



**CITY OF RICHMOND**

**REPORT TO COMMITTEE**

**TO:** Planning Committee  
**FROM:** Joe Erceg  
Manager, Development Applications

**DATE:** February 23, 2001  
**FILE:**

**RE: Princess Lane Access (Williamson Property at 6461 Dyke Road)**

**STAFF RECOMMENDATION**

- That the City declare that it has no objections to the Williamson's use of the culvert apron within the City right-of-way in front of their property at 6461 Dyke Road for interim parking until their property is redeveloped, and;
- That the City retain the current alignment of the right-of-way between Princess Lane and Dyke Road.

Joe Erceg  
Manager, Development Applications

Att. 6

FOR ORIGINATING DIVISION USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Parks Design, Construction & Programs....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Fire Department .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## STAFF REPORT

### ORIGIN

At their meeting of April 18, 2000, Planning Committee provided staff with the following referral:

*"That the request made by Mrs. Amber Williamson regarding the exchange of land be referred to staff to enter into negotiations to consider the proposal to the City."*

A report from the Manager, Development Applications, (dated June 8, 2000), provided a status report on the progress of the review and commented as follows:

*Once the position of the Williamson's house, structures and the right-of-way have been surveyed and plotted, staff will undertake an analysis to determine clearances required for emergency vehicles, suitable locations for non-emergency vehicle access barriers, and possibilities for privacy fencing adjacent to the Williamson's house and right-of-way realignment. Portions of this work will involve consultation with the Williamson family. Staff anticipate this will be undertaken over the summer. Staff expect that the placement of the vehicle barriers will be undertaken as part of off-site requirements by future development projects in the vicinity.*

This report provides staff's findings and recommendations.

### FINDINGS OF FACT

#### **Site Survey:**

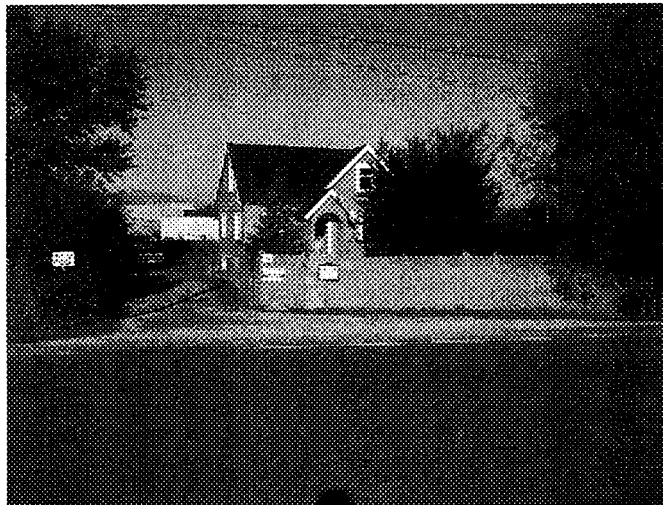
A physical survey of the location of the right-of-way and the Williamson's house was conducted by the City over summer. Detailed results of the survey are provided in **Attachment 1**. **Attachment 2** shows the overall location of the Williamson's property at 6461 Dyke Road and the location of the right-of-way.

The survey indicates that the right-of-way encroaches into the Williamson's existing house by 0.258 m (0.8458 ft.) in a single location where the right-of-way bends. Custom zoning for the Williamson's property (Comprehensive Development District [CD/50] shown in **Attachment 3**) establishes a building envelope with adequate setbacks from the existing right-of-way. Although the Williamson's are not planning to redevelop in the near term, the CD Zoning will require that the footprint of any new residential dwelling built on the property be located within the prescribed envelope and well back from the existing right-of-way.

#### **Access Issues:**

- Council has previously authorized the closure of the laneway to non-emergency /maintenance vehicular traffic as part of off-site requirements for the development at 13400 Princess Street. The positioning of the proposed bollard vehicle barrier is shown in **Attachment 4**.
- A covenant restricts vehicle access from the Williamson's property (6461 Dyke Road) to Dyke Road (see **Attachment 5**). In part, the restrictive covenant was put in place due to concerns for the safety of the increasing number of recreationalists using Dyke Road and to enhance the recreational character of the corridor. Staff's preference is to reduce the number of vehicle accesses to Dyke Road in the London/Princess area to as few as possible – ideally eliminating these accesses entirely over time.

- The Williamson's do not currently provide any on-site parking for their vehicle and do not have any vehicle accesses directly to/from their property.
- A cross access agreement exists between London Lane Industrial Park Ltd. (6451 Dyke Road) and the Williamson's to allow the Williamson's access to Princess Lane. Over the past several years, the Williamson's have been parking adjacent to the laneway on property owned by London Lane Industrial Park Ltd. The owner of the industrial park has submitted an application for subdivision for this property which would result in the Williamson's having to find an alternative parking site for their vehicle. The Williamson's have requested that the restrictive access covenant be removed, that they be allowed interim parking within the City right of way along Dyke Road and, upon redevelopment, that they be allowed full driveway access from Dyke Road.



6461 Dyke Road (Williamson's property) and the Laneway

### ANALYSIS

Working through the issues with the Williamson's, the one key point which City staff and the Williamson's could not come to agreement on is the issue of access to their property.

Staff have maintained that the Williamson's property should be accessed off Princess Lane thereby supporting the long term objectives of removing as many accesses from the London Princess portion of Dyke Road as possible. This objective would serve to enhance the special recreational nature of the Dyke Road corridor and improve safety for the increasing number or recreation users in the area.

Recognizing the concerns raised by the Williamson's (e.g. a desire to not be encumbered by the cross access agreement with London Lane Industrial Park Ltd., a desire not to impact their existing landscaping until they redevelop, construction cost implications, etc. see **Attachment 6**), staff are prepared to accept an interim parking arrangement within the Dyke Road right-of-way until such time as the Williamson's property is redeveloped.

As noted earlier, the Williamson's have requested direct access from Dyke Road upon redevelopment with provision for interim parking within the Dyke Road right-of-way.

**Options:**

The two options presented below reflect the preferences of each side.

Option 1: (Recommended)

- That the City declare that it has no objections to the Williamson's use of the culvert apron within the City right-of-way in front of their property at 6461 Dyke Road for interim parking until their property is redeveloped, and;
- That the City retain the current alignment of the right-of-way between Princess Lane and Dyke Road.

Option 2:

- That the City declare that it has no objections to the Williamson's use of the culvert apron within the City right-of-way in front of their property at 6461 Dyke Road for interim parking until their property is redeveloped;
- That the covenant restricting vehicle access to/from 6461 Dyke Road be removed and staff be directed to take the necessary legal steps to permit vehicle access from Dyke Road, and;
- That a covenant be prepared to the effect that, upon redevelopment of 6461 Dyke Road, on-site parking with access to Dyke Road is to be provided by the owners of the property.
- That the City retain the current alignment of the right-of-way between Princess Lane and Dyke Road.

The functional difference between the two options is the provision of access from either Princess Lane or Dyke Road.

FINANCIAL IMPACT

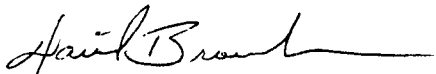
Costs for legal agreements noted in this report are to be borne by the Williamson's.

Improvements to the laneway will be undertaken over time as a mixture of various off-site requirements for developments in the London-Princess area and parks maintenance.

CONCLUSION

Two options are provided for proceeding with the closure of the laneway at 6451 Dyke Road, the provision of interim parking for the Williamson's within the City's right-of-way adjacent to their property at 6461 Dyke Road, and the eventual provision of access to their property upon redevelopment.

Staff have indicated their preference for Option 1 as the better long term solution for the London-Princess area and the users of Dyke Road.

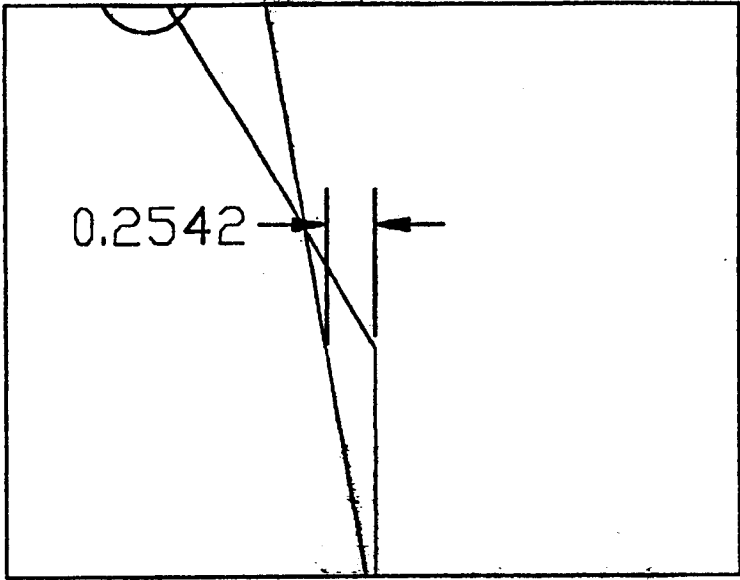


David Brownlee  
Planner 2

DCB:cas

## **LIST OF ATTACHMENTS**

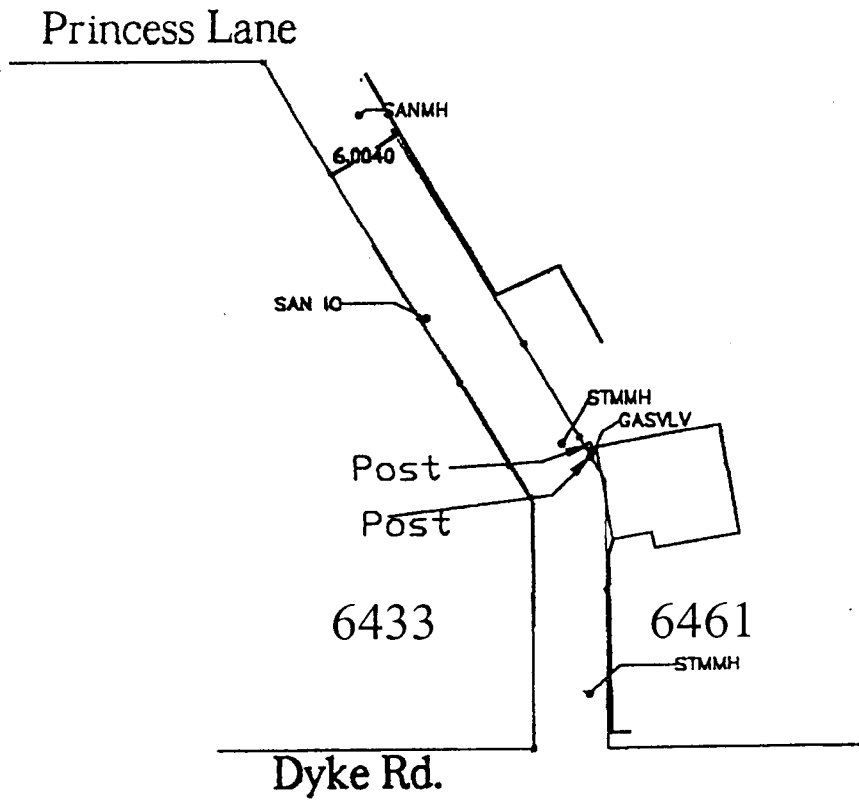
- Attachment 1: Laneway Field Survey
- Attachment 2: Lane Location Adjacent to 6461 Dyke Road (Williamson's Property)
- Attachment 3: Approved Building Envelopes (Comprehensive Development District (CD/50))
- Attachment 4: Proposed Bollard Placements and Interim Parking
- Attachment 5: Covenant on 6461 Dyke Road (Williamson's Property)
- Attachment 6: Related Correspondence



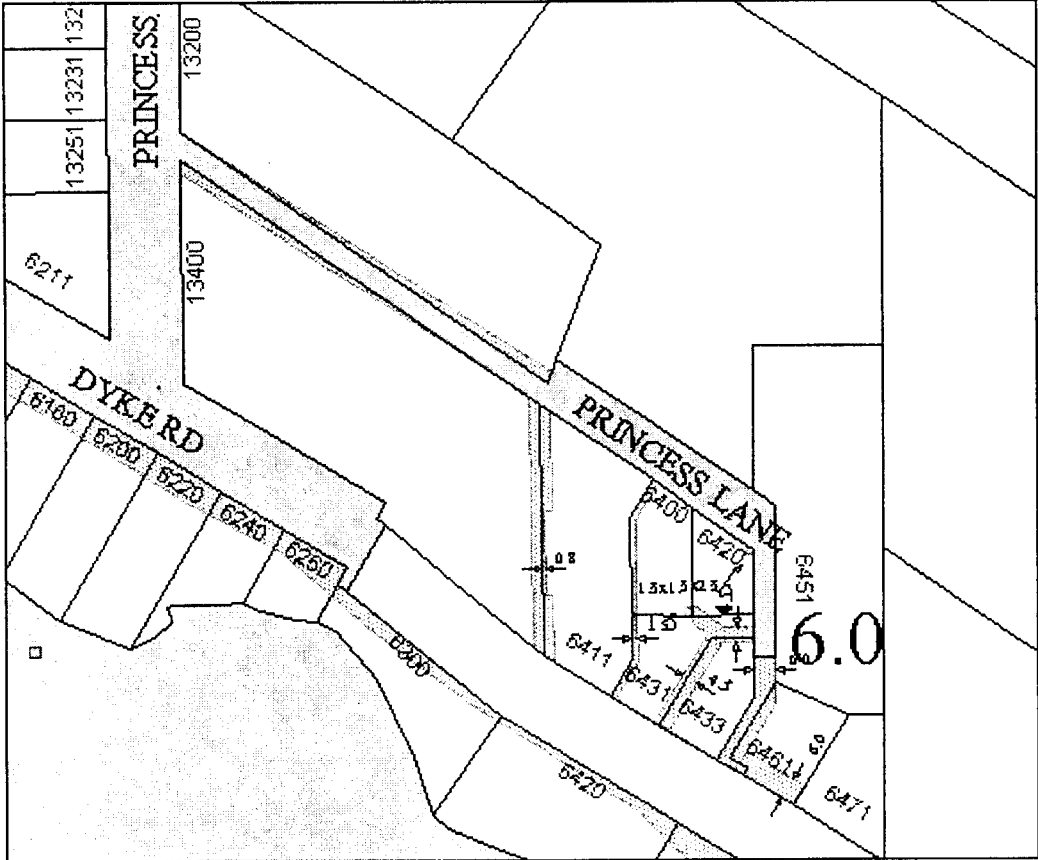
Statutory R.O.W. Between  
6451 & 6471 Dyke Rd.

DR BY	DATE	CH BY	DWG #
DS	06.15.00	MK	PL-50

Attachment 1  
Laneway Survey

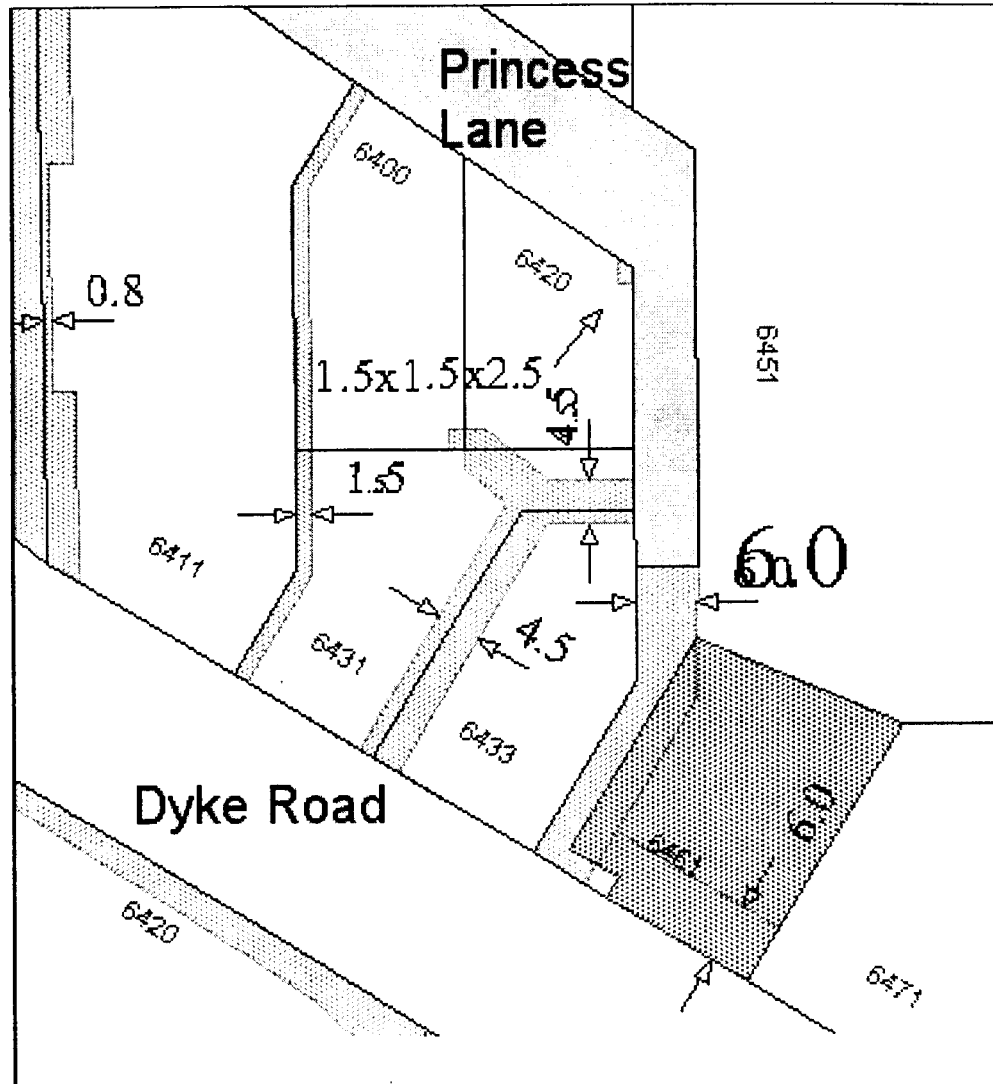


Laneway Location on 6451 Dyke Road Between 6461 Dyke Road (Williamson's Property) and 6433 Dyke Road (John White's Property). Rights of Way are shown as light shading.



**Parcel Ownership:**

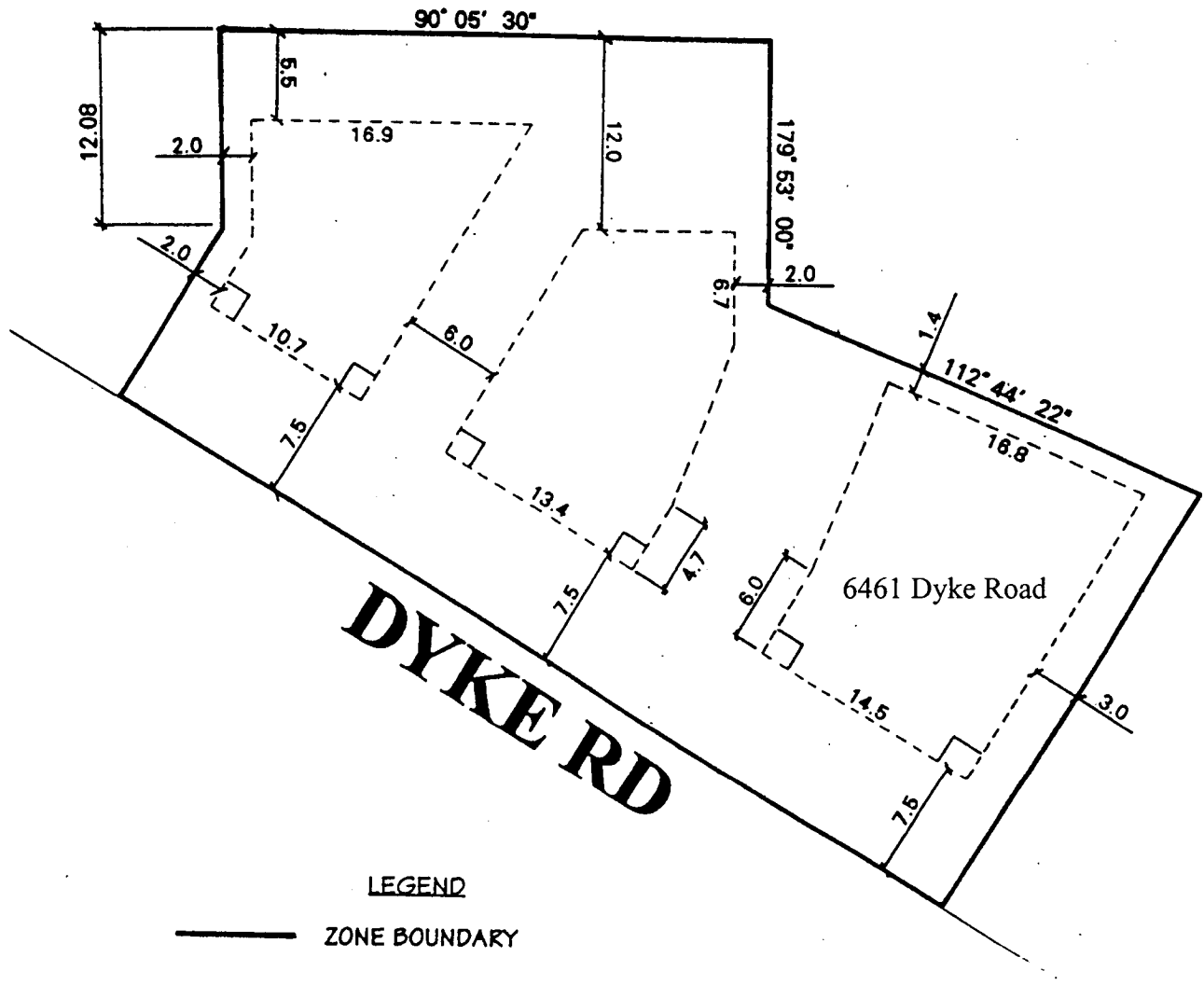
- |                       |   |
|-----------------------|---|
| 6451 Dyke Road        | London Lane Industrial Park Ltd. (Curtis Eyestone)      |
| 6433 Dyke Road        | 445775 BC LTD (John White)                              |
| 6461 Dyke Road        | Amber and David Williamson                              |
| 6471 Dyke Road        | Curtis Eyestone   |
| 13400 Princess Street | Waterview Holdings Inc. (currently under redevelopment) |



**Parcel Ownership:**

6451 Dyke Road	London Lane Industrial Park Ltd. (Curtis Eyestone)
6433 Dyke Road	445775 BC LTD (John White)
6461 Dyke Road	Amber and David Williamson
6471 Dyke Road	Curtis Eyestone
13400 Princess Street	Waterview Holdings Inc. (currently under redevelopment)

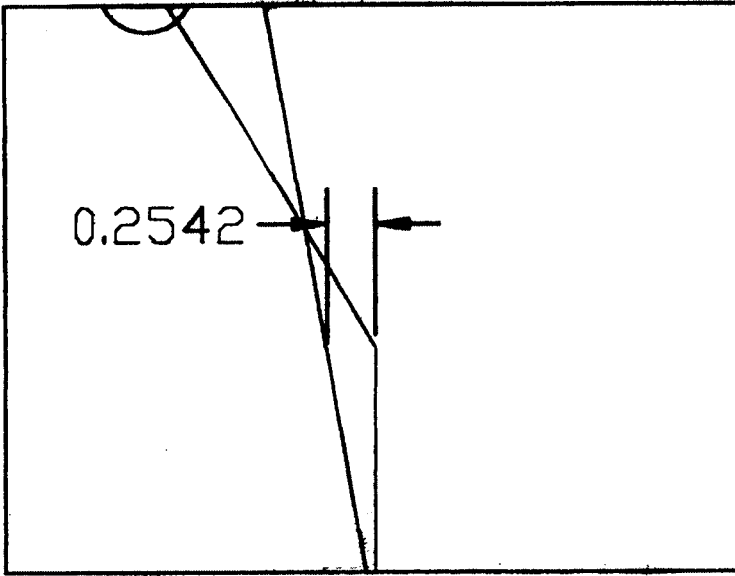




LEGEND

- ZONE BOUNDARY
- - - BUILDING ENVELOPES

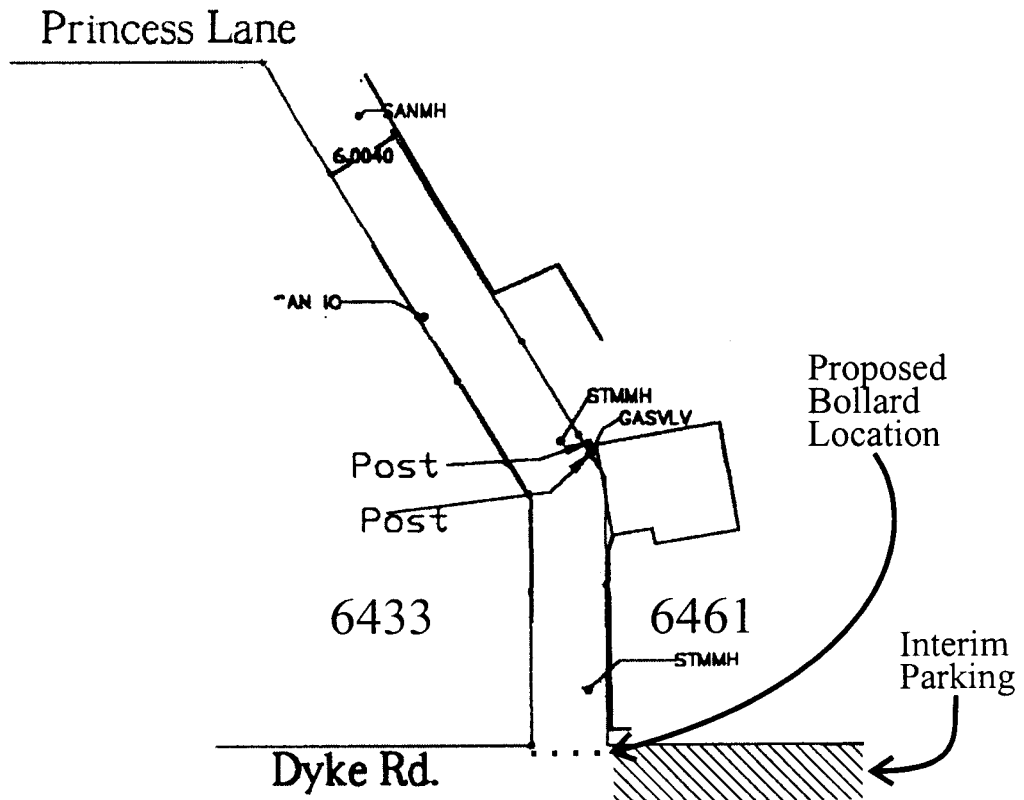
Note: All dimensions are in metres



Statutory R.O.W. Between  
6451 & 6471 Dyke Rd.

DR BY	DATE	CH BY	DWG #
DS	06.15.00	MK	PL-50

Attachment 4  
Proposed Bollard  
Placement and  
Interim Parking



BL260601

97 JUL 28 11 48

LAND TITLE OFFICE  
NEW WESTMINSTER/VANCOUVER

**LAND TITLE ACT**

FORM C (Sections 219.81)

Province of British Columbia

GENERAL INSTRUMENT - PART I (This area for Land Title Office use)

Page 1 of 4

**DOROTHY POLSON**

CONVEYANCE-PARALEGAL

1. APPLICATION:

**FRYKE LAMBERT LEATHLEY RUSSELL**

Barristers & Solicitors

SUITE 500 NORTH TOWER

5811 COONEY ROAD,

RICHMOND, B.C. V6V 3M1

Phone: (604) 270-2765

File: 95-117

/Authorized Agent

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:  
(PID) (LEGAL DESCRIPTION)

not available  
023-801-387

Lot 2 Section 18 Block 3 North Range 6 West New Westminster District Plan  
LMP 33426-  
02 97/07/28 11:47:46 01 NW 009183  
CHARGE \$50.00

3. NATURE OF INTEREST:

Document Reference

Description

(Page and Paragraph)

Person Entitled to Interest

Section 215 Covenant

Pages 3 to 4

Transferee/s

4. TERMS: Part 2 of this instrument consists of (select one only)

15 97/08/26 10:07:06 01 NW 015629  
DEFECT \$20.00

- (a) Filed Standard Charge Terms
- (b) Express Charge Terms
- (c) Release

- D. F. No.
- Annexed as Part 2
- There is no Part 2 of this instrument

A selection of (a) includes any additional or modified terms referred to in item 7 or in a schedule annexed to this instrument. If (c) is selected, the charge described in item 3 is released or discharged as a charge on the land described in Item 2.

5. TRANSFEROR(S): AMBER KATHLEEN EYESTONE

6. TRANSFEREE(S): CITY OF RICHMOND, a City Incorporated under the Municipal Act, and having its offices at 6911 No. 3 Road in the City of Richmond, Province of British Columbia, V6Y 2C1

Cont'd

AGENT

FRYKE LAMBERT LEATHLEY RUSSELL  
5811 COONEY ROAD  
RICHMOND, B.C. V6V 3M1  
(604) 270-2765

FORM C Continued

7. ADDITIONAL OR MODIFIED TERMS: N/A

8. EXECUTION(S): This instrument creates, assigns, modifies, enlarges, discharges or governs the property of the interest(s) described in item 3 and the Transferor(s) and every other signatory agree to be bound by this instrument, and acknowledge(s) receipt of a true copy of the filed standard charge terms, if any.

Execution Date

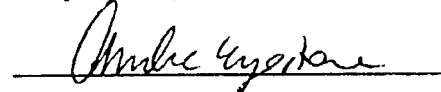
Officer Signature(s)



DONALD H. FORBES  
Barrister & Solicitor  
215 - 8171 Cook Road  
RICHMOND, B.C. V6Y 3T8

Y	M	D
97	4	10

Party(ies) Signature(s)



AMBER KATHLEEN EYESTONE

**OFFICER CERTIFICATION:** Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the Evidence Act, R.S.B.C. 1979, c.116, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the Land Title Act as they pertain to the execution of this instrument.

COV (ACCESS - 2 ROADS)

## PART 2 - TERMS OF INSTRUMENT

In these Terms of Instrument and the pages attached hereto (either before or after this page), which together comprise the document (herein called the "Document"):

"Agreement" means the covenants, agreements and executions contained in the Document.

"Owner" means the Owner of the land described herein, and the Owner is named as a Transferor as defined in Item 5 on Page 1 of the attached Form C; and

"Richmond" means the City of Richmond and is named as a Transferee as defined in Item 6 on Page 1 of the attached Form C.

"Chargeholders" means any Transferor who is indicated in item 5, page 1, as having executed in order to grant priority to this agreement over the chargeholder's existing charge.

### 1. WHEREAS:

- (a) Section 215 of the Land Title Act, Chapter 219, R.S.B.C. 1979, allows the registration of a covenant in favour of a municipality that the land is to be or not to be used in a particular manner;
- (b) The Owner is the registered owner of those certain parcels or tracts of land and premises lying and being in the City of Richmond, in the Province of British Columbia, more particularly known and described as:

PID No: not available

Lot 2 Section 18 Block 3 North Range 6 West New Westminster  
District Plan LMP 33426 ↗

(hereinafter called "the land");

- (c) The land fronts onto Dyke Road (hereinafter called "Dyke Road") which is a major street;

- (d) Richmond does not wish motor vehicles to access the land from Dyke Road;
- (e) The land is serviced by Princess Lane (hereinafter called "Princess Lane");
- (f) Richmond wishes a covenant placed on the land that the land be used in such a manner so that motor vehicles can enter and egress the land from Princess Lane only and not from Dyke Road;
- (g) The Owner has agreed to enter into such a covenant.

2. **NOW THEREFORE THIS INDENTURE WITNESSETH** that in consideration of the provisions of Section 215 of the Land Title Act, \$1.00 and other good and valuable consideration, the Owner hereby agrees that he will not use or build on the land except upon compliance with this covenant and, further, grants a covenant to Richmond and agrees that the land shall be used only as a site of a development, as long as the access to the land is designed so as to allow a motor vehicle to access and egress the land from Princess Lane only and not from Dyke Road.

3. The Parties hereto agree that this agreement or restriction shall be construed and accepted as a covenant running with the land.

4. The expressions "Owner" and "Richmond" herein contained shall be deemed to include the executors, administrators, successors and assigns of such parties wherever the context or the Parties hereto so require.

5. Wherever the singular or the masculine are used throughout this Indenture, the same shall be construed as meaning the plural or the feminine or body corporate or politic where the context or the Parties so require.

6. This Indenture shall enure to the benefit of and be binding upon the parties hereto, their executors, administrators, successors and assigns respectively.

7. **IN WITNESS WHEREOF** the Agreement contained in the Document has been executed on one or more pages of the Document.

**END OF DOCUMENT**

## **Attachment 6**

### **Related Correspondence**

- Letter from David Williamson commenting on an earlier draft of this report (dated December 22, 2000).
- Letter from London Lane Industrial Park Ltd. re: Sub-Division Application SD98-148724 at 6451 Dyke Road (dated November 17, 2000).
- Letter from London Lane Industrial Park Ltd. re: Sub-Division Application SD98-148724 at 6451 Dyke Road (dated December 20, 2000).
- Letter from London Lane Industrial Park Ltd. re: Princess Lane Report to Committee – Tuesday Feb 6, 2001 (dated January 30, 2001).
- Letter from London Lane Industrial Park Ltd. re: Emergency Vehicle Connection to Dyke Road via Princess Lane End (dated February 1, 2001).

ATTENTION: David Brownlee  
Land Use  
City of Richmond

Re: Review of the draft report for the planning committee dated Dec 21, 2000

I would like to make some comments and provide clarification on a few of the points in the report. I would like to make mention of specific comments as follows:

1. pg 3 paragraph 4 (under ANALYSIS) "The Williamsons have expressed a strong desire to have the emergency laneway relocated."

This was our initial reaction to the suggestion of an emergency vehicle access. Our concern was that we wouldn't be able to erect an extension of our fence between the new pedestrian trail and our house because of the width requirements for emergency vehicles. With a huge influx of residents anticipated, we are very concerned about our home security as our large barn-like basement doors and two small single paned windows face the lane. (They are actually partially on top of the lane.) Other than that one issue we have no objection to an emergency vehicle access and are looking forward to preventing traffic from using the lane.

2. pg 4 paragraph 4 (under Issues and Concerns Expressed By The Williamsons) "The Williamsons would prefer some accommodation be made to allow them to continue parking next to their house."

The lane beside the house will be closed and used only for pedestrians and emergency vehicles. We would like accommodations made for us to begin parking in front of the house on the existing bridge away from the lane. We already have a gate in our fence there. We do have concerns about the security of our vehicles near the Dyke but have to weigh the options. In order for us to cross the bridge and park on our property, major renovations would have to be done to our yard including the destruction of a landscaped raised flower and shrub bed, removal of some cedar trees and relocation of our hot tub and cabana. We feel that that option is cost prohibitive and would be very disruptive to our overall landscape. We are prepared to pay for upgrades to the bridge to make it safe and aesthetically pleasing as temporary parking area as long as we are able to convert it into our driveway when we build a new house. This would require us to have Dyke Road access.

3. The Option 1 recommended by staff does not deal with the issue of our right of passage agreement over the entire lane to Princess Lane. This prevents the City from putting the bollards at one end of the lane. This will create problems for pedestrians as cars will be driving up to the Dyke and having to back out down the path. We are willing to give up the right of passage agreement in exchange for the Dyke access. The idea that giving us Dyke access will create safety concerns for the recreational users of Dyke Road is ridiculous. We have been



pg 2

using this bridge for many years. By closing the lane the City is decreasing the traffic on the Dyke some but they must realize that by allowing umpteen new residents to move into the area, there is going to be more traffic on the Dyke. You can try to divert people to number two road but most like to drive the Dyke route for the scenery. Us continuing to use the same route we always have is not where the traffic concerns are going to come from.

4. pg 6 paragraph 2 "all costs incurred to meet the above conditions are to be borne by the Proponent."

The sentence before that says "Other requirements identified by either the Transportation staff or the City Solicitor." How can we agree to pay when we don't know exactly what we will be paying for. These costs are very real to us and must be clear before we can agree to cover them. I also have a concern about agreeing to pay for the legal agreement to relieve the City of any liability. How much does this cost? We agree that there would need to be such an agreement but would hope the City could provide the documentation as I'm sure they have had other similar situations.

5. Again, In the conclusion, staff comments that not giving us Dyke access is the better long term solution for the London-Princess area and the users of Dyke Road based solely on our two vehicles continuing to use the Dyke. If the concern is for the users of the Dyke we should reevaluate how many new residents we want in this area.

Regards,

David Williamson

Dec 22 100

**London Lane Industrial  
Park Ltd.**

6471 Dyke Road  
Richmond B.C.  
V7E 3R3  
Phone & Fax (604) 277-9553  
Email [eyestone@direct.ca](mailto:eyestone@direct.ca)

Friday, November 17, 2000  
City of Richmond  
Urban Planning Division  
6911 No. 3 Road  
Richmond B.C. V6Y 2C1

**Att: Holger Burke**

**Re: Sub-Division Application SD98-148 724 @ 6451 Dyke Road, Richmond B.C.**

Dear Sir:

In confirmation of our brief meeting yesterday, regarding my September 29, 1998 sub-division application, I wish to confirm my present situation and the problems we are concerned about with regard to ours and other developments in the area.

**Current Situation**

London Lane Industrial Park Ltd. has constructed the first two of three originally proposed buildings, which currently consists of 10 rental bays, providing a modest income to Curtis Eyestone. Most of the money originally slated for the construction of the third building was used in moving and restoring the McKinney House.

The part of the property, where the third building was to be constructed, remains vacant. It is not generating any revenue, is costing money for property taxes and, the decision as to what to do with the property, can not be made until more is known about what will be happening on the surrounding properties.

Our considered options at this time are:

**Option A.** Complete the third industrial multi-tenant rental building, as originally planned using mortgage financing. This has been considered and might be advisable, if the majority of the land in the area remains industrial for some time. This, however, is considered unlikely given the Cedar Development Housing and the possibility that Ted Hilton's property may sell in the near future, despite Polygon's apparent withdrawal. This could prove to be a bad investment decision.

**Option B.** A simple sub division of the property into two industrial parcels, thereby opening the way for possible sale or development of the vacant portion, while still retaining the income from the existing industrial buildings. (Original Application 1998)

**This is still our preferred option at this time.**

Preference is to sell the vacant lot as is and let the purchaser do the rezoning and respective upgrades. Rezoning the vacant parcel to residential, without knowing what form the buildings might take, is unwise at this stage. Selling all of the property, including existing buildings and vacant land, at this time, is not a preferred option.

**Option C.** A four-lot subdivision of the property, with the existing buildings on one lot and three newly created industrial lots on the vacant portion (Conditional amendment as proposed September 28, 1999).

This would allow for staggered sales of the lots, as funds were required. A problem is that rezoning may be required by City Hall at this sub-division stage.

Initially this was seen as a positive option, but development cost charges, rezoning costs, and road and utility improvement costs, that may be attributed, make this option less attractive. Proceeding with sub-division into four (4) lots is cost prohibitive and no longer considered a viable option, if rezoning and road/utility improvements are a requirement of sub-dividing.

**Option D.** Withdraw our application or suspend it until sometime in the future.

\*\*\*\*\*

There are, however, some concerns we have about the other developments in the area that will affect us, namely:

**Closing the Princess Lane access to the Dyke** to all but emergency vehicles, using bollards or chains, would be desirable for the City and for the Williamsons, but creates a serious problem for the tenants of the London Lane Industrial Park.

- ❑ Industrial traffic would be required to access via Princess Lane.
- ❑ **Property address** of the existing industrial park would have to be changed to Princess Lane so delivery vehicles and customers could locate the tenants. Signs would need to be replaced.
- ❑ **Changing location of the existing Post Boxes**, for tenants of the industrial park, **needs to be approved by the Post Office**. The Postman and the Tenants need direct vehicular access to the Post Office Box. The existing box is substantially built, but movable. A pad already exists for this purpose adjacent to Unit #1110 at the East end of Princess Lane.
- ❑ **Postal address** for the tenants of the industrial park would need to be changed to Princess Lane. Considerable costs will be incurred, by the tenants, to change mail, advertising, letterheads, etc.

Relocation of the post boxes to Princess Lane, and changing the addresses of the existing industrial buildings to Princess Lane, will make the address correspond to the actual building location and is necessary for making them easier to find. This will **eliminate the need to use Dyke Road for access** to the industrial park.

This potential closure must not be done before the post box is relocated and tenants have reasonable time to notify their suppliers, clients and others. The road should also be completed, if up grading is contemplated, so as not to delay or deny access.

Sincerely,

London Lane Industrial Park Ltd.

Curtis C. Eyestone - President

Attached: 3 pages showing Options A, B, & C.

**London Lane Industrial  
Park Ltd.**

6471 Dyke Road  
Richmond B.C.  
V7E 3R3  
Phone & Fax (604) 277-9553  
Email [eyestone@direct.ca](mailto:eyestone@direct.ca)

Wednesday, December 20, 2000

City of Richmond  
Urban Planning Division  
6911 No. 3 Road  
Richmond B.C. V6Y 2C1  
Fax 276-4157

**Att: Holger Burke**

**Re: Sub-Division Application SD98-148 724 6451 Dyke Road, Richmond B.C.**

Dear Sir:

(Further to my fax of ~~December 18, 2000~~ ~~sic~~), I wish to offer what I feel is fair and acceptable for the above sub-division, for the required widening of Princess Lane.

- a) A new dedication of 29.0 m<sup>2</sup> at the North end of Princess Lane,
  - b) A new dedication of 123.0 m<sup>2</sup> at the South end (Dyke Road connection),
- (A total of 152.0 m<sup>2</sup>)** from London Lane Industrial Park Ltd. and:
- c) A new dedication of the **\*132.0 m<sup>2</sup>** from John White's property.

Although this is not equal, it is acceptable as fair and equitable.

This does not include any equability for the **260.0 m<sup>2</sup>** previously dedicated by London Lane Industrial Park Ltd.

We would accept the above dedications if they will be treated concurrently, firmly applicable to both properties in question. We have no objection to the extension of the roadway to connect to 6461 Dyke Road, costs applicable at the development stage of the property.

We are not asking for a development permit or rezoning at this time. As you indicated any development on the property will require a development permit, at which time, given that the type and size of the development will be known, road and utilities requirements can be determined. It is only our intention, at this time, to make the property available for development.

All as per the attached drawing dated December 18/00.

I remain, Sincerely,

London Lane Industrial Park Ltd.

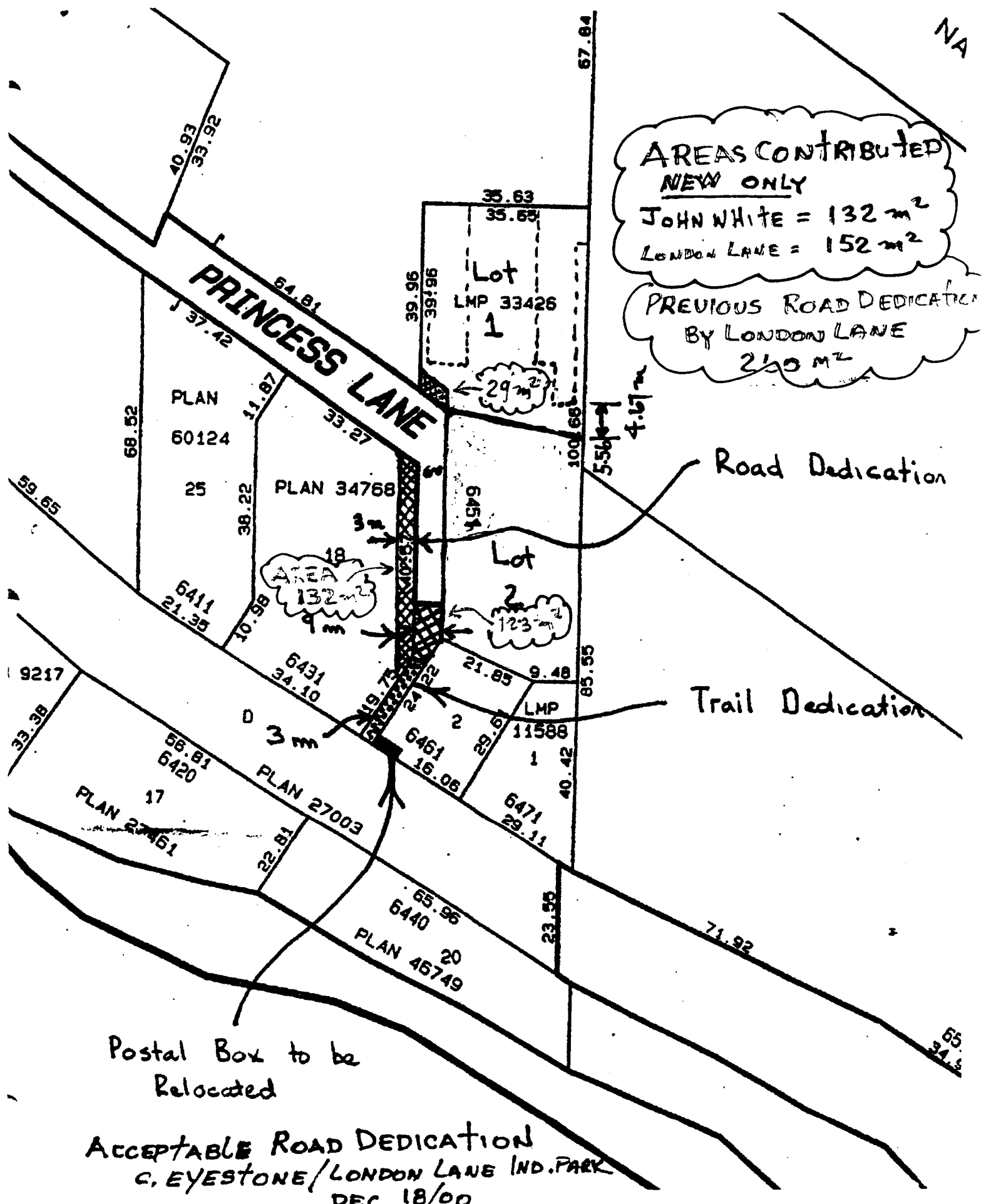
Curtis C. Eyestone - President

\*Amended to lesser amount (Approx. 60m<sup>2</sup>) January 30, 2001 see letter.

NA

AREAS CONTRIBUTED  
 NEW ONLY  
 JOHN WHITE = 132 m<sup>2</sup>  
 LONDON LANE = 152 m<sup>2</sup>

PREVIOUS ROAD DEDICATION  
 BY LONDON LANE  
 250 m<sup>2</sup>



Postal Box to be Relocated

ACCEPTABLE ROAD DEDICATION  
 C. EYESTONE / LONDON LANE IND. PARK  
 DEC 18/00

SD 98-148 724

**London Lane Industrial  
Park Ltd.**

6471 Dyke Road  
Richmond B.C.  
V7E 3R3  
Phone & Fax (604) 277-9553  
Email eyestone@direct.ca

Tuesday, January 30, 2001

City of Richmond  
Urban Planning Division  
6911 No. 3 Road  
Richmond B.C. V6Y 2C1  
Fax 276-4157

**Att: Holger Burke**

**Re: Princess Lane Report to Committee- Tuesday Feb 6<sup>th</sup>, 2001**

Dear Sir:

The draft report submitted contains two very important ERRORS in basic information.

This erroneous information is being used in making the considerations to arrive at the recommendations in this report to Planning Committee.

Firstly there is **no row of trees**, immediately west of the laneway, that will impact on the widening of the lane or the right of way. The trees referred to are adjacent to the Dyke Road dog-leg of the Right-of-way and consists of four recently planted fruit trees. The only tree of any significance, an old oak tree, is more than fifteen (15) feet from the lane. See attached photo.

Secondly the statement that "Future realignment using the adjacent land (John White's property) is not possible because **development is already complete**" is not true. The lot 6420 Princess Lane is zoned industrial and a condition of dedicating a portion of this lot, as a condition of rezoning, is available. See attached drawing.

Lot 6431 and 6433 Dyke Road could have a Right-of-Way applied as a condition of the CD zoning, the same as it was applied to 6451 and 6461 Dyke Road. The Right-of-Way was applied to 6451 and 6461 after both properties had buildings on them.

Widening the lane and applying a Right of way, over a portion of 445775(BC) Ltd. (John Whites) property, would satisfy all the requirements of traffic, fire and pedestrian walkway planning departments, with minimal impact on John White's property and would be fair and equitable.

I remain, Sincerely,

London Lane Industrial Park Ltd.

Curtis C. Eyestone - President

Encl: Drawing dated January 30, 2001  
Photo of property.

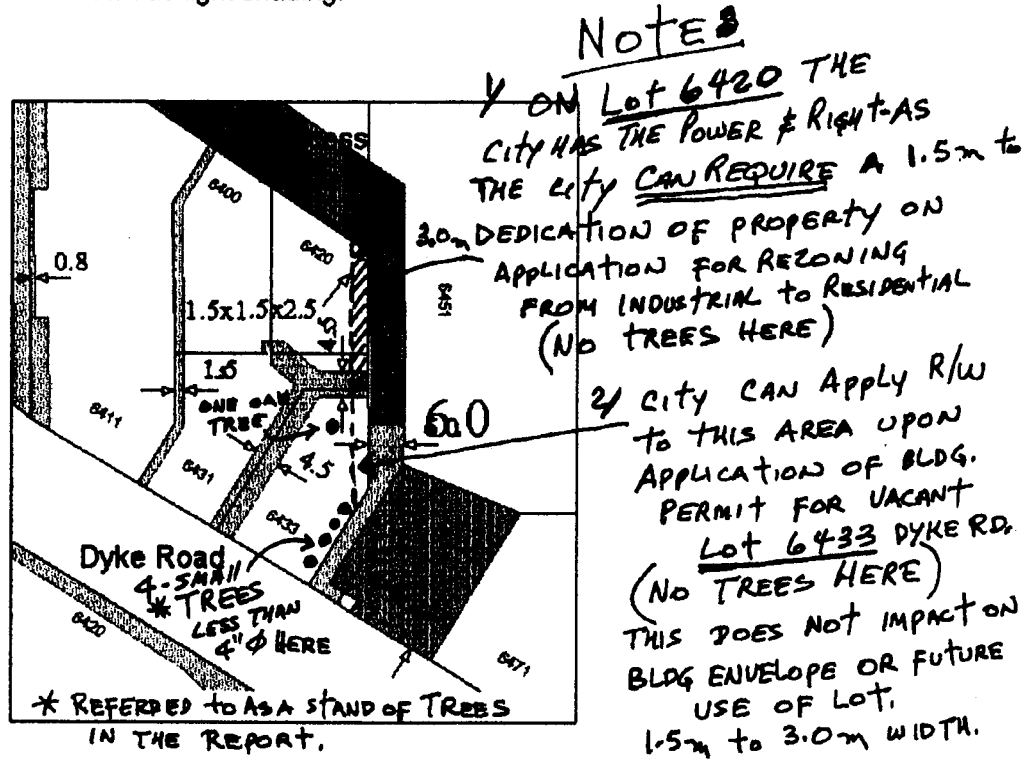


London Lane Industrial Park Ltd  
6471 Dyle Road  
Richmond B.C. V7E 3P3





Lane Location Adjacent to 6461 Dyke Road (Williamson's Property)  
 Rights of Way are shown as light shading.



**NOTES**

1/ ON Lot 6420 THE CITY HAS THE POWER & RIGHT-AS THE CITY CAN REQUIRE A 1.5m to 3.0m DEDICATION OF PROPERTY ON APPLICATION FOR REZONING FROM INDUSTRIAL TO RESIDENTIAL (NO TREES HERE)

2/ CITY CAN APPLY R/W TO THIS AREA UPON APPLICATION OF BLDG. PERMIT FOR VACANT Lot 6433 DYKE RD. (NO TREES HERE) THIS DOES NOT IMPACT ON BLDG ENVELOPE OR FUTURE USE OF LOT. 1.5m to 3.0m WIDTH.

Parcel Ownership:  
 6420 PRINCESS LANE  
 6451 Dyke Road  
 6433 Dyke Road  
 6461 Dyke Road  
 6471 Dyke Road

(JOHN WHITE) 445 775 BC LTD - INDUSTRIAL ZONED LOT  
 London Lane Industrial Park Ltd. (Curtis Eyestone)  
 445775 BC LTD (John White)  
 Amber and David Williamson  
 Curtis Eyestone

DATED - JANUARY 30, 2001

London Lane Industrial Park Ltd.  
 6471 Dyke Road  
 Richmond B.C. V7E 3R3

**London Lane Industrial  
Park Ltd.**

6471 Dyke Road  
Richmond B.C.  
V7E 3R3  
Phone & Fax (604) 277-9553  
Email eyestone@direct.ca

TO: MAYOR & EACH  
COUNCILLOR  
FROM: A/CITY CLERK

PC: David Brownlee

	IRM	INIT
✓	DW	DW
	KY	
	AS	
	DB	
	SF	

To: Development Permit  
Panel Meeting -  
February 14, 2001

City of Richmond  
Urban Planning Division  
6911 No. 3 Road  
Richmond B.C. V6Y 2C1

**PHOTOCOPIED  
& DISTRIBUTED**  
DATE: Feb. 11/01 map.

Thursday February 1<sup>st</sup>, 2001

**Att: David Brownlee, Members of Council and Planning Committee**

**Re: Emergency Vehicle Connection to Dyke Road via Princess Lane End**

4045-20-04-u

Dear Sir:

Why is it that we have to have the emergency vehicle access, for the developers of land in this area, go through our property anyway?

Where else does developers in Richmond get to use all their land for building and make the neighbors provide their emergency vehicle access requirements, when they already have land that connects directly to the same road?

There seems to be something wrong here.

John White, the Williamsons and we are all being asked to make changes to our property to provide this service, without any compensation, so the developers can proceed?

Maybe you should make the developers provide their own emergency vehicle access, on their own land, not through our yards!

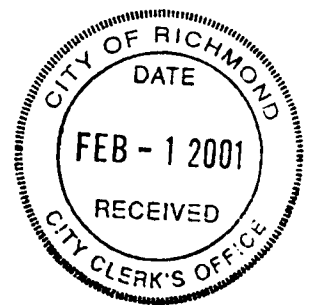
The extension to the end of Princess Lane was made to provide quiet, private, access to our small residential area, including the proposed three lot subdivision of the vacant portion of our land, not as a thoroughfare.

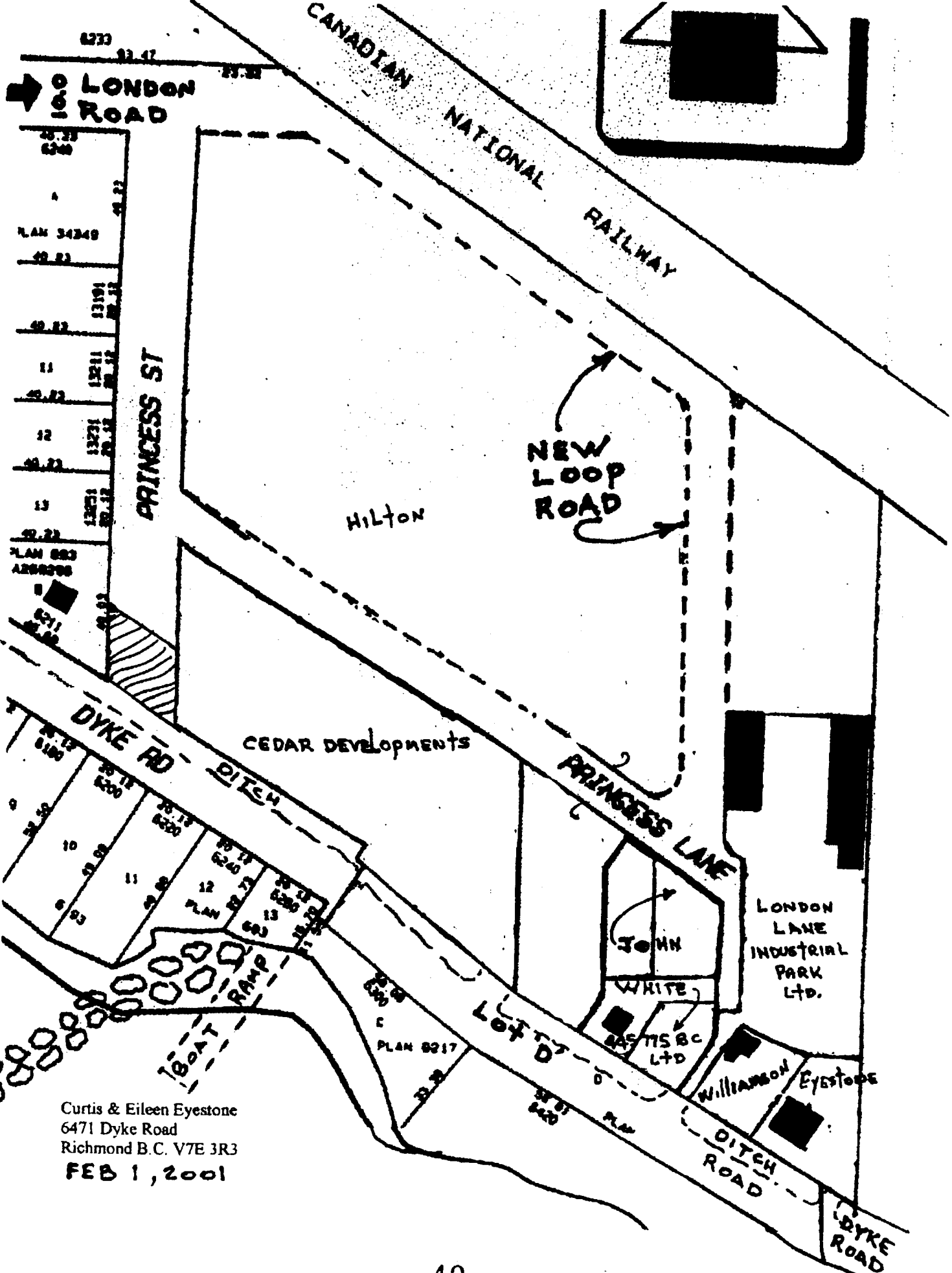
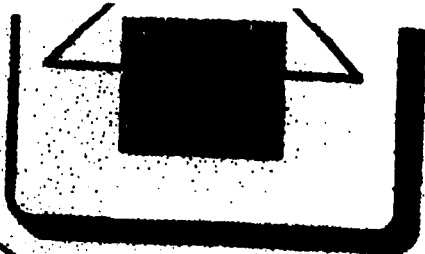
Sincerely,

London Lane Industrial Park Ltd.

Curtis C. Eyestone – President

Encl: Area Map





6273 22.47  
LONDON ROAD

PLAN 34249

PRINCESS ST

HILTON

NEW LOOP ROAD

CEDAR DEVELOPMENTS

DYKE RD

DITCH

PRINCESS LANE

LONDON LANE INDUSTRIAL PARK LTD.

JOHN

WHITE

WILLIAMSON

EYESTONE

DITCH ROAD

DYKE ROAD

Curtis & Eileen Eyestone  
6471 Dyke Road  
Richmond B.C. V7E 3R3  
FEB 1, 2001