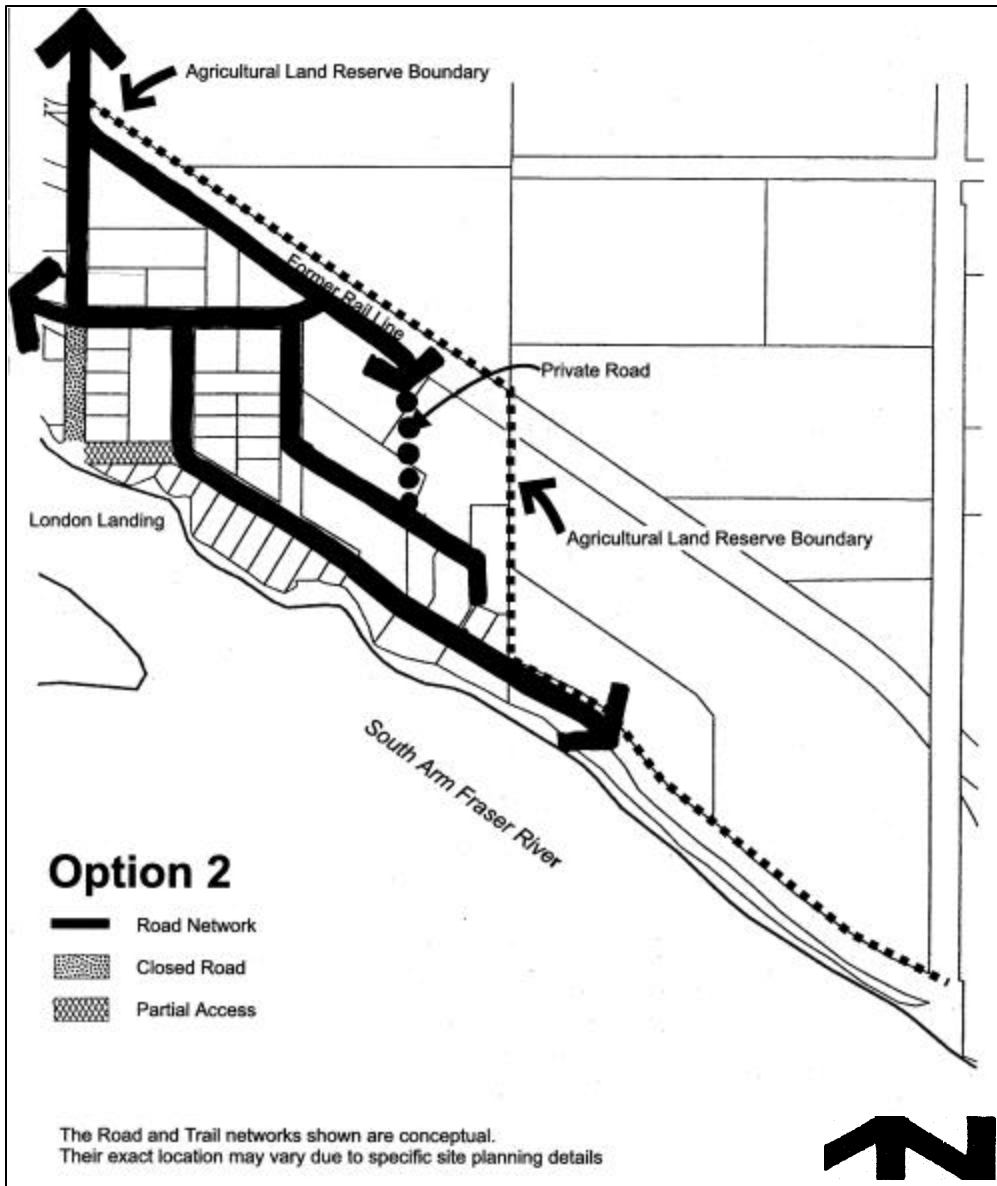
- Improves traffic circulation east of Princess Street;
- Has potential for enhancing the recreational uses by removing or reducing traffic along part of Dyke Road between Wharf Street and the new intersection with Dyke Road;
- Breaks up a large development site into smaller pieces resulting in more units fronting public roads (outward focus rather than inward focus);
- Road access to the CNR corridor enhances its development as a safe, accessible trail.

Cons:

- Has a significant impact upon a single owner;
- May promote through traffic along Dyke Road unless traffic calming measures are installed on Dyke Road;
- Some businesses on Dyke Road would no longer front a through road.

Option 2: Second Access Via Former Rail Corridor

This option proposes a new roadway along the length of the former rail corridor from No. 2 Road to a location north of the Hilton properties. Enough room would be retained in the 100 foot wide former rail corridor to allow for pedestrian and bicycle connections as well. This option would provide for the possible continuation of a vehicle access through to Gilbert Road should this be desired at some point in the future.



Pros:

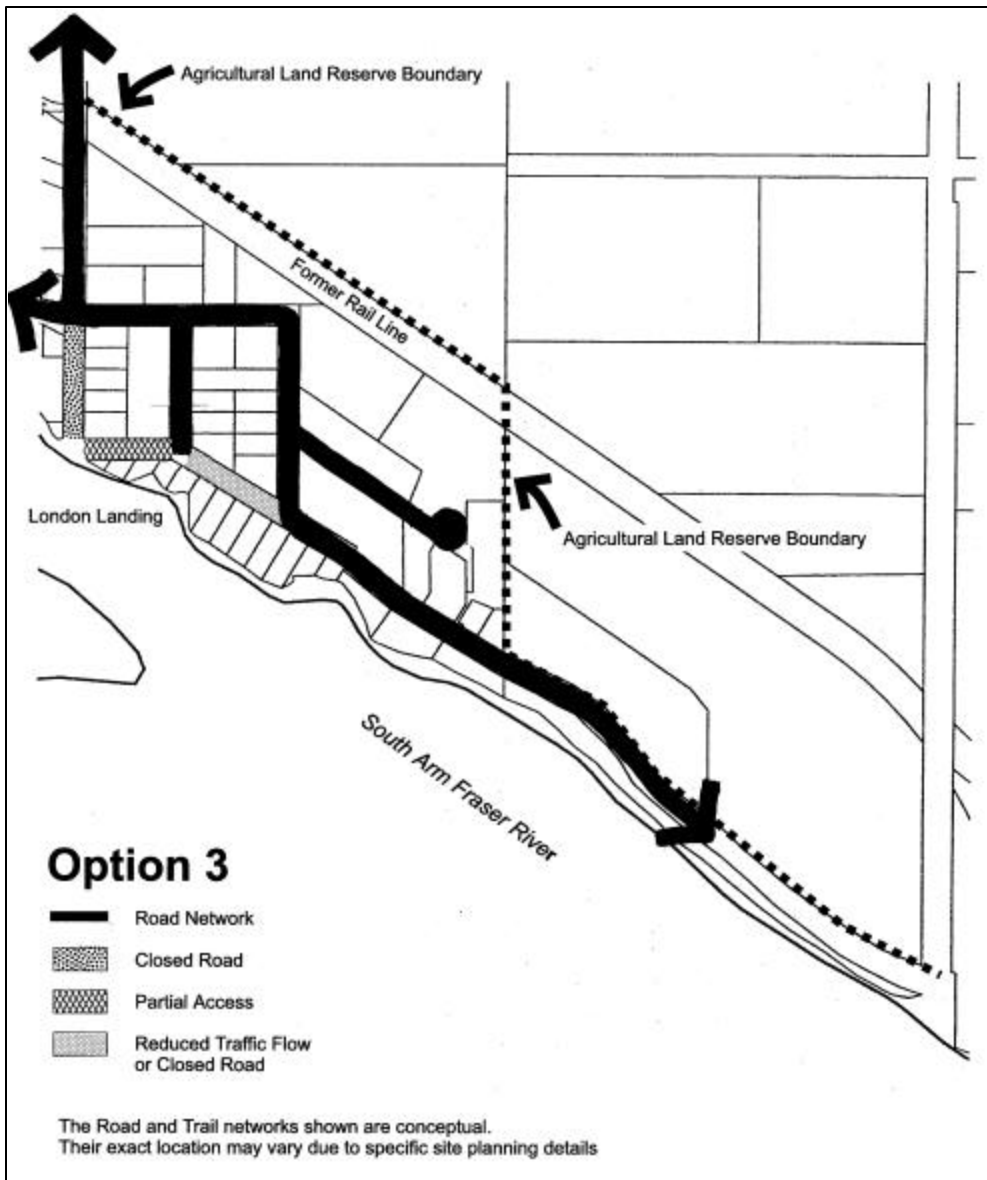
- Provides significant separation of vehicle movement from the new residential areas and Dyke Road;
- Provides a second vehicle access to the area;
- Allows for future road expansion to Gilbert Road;
- Use of Public Rights of Passage to connect the public roadways on the CNR corridor and Princess Lane would significantly reduce the loss of development rights for the land owner;
- Would allow Dyke Road through vehicle traffic to be discontinued or significantly reduced if a road connection to Gilbert Road is eventually made.

Cons:

- Financially the most expensive option. It is noted that the Parks DCC fund would need to be refunded for the cost of acquisition of the land;
- Some road improvements would still be required on London Road, Princess Street and Princess Lane;
- Full use of Dyke Road would be required until the former rail corridor road was fully built through to Gilbert Road;
- Road use of the former rail corridor could eliminate alternative recreational uses, such as community gardens, in the corridor;
- Could take a very long time to fully implement.

Option 3: Connect Princess Street To Dyke Road

This option proposes that the southern end of Princess Street is connected to Dyke Road. Traffic along Dyke Road between this new connection and the vicinity of London Landing is either discontinued or reduced.



Pros:

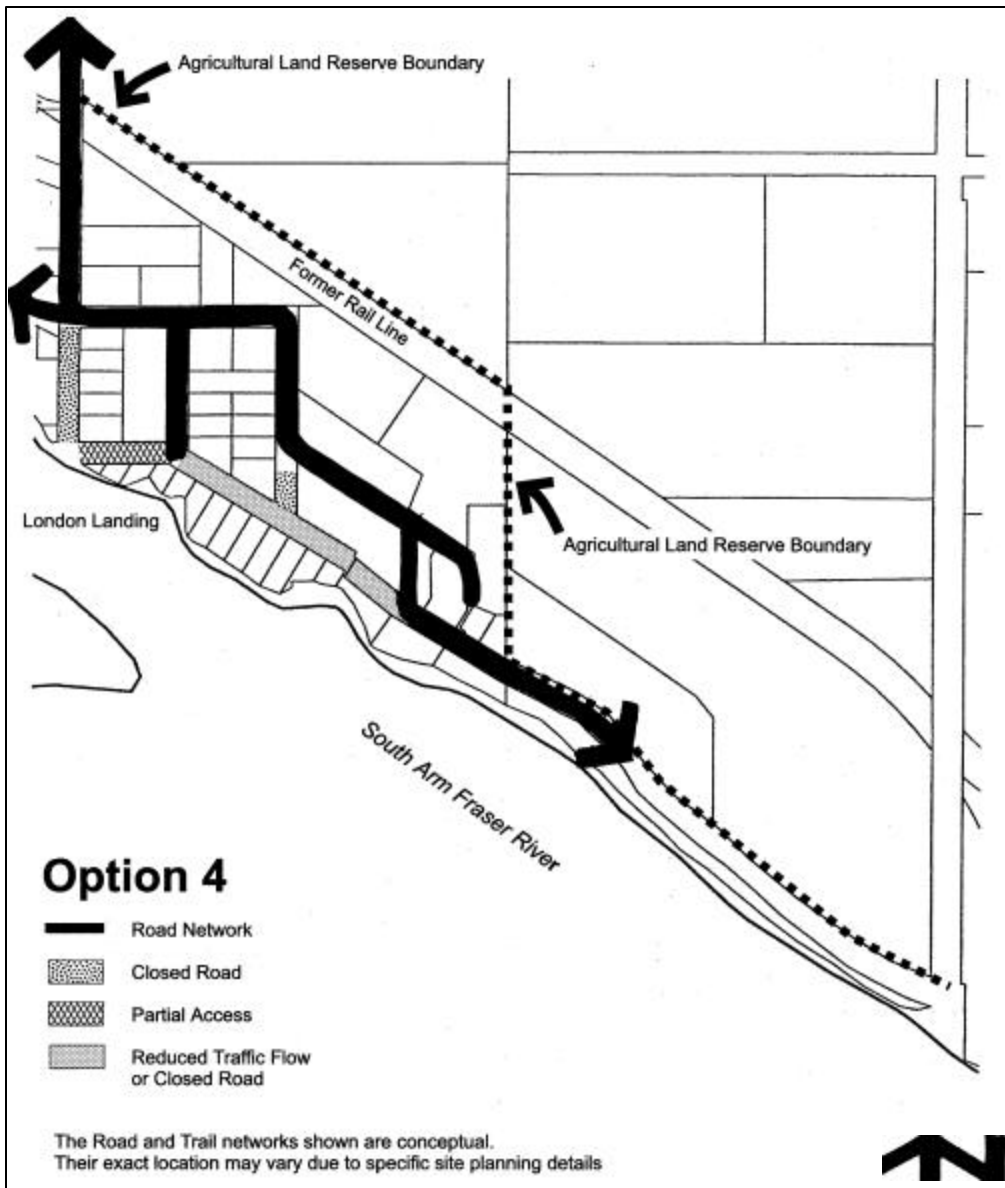
- Provides a division between the mixed uses west of Princess Street and the proposed residential uses on the east side of Princess Street;
- Could allow for either road closure or traffic reductions between Wharf Street and the new connection at Princess Street;
- Has the lowest impacts upon existing properties of the five options.

Cons:

- May promote through traffic along Dyke Road unless traffic calming measures are also employed;
- Provides only limited potential for recreational enhancements to Dyke Road where traffic flow is discontinued or reduced;
- Does not contribute as much to ensuring that residential development east of Princess Street creates an open neighbourhood. Instead, a more closed – inward focusing neighbourhood would occur;
- Leaves a rather long cul-de-sac on Princess Lane – would be a concern from a fire and safety perspective.

Option 4: Connect Princess Lane to Dyke Road

This option proposes the connection of London Road, Princess Street, and Princess Lane through to Dyke Road. Again, traffic along Dyke Road between this new connection and the vicinity of London Landing near Wharf Street is either discontinued, or reduced.



Pros:

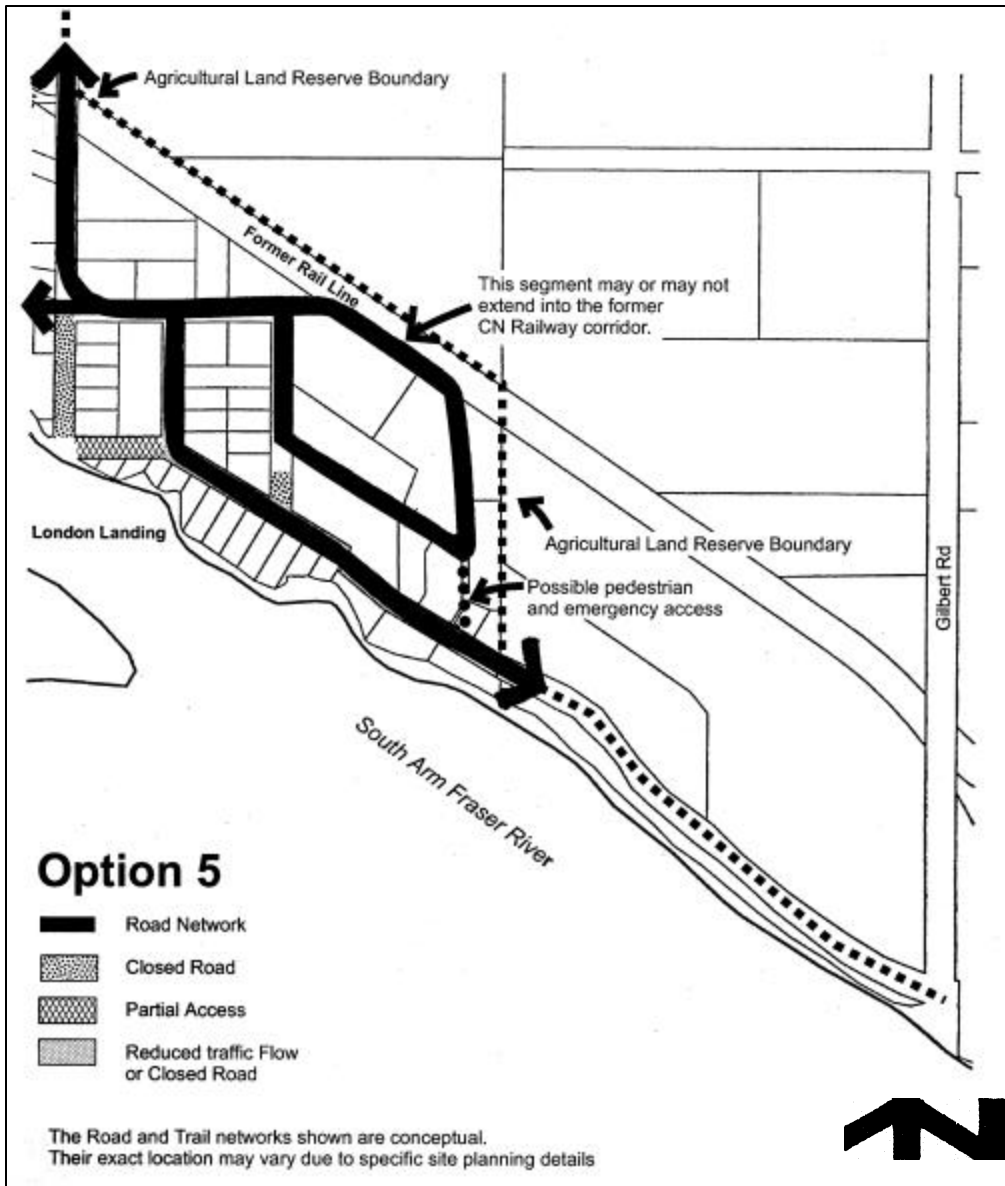
- Opens up more residential frontage to public roadway (promotes a more open neighbourhood);
- Retains the potential for enhancing the recreation corridor between Wharf Street and the new connection with Dyke Road;
- Most fully addresses the transportation, fire and safety issues identified by staff.

Cons:

- Will require additional dedications for road to connect Princess Lane and Dyke Road;
- May promote through traffic along Dyke Road unless traffic calming measures are employed.

Option 5: Create an Internal Loop Road

This option proposes the creation of a loop road extending from London Road to the former CN Rail corridor, then turns south toward Princess Lane and back to Princess Street. A minor connection for a pedestrian and emergency vehicle access would connect to Dyke Road but no full vehicle access connection would be made to Dyke Road.



Pros:

- Restricts vehicle access to Dyke Road to existing accesses;
- The loop roadway widths can be narrower than would be required with a through road connecting to Dyke Road;
- Seeks a proportional share of land for road development from those seeking to redevelop the area;
- Road access to the former rail corridor enhances its development as a safe, accessible trail.

Cons:

- The option fails to address the Transportation Department's preference for a second vehicle access to accommodate the expected redevelopment of the area from industrial to residential uses. Vehicles from up to 150 dwellings will have to funnel solely through London Road to leave the area;
- It only partially addresses the fire and safety access concerns as access to the area is primarily restricted to London Road – improvements at the emergency access to Dyke Road would be required;
- Has a significant impact upon a single owner – potentially larger than with Options 1, 3 or 4.

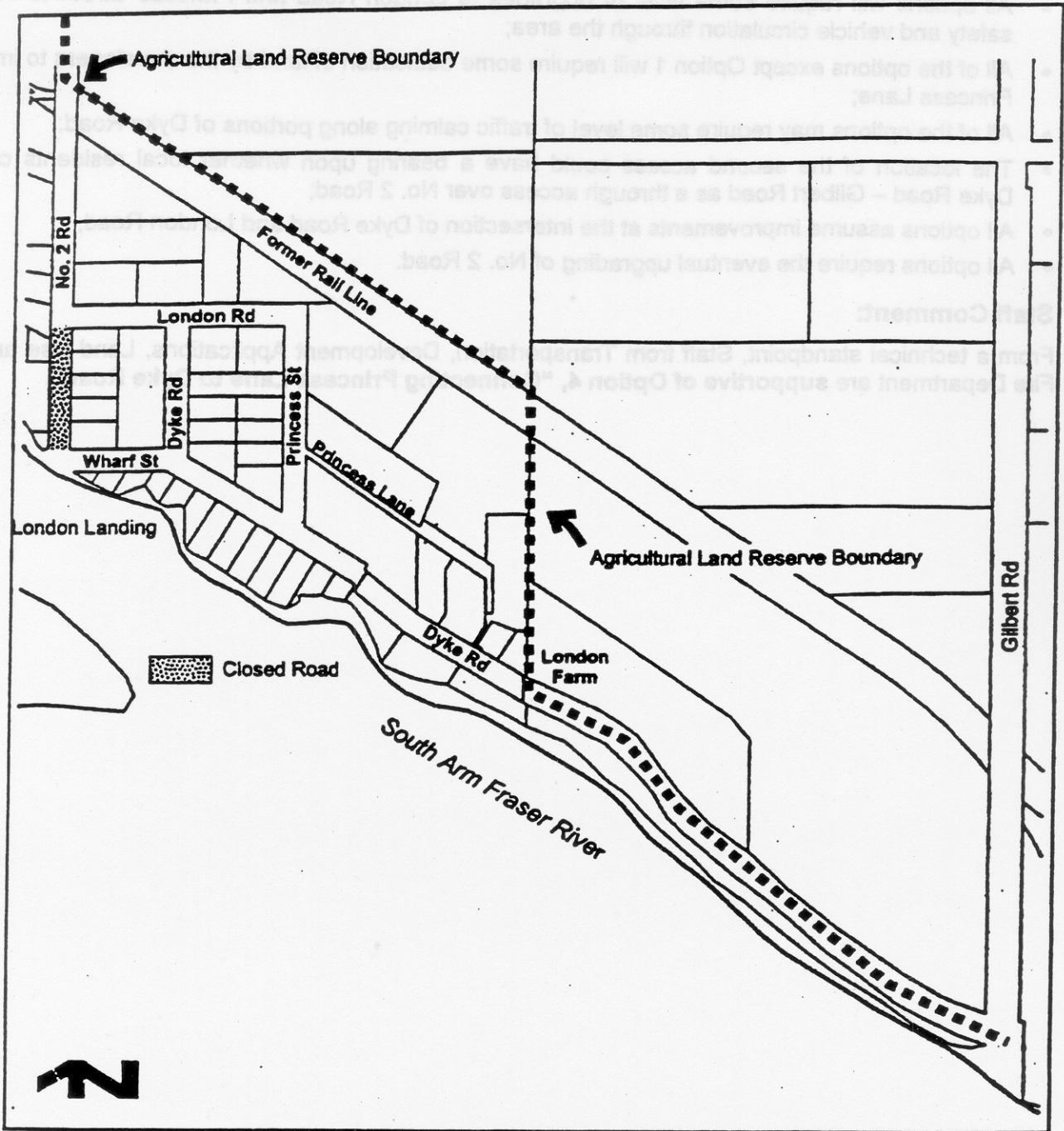
Additional Notes:

- All options will require some level of upgrades to London Road and Princess Street to improve safety and vehicle circulation through the area;
- All of the options except Option 1 will require some dedication of land by the developers to improve Princess Lane;
- All of the options may require some level of traffic calming along portions of Dyke Road;
- The location of the second access could have a bearing upon whether local residents choose Dyke Road – Gilbert Road as a through access over No. 2 Road;
- All options assume improvements at the intersection of Dyke Road and London Road;
- All options require the eventual upgrading of No. 2 Road.

Staff Comment:

From a technical standpoint, Staff from Transportation, Development Applications, Land Use and the Fire Department are **supportive of Option 4, “Connecting Princess Lane to Dyke Road”**.

Study Area Map Showing The London-Princess Area and The Gilbert / Dyke Road Area





City Notice Board

CITY OF RICHMOND 7577 ELMBRIDGE WAY, RICHMOND, BC V6X 2Z8
 TEL: 276-4000 FAX: 278-5139 • WWW.CITY.RICHMOND.BC.CA

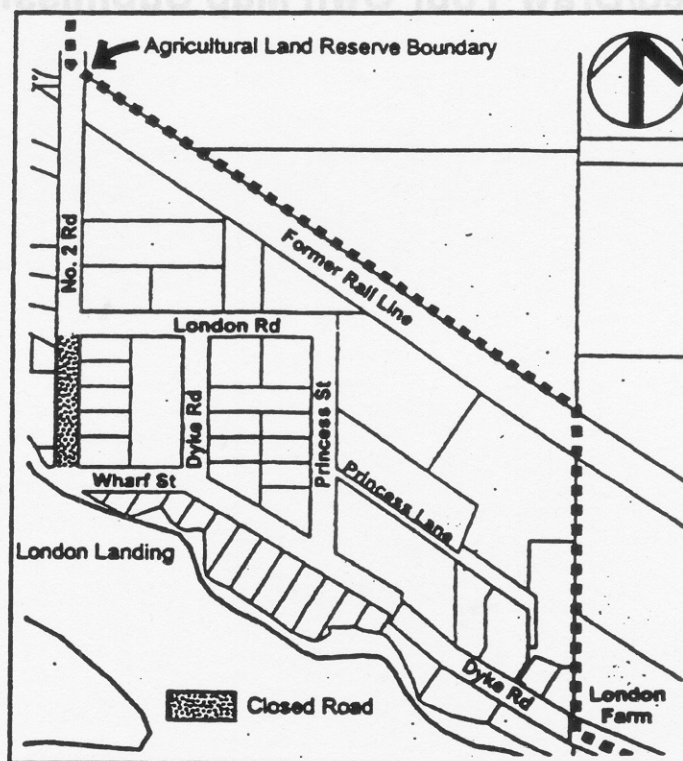
OPEN HOUSE: LONDON- PRINCESS ROAD OPTIONS

The City of Richmond is undertaking a study of alternative roadway and vehicle access options for the London-Princess area (see the map below). The results of this study will ultimately affect how the roads are laid out through the London Princess area, how the Dyke Road recreational corridor is developed, and whether vehicle traffic will continue to be allowed to drive the entire length of Dyke Road.

You are invited to an informal drop in open house to review the vehicle access options and provide your feedback and suggestions through a public survey available at the open house. The options can be viewed at:

The Steveston Community Centre
 Selner Room
 4111 Moncton Street, Richmond
 Thursday, January 27th, 2000
 From 7:00 pm to 9:00 pm

Staff will be on hand to answer questions about the options. Please contact David Brownlee at 276-4200 for more information.



ATTACHMENT 2

Survey Responses

- 2 a Summary Results (Unadjusted Responses)**
- 2 b Summary Results (Adjusted Responses – Apparent Duplicates Removed).**
- 2 c Cross Tab Analysis**
- 2 d Written Comments in Response to Questions 4, 5, 7 and the Map**
- 2 e Modified/Draw Your Own Map Submissions**

SURVEY RESPONSES (UNADJUSTED)

Summary Statistics (Total Responses Received = 52)

1. Do you own, lease or rent land in the London/Princess or Gilbert Road Area?

Own land in the Study Area	(19) [37%]
Lease or rent land in the Study Area	(14) [27%]
No Answer	(16) [31%]
Other	(3) [6%]

2. Do you work in the London/Princess or Gilbert Road Area?

Work in area	(26) [50%]
Do not work in the area	(20) [38%]
No Answer	(6) [12%]
Other	(0) [0%]

3. Do you use the London/Princess or Gilbert Road waterfront for recreation?

Use the waterfront	(35) [67%]
Do not use the waterfront	(12) [23%]
No Answer	(5) [10%]
Other	(0) [0%]

4. In your opinion, (please check) which is the Best Option for the area?, Second Best Option for the area?**Best Option:**

Option 1 Extend London Road	(4) [8%]
Option 2 Second Access Via Former Rail Corridor	(8) [15%]
Option 3 Connect Princess Street To Dyke Road	(6) [12%]
Option 4 Connect Princess Lane to Dyke Road	(13) [25%]
Option 5 Create an Internal Loop Road	(13) [25%]
None of These	(5) [10%]
No Answer	(3) [6%]

Second Best Option:

Option 1 Extend London Road	(8) [15%]
Option 2 Second Access Via Former Rail Corridor	(8) [15%]
Option 3 Connect Princess Street To Dyke Road	(1) [2%]
Option 4 Connect Princess Lane to Dyke Road	(13) [25%]
Option 5 Create an Internal Loop Road	(11) [21%]
None of These	(2) [4%]
No Answer	(9) [17%]

6. Options 1, 3, & 4 indicate that a portion of Dyke Road along the waterfront should have reduced traffic flow or that the road be closed off. Which do you prefer?

Reduced Traffic Flow	(7) [13%]
Close Off That Portion of the Road	(4) [8%]
Kept as is with or without an Alternative	(30) [58%]
No Answer	(8) [15%]
Other	(3) [6%]

SURVEY RESPONSES (ADJUSTED TO REMOVE APPARENT DUPLICATE RESPONSES)

Summary Statistics (Total Responses = 46) 6 Apparent Duplicate Surveys Removed

1. Do you own, lease or rent land in the London/Princess or Gilbert Road Area?

Own land in the Study Area	(17) [37%]
Lease or rent land in the Study Area	(13) [28%]
No Answer	(14) [30%]
Other	(2) [4%]

2. Do you work in the London/Princess or Gilbert Road Area?

Work in area	(20) [43%]
Do not work in the area	(20) [43%]
No Answer	(6) [13%]
Other	(0) [0%]

3. Do you use the London/Princess or Gilbert Road waterfront for recreation?

Use the waterfront	(32) [70%]
Do not use the waterfront	(9) [20%]
No Answer	(5) [11%]
Other	(0) [0%]

4. In your opinion, (please check) which is the Best Option for the area?, Second Best Option for the area?

Best Option:

Option 1 Extend London Road	(4) [9%]
Option 2 Second Access Via Former Rail Corridor	(6) [13%]
Option 3 Connect Princess Street To Dyke Road	(5) [11%]
Option 4 Connect Princess Lane to Dyke Road	(11) [24%]
Option 5 Create an Internal Loop Road	(12) [26%]
None of These	(5) [11%]
No Answer	(3) [7%]

Second Best Option:

Option 1 Extend London Road	(7) [15%]
Option 2 Second Access Via Former Rail Corridor	(7) [15%]
Option 3 Connect Princess Street To Dyke Road	(1) [2%]
Option 4 Connect Princess Lane to Dyke Road	(12) [26%]
Option 5 Create an Internal Loop Road	(8) [17%]
None of These	(2) [4%]
No Answer	(9) [20%]

6. Options 1, 3, & 4 indicate that a portion of Dyke Road along the waterfront should have reduced traffic flow or that the road be closed off. Which do you prefer?

Reduced Traffic Flow	(6) [13%]
Close Off That Portion of the Road	(4) [9%]
Kept as is with or without an Alternative	(27) [59%]
No Answer	(6) [13%]
Other	(3) [7%]

Survey Responses CrossTab Analysis (Unadjusted Surveys)

Row: 1. Do you own, lease or rent land in the London/Princess or Gilbert Road Area?

Column: First Choice:

	Option1	Option2	Option3	Option4	Option5	None of These	No Answer	Total	Percent
Own land in the Study Area	1	4	2	7	4	1	0	19	37%
Lease or rent land in the Study Area	2	1	2	5	3	0	1	14	27%
No Answer	0	3	0	1	6	4	2	16	31%
Other	1	0	2	0	0	0	0	3	6%
Total	4	8	6	13	13	5	3	52	100%
Row%	8%	15%	12%	25%	25%	10%	6%	100%	

Row: 1. Do you own, lease or rent land in the London/Princess or Gilbert Road Area?

Column: Second Choice:

	Option1	Option2	Option3	Option4	Option5	None of These	No Answer	Total	Percent
Own land in the Study Area	4	4	1	4	5	1	0	19	37%
Lease or rent land in the Study Area	3	2	0	5	3	0	1	14	27%
No Answer	1	2	0	1	3	1	8	16	31%
Other	0	0	0	3	0	0	0	3	6%
Total	8	8	1	13	11	2	9	52	100%
Row%	15%	15%	2%	25%	21%	4%	17%	100%	

Row: 1. Do you own, lease or rent land in the London/Princess or Gilbert Road Area?

Column: 6. Options 1, 3, & 4 indicate that a portion of Dyke Road along the waterfront should have reduced traffic flow or that the road be closed off. Which do you prefer?

	Reduced Traffic Flow	Close Off That Portion of the Road	Kept as is with or without an Alternative Connection	No Answer	Other	Total	Percent
Own land in the Study Area	2	2	7	5	3	19	37%
Lease or rent land in the Study Area	3	1	10	0	0	14	27%
No Answer	2	0	11	3	0	16	31%
Other	0	1	2	0	0	3	6%
Total	7	4	30	8	3	52	100%
Row%	13%	8%	58%	15%	6%	100%	

Row: First Choice:

Column: Second Choice:

	Option1	Option2	Option3	Option4	Option5	None of These	No Answer	Total	Percent
Option1	0	0	0	4	0	0	0	4	8%
Option2	0	0	0	0	8	0	0	8	15%
Option3	0	0	0	6	0	0	0	6	12%
Option4	8	0	1	1	3	0	0	13	25%
Option5	0	8	0	1	0	0	4	13	25%
None of These	0	0	0	1	0	2	2	5	10%
No Answer	0	0	0	0	0	0	3	3	6%
Total	8	8	1	13	11	2	9	52	100%
Row%	15%	15%	2%	25%	21%	4%	17%	100%	

Row: 2. Do you work in the London/Princess or Gilbert Road Area?

Column: First Choice:

	Option1	Option2	Option3	Option4	Option5	None of These	No Answer	Total	Percent
Work in area	0	7	4	6	7	1	1	26	50%
Do not work in the area	3	1	2	7	3	4	0	20	38%
No Answer	1	0	0	0	3	0	2	6	12%
Other	0	0	0	0	0	0	0	0	0%
Total	4	8	6	13	13	5	3	52	100%
Row%	8%	15%	12%	25%	25%	10%	6%	100%	

Row: 2. Do you work in the London/Princess or Gilbert Road Area?

Column: Second Choice:

	Option1	Option2	Option3	Option4	Option5	None of These	No Answer	Total	Percent
Work in area	4	6	0	5	9	1	1	26	50%
Do not work in the area	4	1	1	7	2	1	4	20	38%
No Answer	0	1	0	1	0	0	4	6	12%
Other	0	0	0	0	0	0	0	0	0%
Total	8	8	1	13	11	2	9	52	100%
Row%	15%	15%	2%	25%	21%	4%	17%	100%	

Row: 2. Do you work in the London/Princess or Gilbert Road Area?

Column: 6. Options 1, 3, & 4 indicate that a portion of Dyke Road along the waterfront should have reduced traffic flow or that the road be closed off. Which do you prefer?

	Reduced Traffic Flow	Close Off That Portion of the Road	Kept as is with or without Alternative Connection	No Answer	Other	Total	Percent
Work in area	5	0	15	5	1	26	50%
Do not work in the area	2	3	11	2	2	20	38%
No Answer	0	1	4	1	0	6	12%
Other	0	0	0	0	0	0	0%
Total	7	4	30	8	3	52	100%
Row%	13%	8%	58%	15%	6%	100%	

Written Comments From All Surveys in Response to Question 4:

In your opinion, (please check) which is the Best Option for the area?, Second Best Option for the area? (Note: The number at the front of each response indicates which survey the response came from.)

(4) Have least amount of impact on ALR Land. Reason is there would be less vandalism on ALR land, dumping, trespassing, also pollutants on Agricultural products.

(5) Has the lowest impact on the agricultural farming taking place in the area. Reduces the potential for people loitering, dumping garbage, trespassing, and pollutants on agricultural crops.

(6) I think single family houses would be best suited for the area. They should look like old houses.

(7) Map Comments: I work in the area but also like to drive to the fishing pier at the foot of No. 2 Road. I also like to launch my small boat and canoe at the old boat launch.

(9) Map Comments: Make former rail line a horse path.

(10) Incomplete Survey - Responses end on this page.

(14) See Map - Page 3 of Survey

(15) Closing any part of the Dyke to automobile access is not acceptable.

(16) None of our tenants need direct Dyke Rd. access. There is a cost involved for us to have a Dyke Rd. postal address but a London Road access but we do it now, so it is not a problem, and is OK. This way if vehicle access closes.

(17) A lot of wildlife inhabits the CNR land and adjoining farm lands. Traffic will drive them away which we do not want.

(20) Advantages: 1 - Continuity of a pleasant drive and view along the water facing out to the sea. 2 - Security (a) passing cars will help cut down undesirable activity (b) Police cars often driving through Dyke Rd. (c) Shady Island - people still go there during low tide, through a very unique area, let people have a choice of whether to walk or to drive to enjoy this site.

(21) Respondent notes on Options "modified".

(22) Leave residential streets to those living in the development not open to through traffic. Keep Dyke Rd. open to cars and use means to keep the traffic at a slower pace than main connecting roads. No. 1 Rd. from Steveston Hwy. to dyke area needs to be widened with sidewalk and street lights on farmland side.

(23) No road closure on Dyke Rd. Improvement to No. 2 Rd. before anything.

(25) Option 5: The plan could include a second access if a road was extended from the loop, along the rail line, to No. 2 Rd. as suggested in Option 2.

(28) All five are untenable. Leave Dyke Rd. the way it is - more public input needed. Map Comments: Dyke Rd. should not be altered. Any development should be serviced from No. 2 Rd. via rail corridor (shown pink on map). No extra access to Dyke Rd. from this development. More public input would also be nice!

(29) I feel strongly that a division between "mixed use" west of Princess St. and "residential" east of Princess St. is required. The east end of Princess Lane should still retain emergency access.

(33) None of the above - no way close Dyke access

(34) It would be very negative to close or partially close any of Dyke Rd. at this time. This could be reviewed after the impact of this proposal and redevelopment has actually occurred.

(35) In order to reduce traffic flow is to provide bus service up to Dyke Rd. Build up a lot of speed bumps at the end of No. 2 Rd. to all roads. Keep all roads open in case of fire or emergency.

(36) I prefer to keep all roads open but build up a lot of speed bumps to slow down cars speed. Secondly provide bus service to Dyke Road.

(37) I walk every day at the waterfront and are very happy that we have this luxury.

(38) I support option 88, as this won't ruin the Dyke area with excess traffic. Also Gilbert Rd. would become a thoroughfare, with no provisions for the pedestrian/cyclists/horse traffic that use Gilbert Rd. Also by using Gilbert Rd. as an access Rd., you would affect the many farmers who use the road daily to service their. P.S. Since Gilbert Rd. has been upgraded, the speed of motorists has greatly increased, and it would only naturally get worse with this increase in commuters to your redevelopment.

(40) As owners on Dyke Rd. we feel it is imperative to maintain the access to this road and our building - as it currently is. We do not want our traffic flow reduced or eliminated. We can't afford it!!! It would not be fair to close us off as is suggested in several proposals. We will not let this happen!

(42) Map Comments: Due to the recreational heritage style in the area minimizing residential multi-family exposure with additional cars and roads is very important in order not to destroy the beauty and natural setting.

(44) If a development is to occur leave Dyke Road as is, block Dyke to Princess. Extend Princess St. onto former rail line. Make London Rd. east of Dyke Rd. emergency only, upgrade Princess Lane with access for emergency vehicles from Dyke ? or loop back to right of way. Map Comments: Why mess about with the recreational/local traffic mix of Dyke Rd. It is working just fine as it is.

(50) There definitely should be no access onto Dyke Rd. - this road needs to be kept calm & quiet - doesn't need any more traffic. Map Comments: Extend No. 2 Rd. to Wharf St. putting in speed bumps in front of London Landing - close the Dyke Rd. to the small part now Dyke Rd. - leaving it open from London Rd. for the businesses presently there. This would make London Rd. safer as a road out of the area - then make a road along the former rail line coming out at No. 2 Rd., this road will eventually be required, now is the time to put it in (start it), lets look ahead for a change not after the fact. This gives two exits out of the area - an emergency only road could be from Princess if still required (to Dyke Rd.)

(51) Enhance access, not reduce - the section of No. 2 Rd. in front of the Andrews Rd. walk-ups is frequently blocked by cars/trucks parked in the no parking zone - suggest road be widened and an adequate loading zone be built, with effective no parking enforcement. Map Comments: Opening a new access along former rail corridor would help relieve current congestion.

(52) If Princess St. is extended south to Dyke Rd. we would appreciate parking (on street) for our customers. Also we currently depend on the use of the street to unload semi-trailers.

(53) I would also like to see the section of Dyke Rd. between Trites and No. 2 Rd. closed to vehicles (it is hazardous!).

**Written Comments From All Surveys in Response to Question 5:
*What issues are most important to you in your preferred option?***

(Note: The number at the front of each response indicates which survey the response came from.)

(1) I don't want roads or trails along the CNR corridor or close to it because it would allow too easy access to farmers crops.

(2) I don't want to see any part of the new road running alongside the CNR corridor making access to the produce in the farmers fields easier. People steal enough of our produce already.

(4) Same as #4

(5) Minimize traffic in the area to reduce carbon monoxide and other pollutants from damaging agricultural crops, in order to stay away from ALR.

(6) You can drive from 2 Road to Gilbert Road still

(7) It is important that I can access the dyke with my car.

(8) Keep access to the Dyke but slow down cars.

(9) We can ride down the Dyke still

(11) Try to keep Dyke Road open!

(12) 1. Our address is and always has been Dyke Road. We need to be able to get to our house from Dyke Rd. 2. Slow down drivers with speed bumps. 3. With new developments comes more people driving so make as many options as possible to access area (i.e. send traffic down Gilbert and No. 2 Rd. so impact is divided).

(13) Our address is and always has been Dyke Rd. We need to be able to get to our house from Dyke Rd. (i.e. emergency vehicles, UPS, Mail, Pizza)

(14) Take out as many 90 degree turns as possible (cut corners?). Leave as much park and trails open and off main traffic area.

(15) Directs industrial and residential traffic to No. 2 Rd. Is fair to all land owners as to the % of land taken for roads. Maintains a connection to the Dyke for trail and emergency vehicles only

(16) Not to have to wait too long to subdivide off the unused/vacant portion of lot so we can sell or build for sale - houses..

(17) Wildlife, noise level.

(19) As per pros.

(20) The Dyke Road between Wharf St. and London Rd. must be kept open. We have a business here, it is our only shipping road.

- (22) Why can't one area be developed at a time and see the impact (i.e. Andrews Rd., Trites Rd. area, then the Packers and then this area).
- (23) Public access to wharf and boat launch must be left.
- (24) Dyke Rd. remains open to traffic or reduced traffic flow.
- (25) Keep vehicular access on Dyke Rd. - allow disabled access to riverfront/park. No additional access onto Dyke Rd. from the London/Princess area.
- (26) Preservation of the security of the farmland.
- (27) Access to No. 2 Road
- (28) Restrictions on the development. Access from the development should be via No. 2 Rd.
- (29) Truck access to both the east and west sides of the "mixed use" area without having to exit through the "residential" area. Also making the Princess St. extension wide enough to accommodate public parking.
- (30) Keep the dyke and road open to public
- (31) Keep access to No. 2 Rd. for industrial park.
- (34) Former rail line does not become a vehicular route. Transit extended to area. "Pseudo movie set heritage design" discouraged - encourage "good west coast design reflecting today which is the heritage of the future.
- (37) True ability to walk in that beautiful area.
- (38) Traffic volume in ALR and Dyke area
- (40) Dyke Rd. must be kept open in it's current state.
- (41) It closes off Dyke Rd. and allows more recreational area. Better through route for vehicle traffic than Option #4. Road layout should promote truck traffic to use No. 2 Rd. as opposed to Dyke Rd.
- (42) Restriction of vehicles access to Dyke Rd., significant separation from residential and recreational use.
- (43) Keep access to trail
- (44) Development will improve area and not destroy current uses.
- (49) Customer and truck access to our address.
- (50) Keep developed area separate from Dyke Rd. - Discourage traffic (committee) on Dyke.

(51) Enhance, not reduce customer/courier access to our shop. Avoid noise, smoke, vibration, smell complaints from new residents, who should not be here.

(52) Access for trucks (semi-trailers). Also provision for them to exit from Princess St. without turning around.

(53) Direct traffic away from waterfront

Written Comments From All Surveys in Response to Question 7:

Are there any other issues or comments which you feel should be taken into account as this area redevelops? Please Explain:

(Note: The number at the front of each response indicates which survey the response came from.)

- (1) I have owned property in this area since 1953 - 1st 3451 Gilbert and still have 13391 Gilbert
- (2) I don't want the CNR corridor opened as a trail (a) there's already a trail along the Dyke, and (b) it would make the produce in the farmers fields too easy to steal. Also, horses in the area are becoming a problem as well. Some horse riders feel they can ride their horses anywhere they please, including private property.
- (4) Consideration of the ALR land, drainage, irrigation, same as #4.
- (5) Consideration of the ALR land, drainage, irrigation and (transporting) movement of farm equipment.
- (6) Make it look like a small town with small houses and lots of trees.
- (7) Make sure houses and area is visually appealing! Do not overcrowd this area!
- (8) Allow small business to survive by keeping car traffic going by.
- (9) We like to ride our horses down to the Dyke. I hope not too many condos will be allowed.
- (11) To improve overall look in area very scenic area try not to build houses too high, nice view of mountains from Dyke Road.
- (12) If you totally divert the traffic off the Dyke through the new neighbourhood it will be a disaster. Having an alternative route divides the traffic in half and both routes should have many speed bumps to slow down traffic.
- (13) At the end of No. 2 Rd. we need to make a turnaround for BC Transit to extend buses in this area
- (14) Widen No. 2 Rd. to Steveston and down to Dyke (this will also help with BC Packers and Trites traffic when it starts up). Whatever is developed must have population densities no greater than is proposed by adjacent developments of BC Packer Lands. [More comments provided on map.]
- (15) Keep townhouses away from Dyke Rd. Keep natural ditch and land levels. Keep view of river and mountains from the Dyke.
- (16) Follow the OCP Bylaw 7100 intentions and not adversely affect the ambience of the Dyke trail/Drive experience.
- (17) The use of Jake brakes by vehicles with them. Speed limit signs for cars and bicycle racers!! Children live in this area!

(20) Yes. Pedestrian Road to be paved - make the walk a lot more pleasant

(22) If you have a section or section of the dyke road closed to car traffic; it becomes an area for crime to breed and the eyes of the community absent from observing activities. With a dwindling police force, insane justice system and unsupervised youth combined with a drug culture, it is unwise to close off a paved section of roadway with river access and multi other routes to enter and leave by.

(23) Too many people, pretty scary, traffic, traffic and more traffic.

(24) Keep access to boat launch

(25) We just spent 2 years in debate over half a mile of waterfront on the BC Packers land. How can you even consider reducing access for everyone who doesn't walk to our waterfront by closing a portion of Dyke Rd.? Leave well enough alone.

(27) Nil

(29) Re: #6 above: I feel that Dyke Rd. should remain open to vehicles although traffic calming measures area good idea. This would accommodate the "recreational motorist" - Seniors, etc. who enjoy a drive along the river and who possibly wouldn't be able to access London Landing or the washrooms if the road was closed to vehicles.

(30) Heritage issues.

(34) That existing buildings used for industry/commerce have the same zoning options to include a residential component - live above etc. for those being proposed.

(38) Please study this issue carefully, there are a few areas left like this in Richmond, let's try and protect jewel.

(40) Fill in Dykes. What is the rational (sp.) behind closing off Dyke Rd.

(41) Develop as residential multi-family dwellings. Try to keep affordable. Keep with Craftsman architecture but not to the extent that the man who wants the Heritage style (like the house he moved from No. 2 Rd. & Steveston Highway).

(42) Dyke Rd. is 90% used for recreational use!!! Rollerblading, bicycles, dogs, horses, kayaking and boat winch etc., long walks. Increasing traffic on this road will impact those activities - more accidents! Less pleasure!

(43) Bus service

(50) Speed bumps along London Landing, London House, Beach area - fishing pier to allow and hopefully discourage traffic using as a commuter. How drastic would it be to make No. 2 Rd. connect to Dyke Rd.? Turn around at the end only?

(51) This is an industrial area - no residential should be allowed - several firms are active 2 shifts, 7 days per week - loud noise, heavy vibration, welding arc's, smoke & painting fumes - we were here first in an approved usage. Kawaki Canada fish processing plant is directly across the road from us, this plant generates a high level of fish smell and also smoke from the smokehouse. Our own shop often produces loud noise and diesel exhaust smoke from engine test runs. We are on call 24 hours/day 7 days/week.

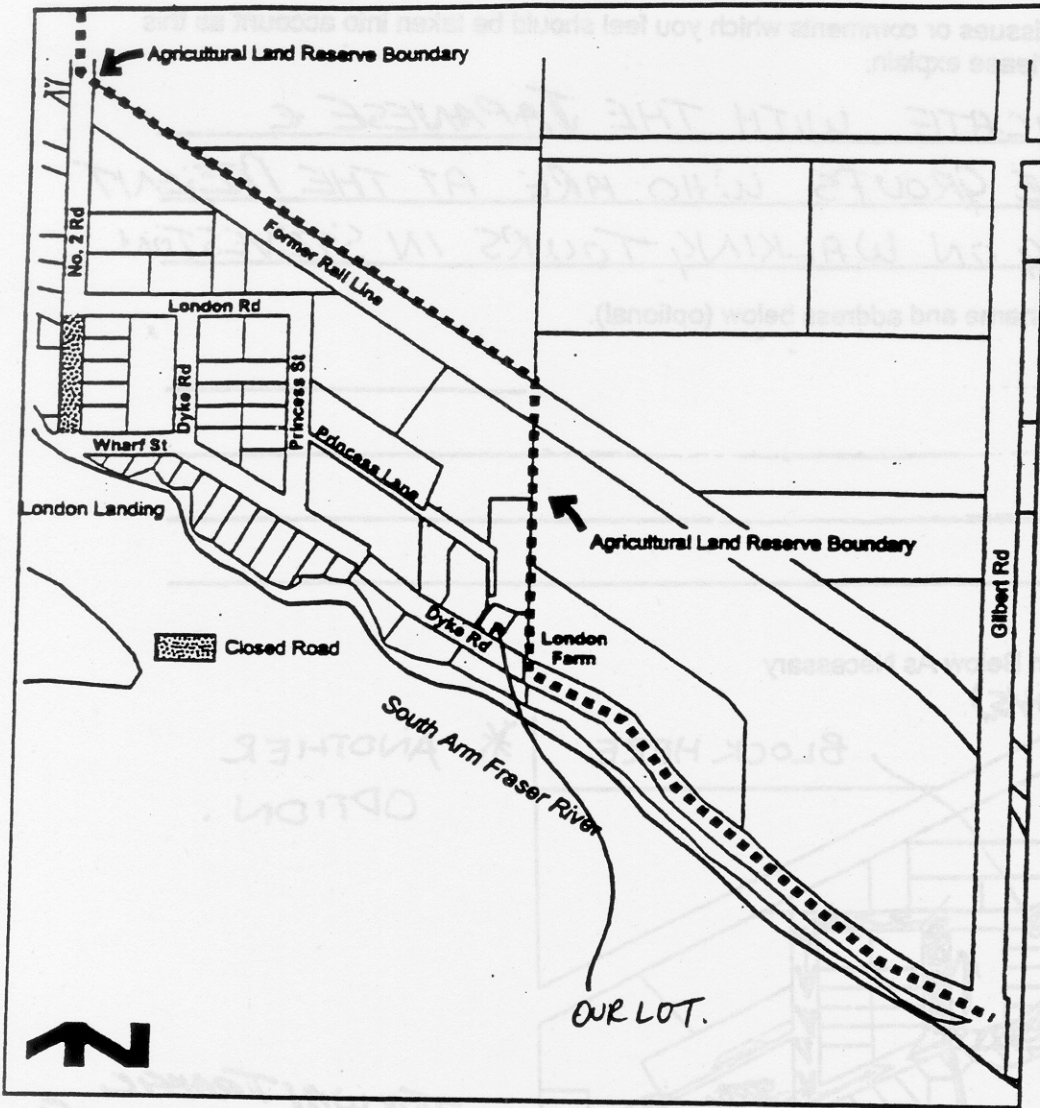
(52) Keep the new washrooms open to vehicle traffic - seniors, disabled, etc.

(53) See comments under question #4

ATTACHMENT 2 e

**Modified/Draw Your Own Map
Submissions**

Please use the diagram as needed to express your preferences:



Comments: _____

7 Are there any other issues or comments which you feel should be taken into account as this area redevelops? Please explain.

COMMUNICATE WITH THE JAPANESE & HERITAGE GROUPS WHO ARE AT THE PRESENT WORKING ON WALKING TOURS IN STEVESTON.

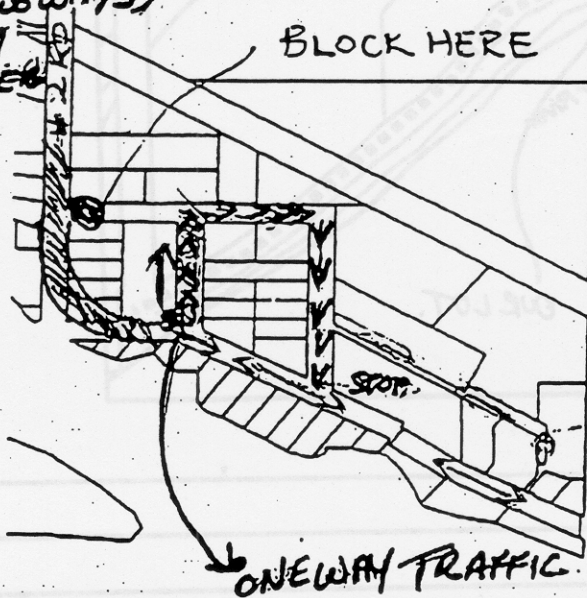
8 Please provide your name and address below (optional).

Name _____

Address: _____

Please Use The Diagram Below As Necessary

CARRY TRAFFIC (TWOWAYS)
THROUGH FROM
#2 RD TO DYWIDAG



* ANOTHER
OPTION.

TWO WAY TRAFFIC
ON PRINCESS LAANE

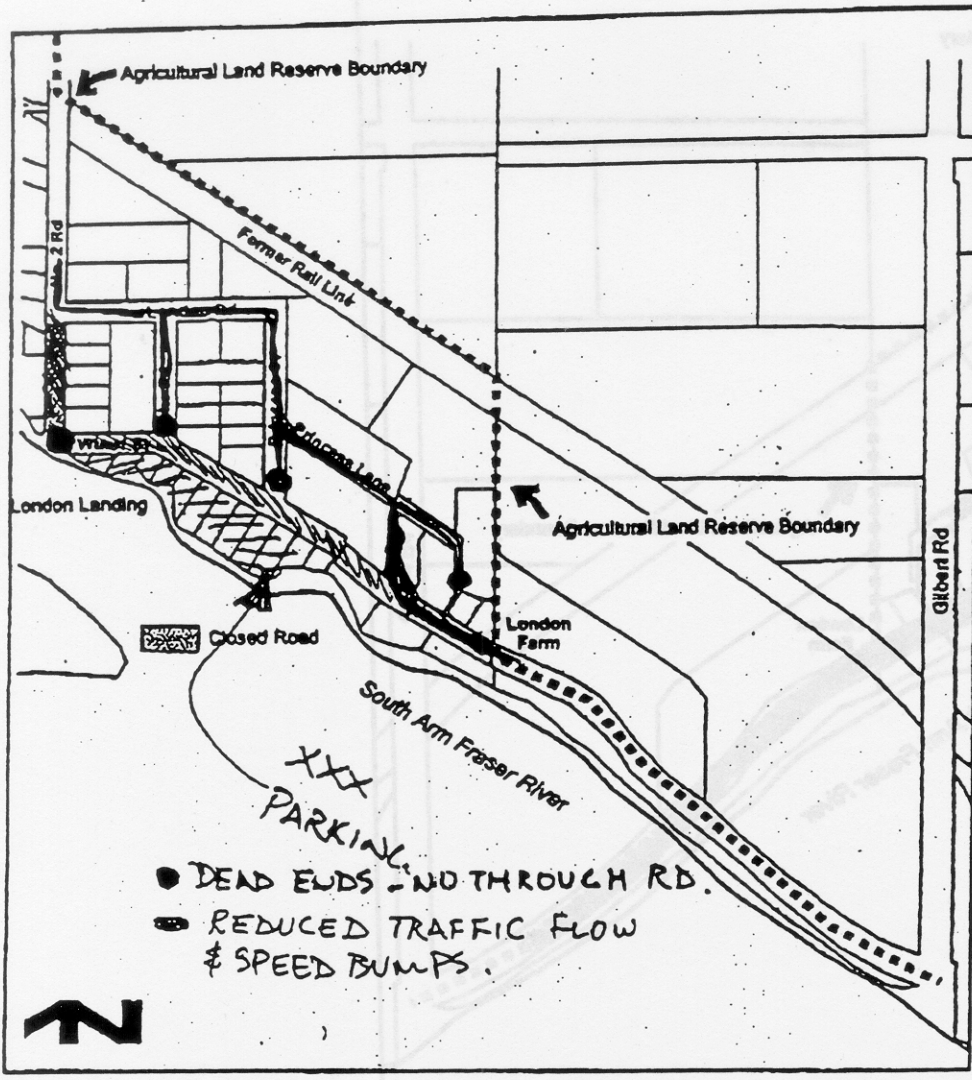
ONEWAY TRAFFIC

Should you have additional questions please contact David Brownlee, Special Projects Planner with the City of Richmond at 276-4200. Thank you for your participation and time.

3/

17

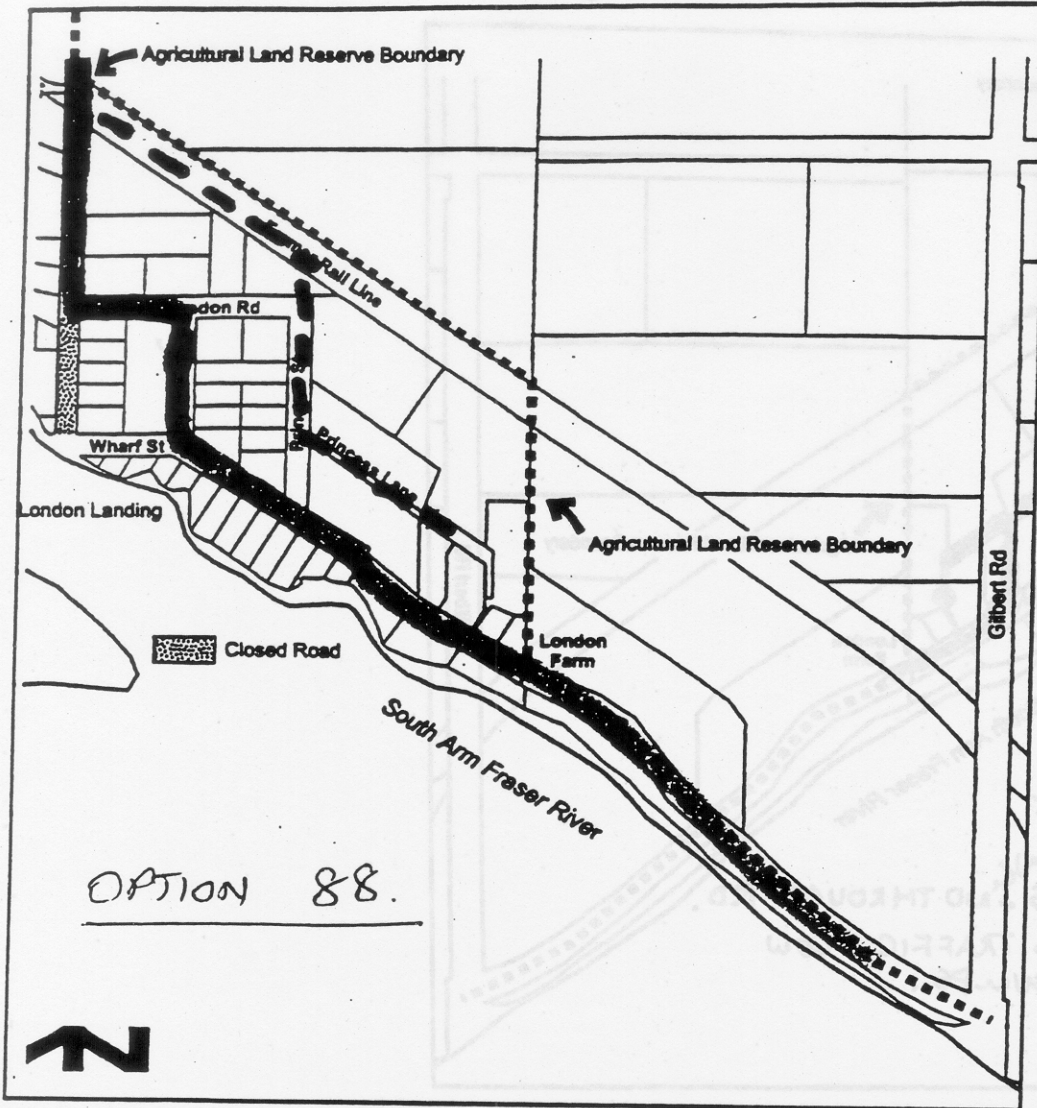
Please use the diagram as needed to express your preferences:



Comments: _____

267

Please use the diagram as needed to express your preferences:



OPTION 88.

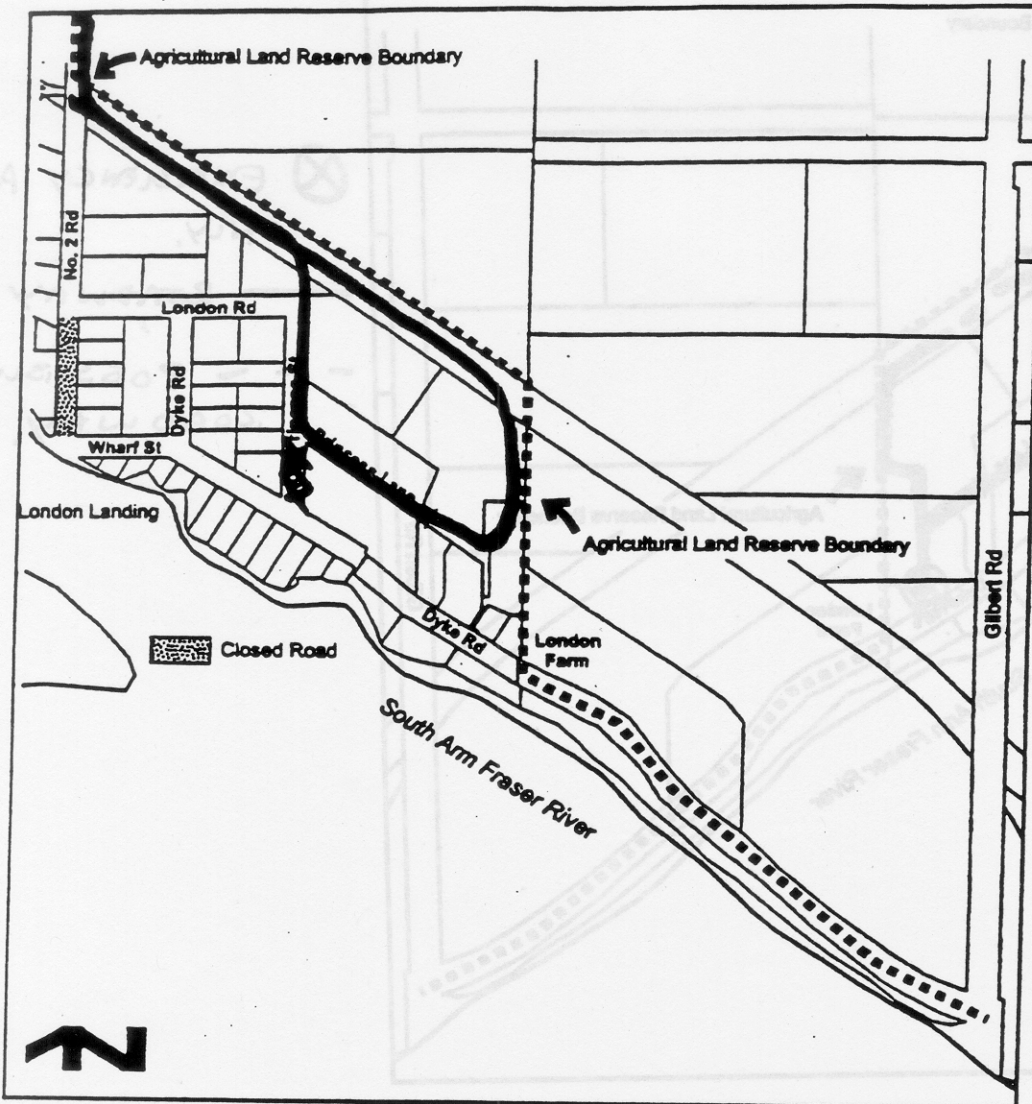
Comments: ~~the~~ Dyke road should not be altered.
 Any development should be serviced from #2 Road
 via rail corridor (shown Pink above.)
 No extra access to Dyke Road from this development.
 More public input would also be nice!

Note:

For reproduction purposes staff have traced the respondents map modifications.

Pink noted in comments changed to dash line for reproduction purposes

Please use the diagram as needed to express your preferences:

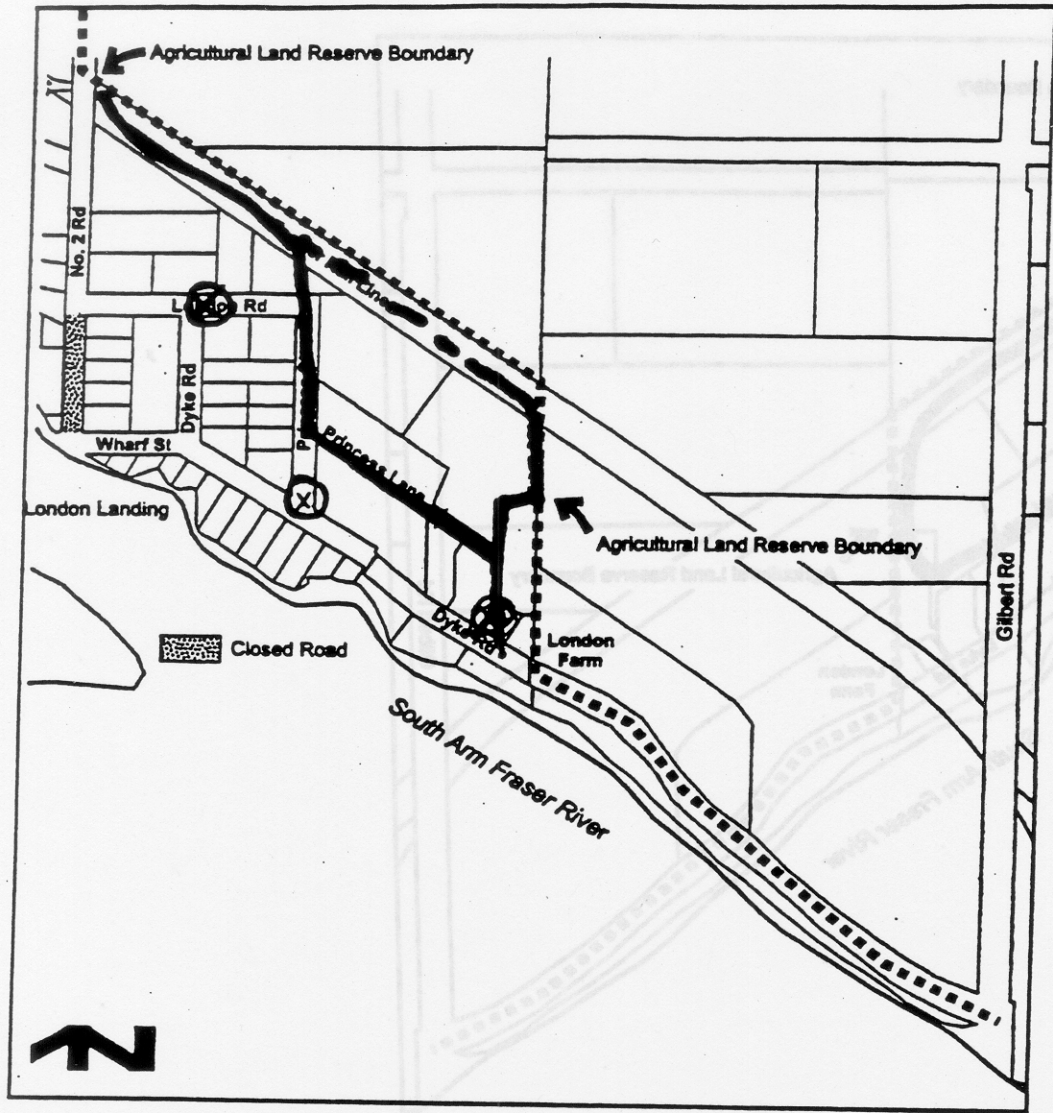


Comments:

Note:

For reproduction purposes staff have traced the respondents map modifications.

Please use the diagram as needed to express your preferences:

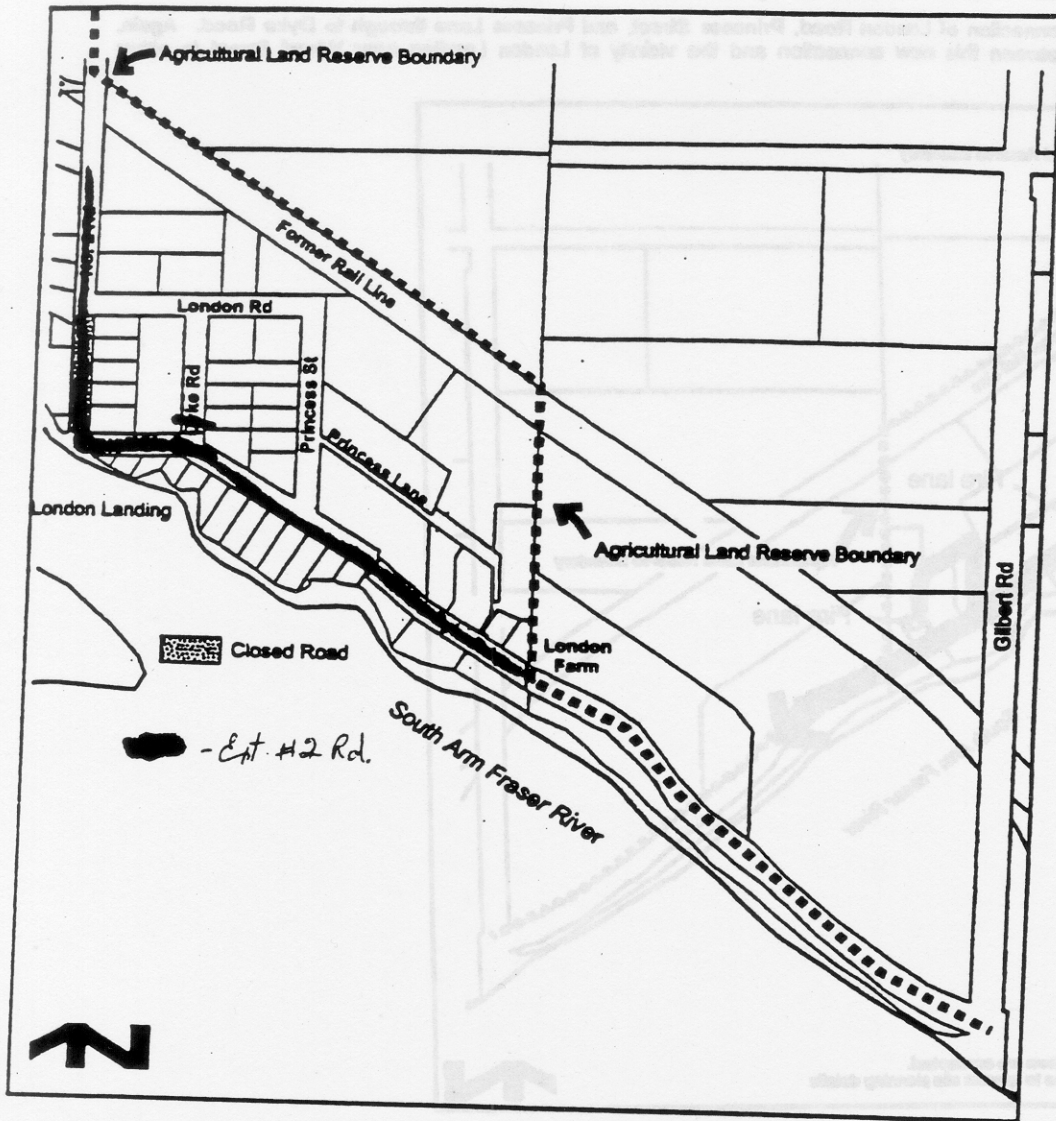


Comments: WHY MESS ABOUT WITH THE RECREATIONAL/LOCAL
TRAFFIC MIX OF DYKE ROAD IT IS WORKING JUST FINE AS IT
IS.

Note:

For reproduction purposes staff have traced the respondents map modifications.

Please use the diagram as needed to express your preferences:

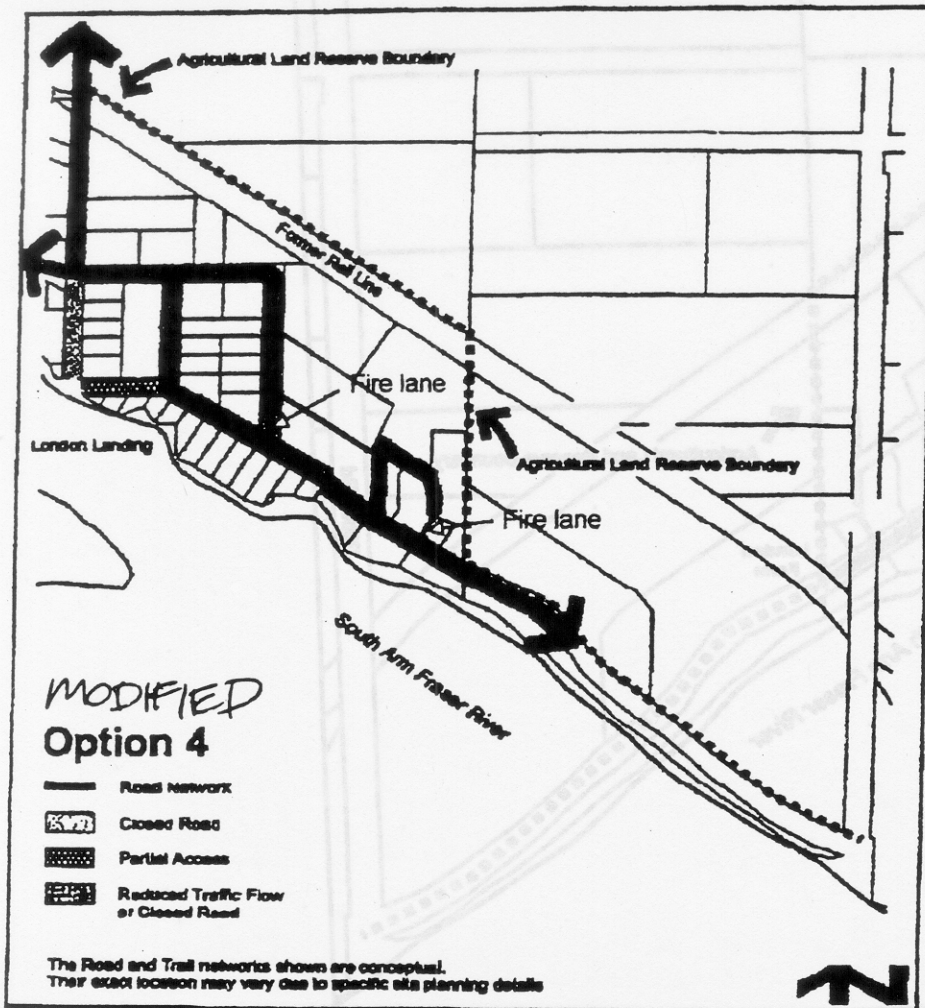


Comments: Extend #2 Rd to wharf St putting in speed bumps ++ in front of London Landing - Close the Dyke Rd to the small part now Dyke Rd - leaving it open from London Rd for the businesses presently there - This would make London Rd safer as a road out of the area - then make a road along the former rail line coming out at #2 Rd, this road will eventually be required, now is the time to put it in (start it) lets look ahead for a change not after the fact. This gives two exits out of area - an emergency only road could be from Princess of still required (to Dyke Rd)

Modified

Option 4: Connect Princess Lane to Dyke Road

This option proposes the connection of London Road, Princess Street, and Princess Lane through to Dyke Road. Again, traffic along Dyke Road between this new connection and the vicinity of London Landing near Wharf Street is either discontinued, or reduced.



Pros:

- Opens up more residential frontage to public roadway (promotes a more open neighbourhood);
- ~~Retains the potential for enhancing the recreation corridor between Wharf Street and the new connection with Dyke Road;~~
- Most fully addresses the transportation, fire and safety issues identified by staff.

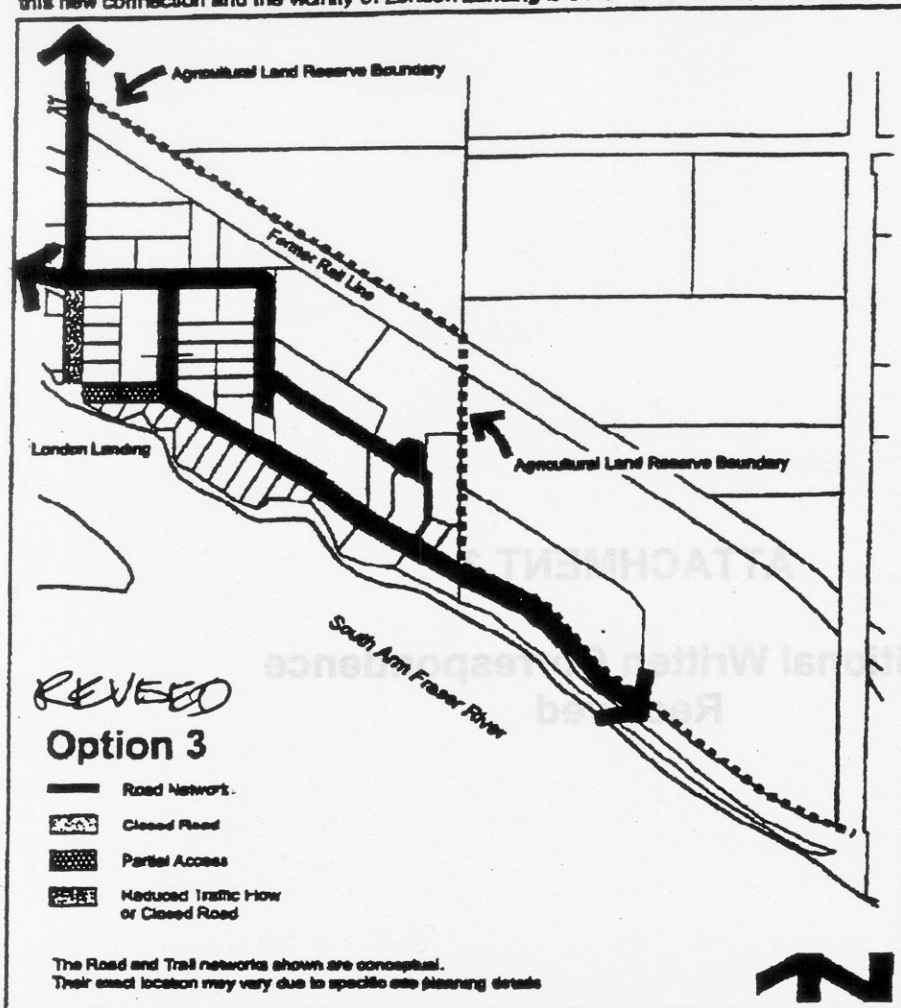
Cons:

- Will require additional dedications for road to connect Princess Lane and Dyke Road;
- May promote through traffic along Dyke Road unless traffic calming measures are employed.

REVISED

Option 3: Connect Princess Street To Dyke Road

This option proposes that the southern end of Princess Street is connected to Dyke Road. Traffic along Dyke Road between this new connection and the vicinity of London Landing is either discontinued, or reduced.



Pros:

- Provides a division between the mixed uses west of Princess Street and the proposed residential uses on the east side of Princess Street;
- ~~Could allow for either road closure or traffic reductions between Wharf Street and the new connection at Princess Street;~~
- Has the lowest impacts upon existing properties of the five options.

Cons:

- May promote through traffic along Dyke Road unless traffic calming measures are also employed;
- Provides only limited potential for recreational enhancements to Dyke Road ~~where traffic flow is discontinued or reduced;~~
- Does not contribute as much to ensuring that residential development east of Princess Street creates an open neighbourhood. Instead, a more closed – inward focusing neighbourhood would occur;
- Leaves a rather long cul-de-sac on Princess Lane – would be a concern from a fire and safety perspective.

128831 /

ATTACHMENT 3

**Additional Written Correspondence
Received**

445775 B.C. Ltd.
c/o John White
6431 Dyke Road
Richmond, B.C. V7E 3R3
Tel. (604) 274-2280 Fax (604) 274-6228

January 5, 2000

The City of Richmond
7577 Elmbridge Way
Richmond, B.C.
V6X 2Z8 By Fax 278-5139

Attention: Planning Committee

Dear Sirs

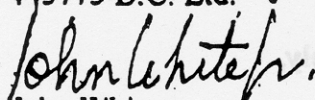
Re: Planning Committee's decision to adopt Curtis Eyestone's road alignment as Option 5 ("the Eyestone Option")

Firstly, I wish to point out that the plan being used to show all five road options is inaccurate since my property has been subdivided into four lots and this is not reflected on your plan.

Secondly, I wish to point out that while I attended the meeting with Mr. Eyestone, I do not support the Eyestone Option. It purports to widen the end of Princess Lane which would seriously impact upon the size of my corner lot and the increased set backs would essentially reduce the building envelop to a point that the lot is useless. Accordingly, I fail to see how the Eyestone Option is fair to all.

Given the flaws with the Eyestone option, I do not believe it is appropriate to present it to the public as an option.

Yours truly,
445775 B.C. Ltd.


John White

cc. David Brownlee By Fax 276-4177
Curtis Eyestone 277-9553

Curtis C. Eyestone
6471 Dyke Road
Richmond B.C. V7E 3R3
Phone (604)277-9553 Fax (604)277-9553

Richmond Planning Committee
City of Richmond
7577 Elmbridge Way
Richmond B.C. V6X 2Z8

Att: Malcolm Brodie -Chairman, and Members of the Planning Committee

January 7, 2000

Re: PARKS, WALKWAYS, DYKE TRAIL, DYKE CONNECTIONS

Dear Committee Members;

As pointed out in my chart showing area landowners contributions for road construction in the Princess Lane area, the Developers of 13400 Princess Street have a shortfall of 0.53 ha in relation to the average land being dedicated in the area by other owners (Ted Hilton, John White and myself).

I suggest that 13200 Princess Street be required to provide an equal share of property by way of:

a) A public walkway along the front of their property of 2.0 meters width (an area of 0.26 ha), shown on the attached drawing as "Dyke Trail", and ;

b) A public link-walkway from Princess lane to a footbridge connecting to the Dyke Road 4.6 meters wide (an area of 0.27 ha), shown on the attached drawing as "Link".

This would equal 0.53 ha and make their total contribution equivalent to other landowners contributions for roads.

Another suggestion that should be explored is swapping a strip of the C.N.R. R/W to create a public access corridor through the Hilton Site. If the road were to be located part way onto the C.N.R. R/W an equal amount of land could then be designated through the site, shown on the attached map as "Corridor". The Architect for this site may welcome such a land swap. The corridor could be straight as shown or meander to the Architects choice, to give a more esthetic walkway, possibly including some pond or stream within the site. I am aware that Mr. Hilton had this idea in one of his early plans for the area.

Please review the above suggestions and discuss them with the appropriate persons.

Yours sincerely,

cc. John White
Ted Hilton
Dana Westermark

Curtis C. Eyestone

..... 2

January 7, 2000

Re: PARKS, WALKWAYS, DYKE TRAIL, DYKE CONNECTIONS

London Lane Ind. Park, Hilton, White & 13400 Princess Street Developments

A. Road Area Calculations (Refer to map)

Area	Location	Width	Nominal Length	Area m ²	ha
A.	London Road Extension	20 m	28 m	560	0.56
B	C.N.R. R/W adjacent	12 m	136 m	1,630	1.63
C.	North-South link to lane	12 m	130 m	1,560	1.56
D	N. Side Princess Lane Align	0<6 m	122 m	370	0.37
E	S. Side Princess Lane Align	6>0 m	120 m	360	0.36
F1	East end Princess Lane-Eyest	6:12 m	110 m	860	0.86
F2	East end Princess Lane-Hilton	6 m	38 m	223	0.22
G	Dyke leg of Princess Lane	6 m	40 m	240	0.24
H	Original Princess Lane	6 m	120 m	720	0.72

*NOTE: F1 and F2 and H are already dedicated.

B. Princess Lane Leg -Trail Link to Dyke Road Connection Calculations:

R/	Westerly portion of Lane leg link	3 m	20 m	60	0.06
/W	Easterly portion of Lane leg link	3 m	26 m	78	0.08

C. Park/walkway calculations for 13400 Princess Street Development (Refer to map)

1.	Dyke Trail along front of site	2.0 m	130 m	260	0.26
2.	Link North-South through site	4.6 m	59 m	270	0.27
				Total	0.53

NOTE: All the above calculations are approximate, without the aid of proper survey drawings, but are believed to be within 2% accuracy.

D. Calculation for land contribution for roads (Not incl. Lane leg, Link or Dyke Trail):

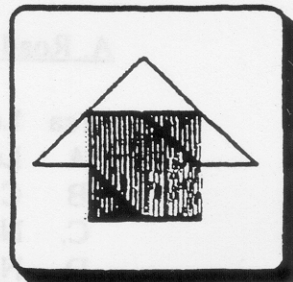
Owner:	Land Owned	Land Contributed	%
C. Eyestone (London Lane Ind.Park)	4.90 ha	0.90 ha	18.4
Ted Hilton (Incl. related family)	28.50 ha	4.12 ha	15.2
John White (445775 B.C.Ltd.)	2.00 ha	0.24 ha	12.0
Development 13400 Princess St.	6.40 ha	0.36 ha	5.6
Totals	41.80 ha	5.80 ha	13.9

Curtis C Eyestone

..... 3 (MAP)

PROPOSED PUBLIC PARK/TRAIL WALKWAY SYSTEM - OPTION

JAN 7, 2000



- ROADS**
- A = 0.56 ha
 - B = 1.63 ha
 - C = 1.56 ha
 - D = 0.37 ha
 - E = 0.36 ha
 - * F = 1.08 ha
 - G = 0.29 ha

72 ha Not Applic.
 TOTAL 5.80
Sec. 18-3-6
 F1 0.9 ha
 F2 0.2 ha
 Scale: 1: 2000. Date: 01/20/97

FUTURE
 EYESTONE 0.08 ha
 WHITE 0.07 ha
 13400 PRINCESS 0.53 ha

445775 B.C. Ltd.
c/o John White
6431 Dyke Road
Richmond, B.C. V7E 3R3
Tel. (604) 274-2280 Fax (604) 274-6222

January 17, 2000

By Fax: 278-5139

The City of Richmond
7577 Elmbridge Way
Richmond, B.C. V6X 2Z8

Attention: Planning Committee

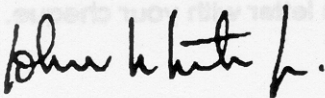
Dear Sirs:

Re: Princess Lane / London Landing public road discussion.

I would like to inform you that according to a letter dated January 12, 2000 [copy enclosed] the 4 lot subdivision of 6431 Dyke Road has been registered as of January 12, 2000.

I ask that you instruct staff to reflect the new subdivision in any documents being circulated to facilitate public discussion with respect to the road alignment issue.

Yours truly,
445775 B.C. Ltd.



John White



City of RICHMOND

7577 ELMBRIDGE WAY, RICHMOND, B.C. V6X 2Z8
(604) 278-4000

LAW DEPARTMENT
Paul Kendrick, City Solicitor
Direct Line: (604) 278-4104
Fax: (604) 278-5139
Internet: pkendrick@city.richmond.bc.ca

January 12, 2000

File:
95-000117

Mr. John White
6431 Dyke Road
Richmond BC V7E 3R3

Dear Sir:

Re: Lot 18 Block 3 North Range 6 West New Westminster District Plan 34768
-6431 Dyke

Documents were filed in the Land Title Office on January 12, 2000 as follows:


1. Covenant (flood) BP5925/6 (\$110)
2. Subdivision Plan of the above lot; deposit of plan created Lots 1,2,3, & 4 - (\$270)- LMP44643
3. Right of Way Plan LMP44644 (\$50)
4. Public Utilities right of way agreement BP5923/4(\$110)

Cost of searches: 2 @ \$10 = \$20

Copies of the documents are enclosed for your records.

Would you please arrange for a cheque in the amount of \$560.00, payable to the City of Richmond, to be sent to the attention of Accounts Receivable. Enclose a copy of this letter with your cheque.

Yours truly,


Paul Kendrick
City Solicitor

Ministry of Environment SD15-10-95-011
Assess Auth
pc: Finance - 8021 Acct Rec
UD F. Sciberras

Curtis C. Eyestone

6471 Dyke Road

Richmond B.C.

V7E 3R3

Phone & Fax (604) 277-9553

**City of Richmond
Urban Development Division**

7577 Elmbridge Way

Richmond B.C.

V6X 2Z8

February 02, 2000

Re: Vehicle Access Options for London-Princess

Dear Sirs;

I would like to bring to your attention some legal conditions that may alter the recommendations on the road option choices, you might be considering making, to Council.

a) A major portion of Dyke Road in this area is not a legal road. This has been maintained as Lot "D" to prohibit anyone who lives on Dyke Road from constructing any additional accesses to the dyke from their properties.

The inclusion of any of this portion of Dyke Road shown as lot "D" in your road proposal would require that Dyke Road be declared a dedicated road. This may not be desirable.

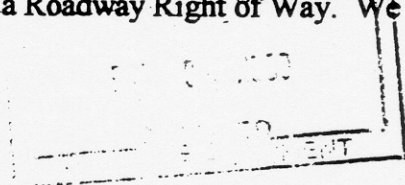
In addition to which every lot that borders on Dyke Road has had to enter into a Section 215 Covenant that enforces this intention to prohibit any connections to Dyke Road.

b) The access from the end of Princess Lane to Dyke Road over property owned by Amber and David Williamson (The Williamsons) and London Lane Industrial Park Ltd. (London Lane) may be anticipated to be by way of an existing Right of Way. That Original R/W is a Utility R/W registered under a Statutory Right of Way agreement dated June 10, 1993 over part on Plan LMP 11588. This original R/W agreement is NOT for a Roadway R/W.

To my knowledge neither London Lane nor the Williamsons have signed any document for this R/W that has specifically changed the description of the R/W from the original Utility R/W to a Roadway R/W over this portion of land.

There is however a document (BL 201412) signed by London Lane and The Royal Bank of Canada that gives a priority to the City over BF199144 and BF199145 (Mortgage and Rent assignment) for this R/W. This document BL 201412 has the description of the R/W altered from the original Utility R/W to a roadway R/W. We were not made aware of this alteration in R/W description at the time of the signing of this agreement and we were given to understand that this was simply a priority agreement and not an agreement to alter the R/W description.

There also appears to be a document (BL 201411) registered against our property of which we do not have a copy. We do not have any recollection of signing or knowingly agreeing to any changes to this Right of Way. It may well be that BL 201411 is a document that alters the description of the R/W from a Utilities Right of Way to become a Roadway Right of Way. We



have currently requested a copy of this document BL 201411 from the City Law Department, but have had no response to our request.

c) There is in place an agreement BL 237781 for "Right of Passage" from 6461 Dyke Road over land that is owned by London Lane known as 6451 Dyke Road, to connect 6461 Dyke Road to the East End of Princess Lane. A speculation that the above Right of Way was changed to a roadway to facilitate the Right of Passage agreement is also a consideration. The implications of this are substantial, and if true, were never discussed or explained to us.

d) The McKinney house, at 6471 Dyke Road has legal access to Dyke Road, in that Dyke Road ends three meters West of the East property line.

London Lane, at 6451 Dyke Road, has always had a connection to the dyke. It was originally constructed in 1924, to service the house built on the property at that time. The old house was recently subdivided off from the London Lane property, rezoned to residential from Industrial, and is designated as 6461 Dyke Road. My daughter, Amber and her husband David Williamson now own this house. Amber was required to sign a Section 215 Covenant on 6461 Dyke Road, restricting access to the Dyke. Use of this access by others, for a trail or emergency vehicles, may not be permitted.

e) London Lane Industrial Park has maintained access and a connection to the Dyke Road because this is the address given to the ten (10) multi-tenant rental units that are on the property. Locating the tenant's premises would prove extremely difficult and render the units un-rentable, if they were denied access from the street on which they were addressed.

Canada Post Corporation has refused in past to provide mail services, except to a postal unit box on Dyke Road. The width of the access was reconstructed to accommodate Canada Post's size requirements to permit a mail delivery vehicle to have parking and turning area that was off the roadway, Dyke Road.

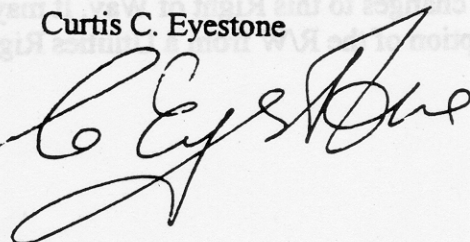
The address of our industrial buildings will change to a Princess Lane address when access to the dyke is closed off as a result of sub-dividing the property into three parcels. This we have requested in our sub-division application. Although we understand as a postal decision, we would ask that you support relocating the Postal Unit Box to the East End of Princess Lane.

f) If the existing R/W to Dyke Road through our property is to be used as an emergency vehicle access, for the proposed developments of Cedar Developments and Polygon Properties, we expect that any upgrading requirements will have to be done by these developers and not us. I would expect any upgrading to be minimal in any case since the road is substantially constructed and has been in use for seventy-five years. We do expect that some portion of John Whites property should be included in this Right of Way, if it has to be widened for any reason.

g) The existing R/W dyke access has utilities under it and it can not be removed.

Trusting this information will be useful to you, I remain, yours sincerely,

Curtis C. Eyestone



TO: DAVID BROWNLEE

John White
6431 Dyke Road
Richmond, B.C. V7E 3R3
Tel. (604) 274-2280 Fax (604) 274-6222

February 4, 2000

City of Richmond
7577 Elmbridge Way
Richmond, B.C.
V6X 2Z8

Dear Sirs and Mesdames:

Re: Vehicle Access Options For London/Princess

I would like to discuss the impact that the majority of the City-proposed road options will have on Lot 2 of my 4-lot subdivision. I enclose a copy of the recently registered 4-lot subdivision and the corresponding street addresses.

Please note that Options 1, 2, and 4 all show a widening of Princess Lane as it turns south next to the east property line of Lot 2 (being 6420 Princess Lane). I wish to point out that any widening of Princess Lane along its easterly boundary, given that Lot 2 is only 4000 square feet, would significantly reduce the utility of this lot. The shallow lot depth, further compounded by the angle of the front property line along Princess Lane, creates a situation where the Lot cannot give up any land for Road nor can it live with any road widening that would take place along its east property line. Any road wider than 9 meters would require a building setback of 6 meters along the east property line. Either situation would render the Lot virtually unbuildable.

In addition, any subdivision of the vacant lands belonging to Curtis Eyestone in areas B, C & D facing onto the proposed widening of this north/south leg would create lots with buildings that would result in massing, creating unacceptable views from both sides, including London Farm .

I would suggest that area B be considered for a possible extension of Princess Lane. Then Mr. Eyestone could subdivide area C into north-facing lots similar to 6400 & 6420 Princess Lane. This would create massing that would be visually more acceptable from both the eastern and the western elevations.

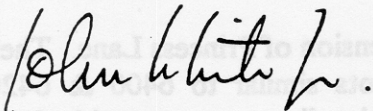
I also enclose a copy of the option I call "Option 88" which brings the main access to the London/Princess area through the rail right-of-way making a connection to Princess Street across Derek Brown's property at 6233 London Road. London Road at Dyke Road would be reduced to an emergency road access where vehicle traffic would be restricted.

Option 88 addresses safety aesthetic and cost concerns.

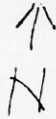
1. The cross-traffic safety issue at the corner of Dyke and London Roads is solved.
2. The opening of the rail right-of-way will act as a disincentive to commuter traffic to mix with the recreational traffic on Dyke, Gilbert, #3 and Finn Roads thus maintaining current traffic levels on Dyke Road and preserving the recreational experience that currently exists.
3. The 45 degree angle of the rail right-of-way where it intersects #2 Road will add a very subtle incentive in favour of a northerly route for both in and out traffic, especially commercial truck traffic.
4. It will also be very easy to maintain the ditches along London Road and Princess Street.
5. It is probably the most cost effective. The City owns the rail right-of-way which is zoned I2. It seems that the right-of-way is wide enough to provide for road and trail with land to spare. All 4 of the adjacent land owners to the south have yet to redevelop their properties. They could all benefit from additional road access to a new road constructed on the right-of-way. Two of the owners have triangular shaped properties fronting on the right-of-way that could well benefit from additional depth.
6. It avoids the planning failure evident with the redevelopment of the lands fronting onto River Road west of # 1 Road. This is an example of what the future will hold for Dyke Road if we do not respect the current road use. Before the redevelopment, River Road was used by a few people who lived along the Road and a lot of people who were recreationally motivated and attracted to the area. The new development approval brought direct vehicle access to River Road in the form of two roads providing direct access to acres of development to the south and direct vehicle access to those homes that front onto River Road. **What was once a tranquil attractive setting is no more.** Had the development been refused direct vehicle access to River Road, the road could have, would have, remained pretty much as it was pre-development.

All developments spill out and impact their adjacent neighbourhoods. That is the way it is. However, this is a far easier pill to swallow if the spillage is controlled and planned for in a sensitive caring manner.

Yours truly,



John White



AREA A
EXISTING BUILDINGS

LOT G

AREA B
VACANT

AREA C
VACANT



PRINCESS LANE

6400

6420

1

2

3

EXISTING HOME

4

6431

6433

DSUKE ROAD

6457 / 6461

LOT E
EXISTING HOME

LOT F.
MCKINNEY HOUSE

6421

OPTION 88

NEW ACCESS

EMERGENCY
ACCESS ONLY

LONDON ROAD

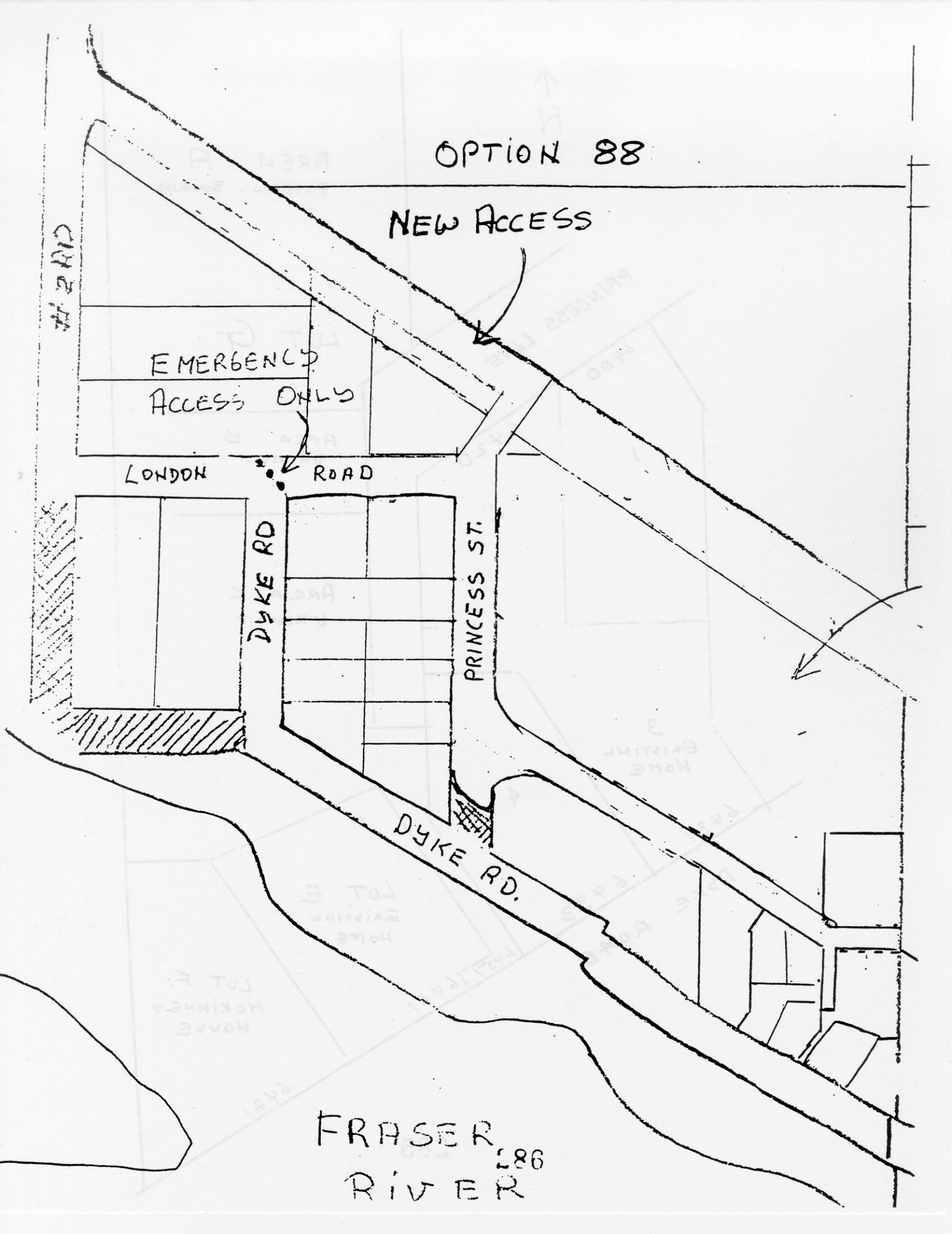
DYKE RD

PRINCESS ST.

DYKE RD.

FRASER
RIVER

286



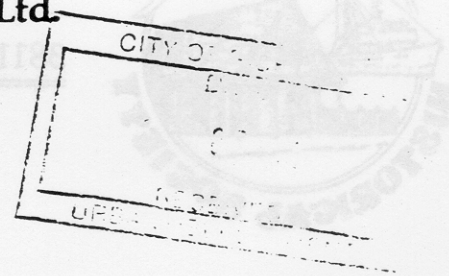
David

London Lane Industrial Park Ltd.

Curtis C. Eyestone

6471 Dyke Road
Richmond B.C.
V7E 3R3

Phone & Fax (604) 277-9553



**City of Richmond
Urban Development Division
7577 Elmbridge Way
Richmond B.C.
V6X 2Z8**

Fax 276-4177

February 04, 2000

Re: Vehicle Access Options for London-Princess - ROAD NAMES

Dear Sirs;

The O. C. P. Bylaw 7100 Paragraph 4.9.2 "Policies" (bottom of page 50) states that "Recognize the historic importance of the London/Princess area through trail signage, street naming and other interpretive material"

The reason we name streets primarily is so you can more easily locate them and secondarily they are used as a useful tool to recognize distinctive persons of the community.

"Princess" has no particular significance to this area. The name does not contribute to either of the criteria for naming streets. In 1970 a petition was submitted to the City to change the name from Princess Street to London Street, but this was never acted upon.

Another opportunity is now available to correct this miss-named street.

Please consider recommending, in your report to council, that new street names be considered, consistent with the OCP Bylaw 7100.

I suggest the following:

1. That "Princess Street" be renamed "London Street"
2. That "Princess Lane" be renamed "London Lane"
3. That the new Railroad Right of Way road, if adopted, be named "London Trail".

Having owned property in the area for over thirty years, I am painfully aware of the difficulty of locating "Princess Street" and particularly "Princess Lane" both by visitors, delivery vehicles and emergency vehicles (Police, Ambulances and Fire).

Please seriously consider including this recommendation in your report.

Trusting this suggestion will be useful to you, I remain, yours sincerely,

Curtis C. Eyestone

287





3811 Moncton Street, Richmond, B.C., Canada V7E 3A0

		MIT
✓	JRM	NEW
✓	AB	
	DAW	
	AS	
	KY	

February 10, 2000

Mayor and Members of Council
City of Richmond
Richmond BC

Re: Proposed London Land Housing Development

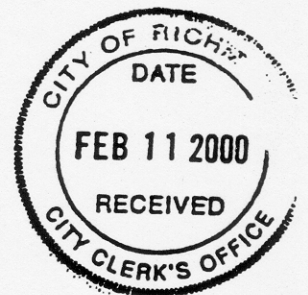
Dear Council Members

At a recent members meeting of the Society on January 19, 2000, a motion was passed concerning the proposed London Lane housing development and I was directed to inform you. I quote from the minutes :

“The members decided (MSC) to oppose the current proposal and advocate that the City maintain the current vehicle route along the river, allow for a pedestrian trail from Princess Lane to the dyke, and consider alternative housing designs that support the heritage character of the McKinney House and the London Farm house.”

Yours truly

Fred Penland, Chair



Modified Recommended Option

This option proposes that the southern end of Princess Street is connected to Dyke Road Traffic along Dyke Road is maintained along its full length although measures to control speeding may be employed if needed at some point in the future.

A pedestrian and emergency access only connection is provided between the east end of Princess Lane and Dyke Road.

A private “thru” driveway connecting to both Princess Street and Princess Lane is proposed for the Hilton properties. This would not generally be a publicly accessible driveway but would serve as an emergency access for fire and safety should it be required.

