



CITY OF RICHMOND

REPORT TO COUNCIL

TO: Richmond City Council
FROM: Councillor Malcolm Brodie, Chair
Planning Committee
DATE: April 19th, 2000
FILE: 4045-20-04-WA
RE: COUNCIL REFERRAL – VEHICLE ACCESS OPTIONS FOR LONDON PRINCESS

The Planning Committee, at its meeting held on Tuesday, April 17th, 2000, considered the attached report, and recommends as follows:

COMMITTEE RECOMMENDATION

That the vehicle access option shown in Attachment 2 (to the report dated April 5th, 2000, from the Manager, Land Use), be selected for the London-Princess area.

Councillor Malcolm Brodie, Chair
Planning Committee

Attach.

VARIANCE

Please note that staff recommended the following:

That the report (dated April 5th, 2000, from the Manager, Development Applications), regarding Vehicle Access Options for London Princess, be received for information, and that a vehicle access option be selected for the London-Princess area.

STAFF REPORTORIGIN

On March 13, 2000, Council reviewed a report from the Manager, Development Applications (dated February 24, 2000), which provided survey results and staff recommendations for vehicle access options in the London-Princess area (see **Attachment 1** for the study area map).

The original vehicle access options included in the public survey and staff's recommended option appear in **Attachments 4 and 5** for reference.

Having reviewed the report February 24, 2000, Council provided staff with the following referral:

That the issue of public road access for the Princess Street/Dyke Road area (such as proposed by Option 5) be referred to Urban Development and Engineering & Public Works Division staff to:

1. *devise an appropriate and workable traffic configuration, at the same time:*
 - a *maintain the integrity of the lane adjacent to the Williamson property (Lot D),*
 - b *ensure that the north-east section of the internal road does not cut into the CNR right-of-way; and*
 - c *ensure that a fence was erected between the road and the railway right-of-way to protect adjacent farmland;*
2. *review the status of Dyke Road with respect to access to Lot D (Williamson property) and the legal access of the trail; and*
3. *prepare appropriately scaled drawings and a report, which would provide information on:*
 - a *the amount of land required;*
 - b *who would be responsible for the construction of the road; if the City is to be responsible, how would the project be funded; and would an 'assist factor' be factored into the equation; and*
 - c *how the Princess Street/London Road/Dyke Road area would be developed – is it to be a mix of single-family, townhouse or multi-family developments, and will this housing comply with the guidelines contained in the Steveston Area Plan.*

The Managers in attendance at the Council meeting also advised staff of Council's preference that no direct public roadway connection be made from Princess Street to Dyke Road.

This report and the accompanying attachments respond to Council's referral.

ANALYSIS

Staff's response to Council's referral comes from the Land Use Department and the Transportation Department. Transportation staff's comments are provided in a memorandum from the Manager, Transportation (refer to **Attachment 3**) and focus primarily on the technical issues related to creating a "workable traffic configuration". This memo is referred to throughout the subsequent text.

The following comments are provided in the same sequence as the referral questions listed above.

1 A Workable Traffic Configuration

Staff's response to creating a "workable traffic configuration" begins from the premise established by Council regarding the approximate alignment of the proposed dedicated public roadway through the Hilton properties. The overall layout, as shown in **Attachment 2**, assumes an extension of London Road, paralleling, but not encroaching into the former CNR corridor, then turning south to connect to the eastern end of Princess Lane.

Staff believe that the actual location of the road alignment could be allowed to vary within the Hilton property if it results in more efficient use of the remaining developable lands. Although staff have determined that the preferred right-of-way standard for the Hilton properties is 17m (55.77ft.), consideration for a reduced standard may be given if provision for an increased on-site parking standard is made. This aspect is discussed in more detail, along with the technical responses to referral items 1 (a), 1(b) and 1(c), in the memorandum from the Manager, Transportation (**Attachment 3**).

It should be noted that staff have not assessed the feasibility of the dedicated and constructed roadway at this point in time, although comments from Mr. Hilton's representative on the general notion of a dedicated roadway have been noted and are provided in **Attachment 6** (Additional Correspondence) for reference.

2 Dyke Road/Legal Access to Williamson Property

In response to referral item 2 (status of Dyke Road/access to the Williamson property/legal access of the trail), staff have reviewed the various titles, covenants, statutory rights of way and easements which exist for these properties and provide the summary appearing below. **Figures 1 and 2** on the next page show property addresses, lot numbers, rights of way, and the location of the remnant City owned Dyke Road parcel.

Status of Dyke Road

- The portion of Dyke Road (labelled and shown in white in **Figure 1**) is a remnant dyke reserve parcel owned by the City of Richmond.
- The parcel is approximately 3516.84 m² (0.87 acres) in size. This parcel is identified as Parcel "D".
- The parcel has not been dedicated as road.

Figure 1: Property Addresses, Lot Numbers and Parcel Configurations

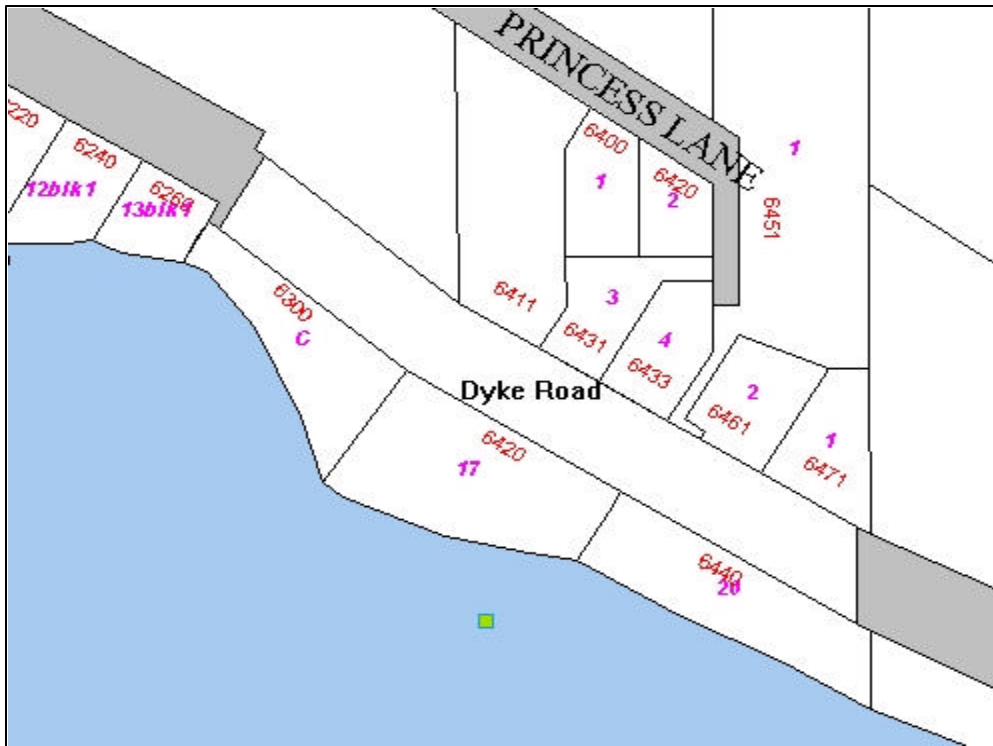
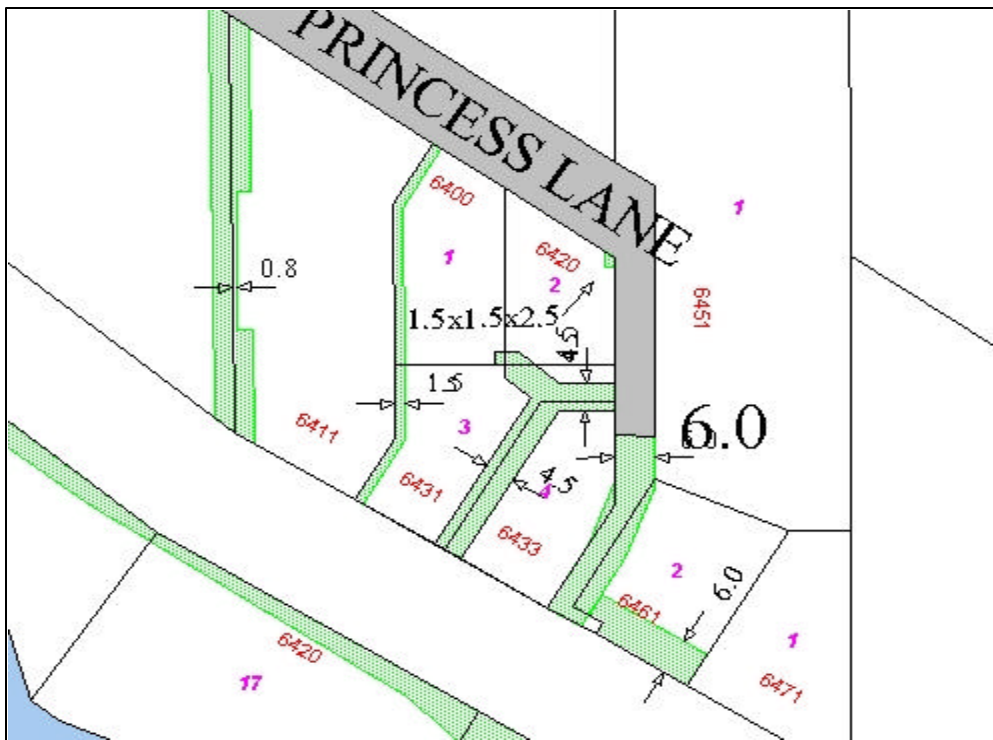


Figure 2: Statutory Rights of Way (shown in light shading)



Access to the Williamson's Property

- A covenant (BL260601 dated 1997-07-28) has been registered on the Williamson's property at 6461 Dyke Road (Lot 2) which restricts vehicular access between this property and Dyke Road.

The covenant notes that:

- "*Richmond does not wish motor vehicles to access the land from Dyke Road*" and,
 - "*The land is serviced by Princess Lane*".
 - Similar restrictive covenants have been placed on properties in the vicinity.
- Access from the Williamson's property to Princess Lane is provided through an easement (BL237781 dated 1997-07-08) across 6451 Dyke Road (London Lane Industrial Park Ltd [Lot 1] and the Williamson's property [Lot 2]).
 - The covenant and the easement effectively provide vehicle access from the Williamson's property to Princess Lane and restrict vehicle access to Dyke Road.

Legal Access of the Trail

The properties 6451/6433/6461 Dyke Road each have a Statutory Right of Way (BL201411 dated 1997-06-09) notation registered on them.

The Right of Way, in favour of the City of Richmond, is 6 metres in width and runs between Dyke Road and the extension of Princess Lane (refer to **Figure 2**).

Along with other rights, the Right of Way grants the City the ability to "*place and maintain a roadway for the purpose of public rights of passage with or without vehicles*".

From a legal standpoint, this provision will accommodate both a pedestrian trail and an emergency access route from Princess Lane to Dyke Road between 6433 and 6461 Dyke Road.

Mrs. Williamson has indicated that in order to protect their privacy, should the laneway be used, she would prefer to have a fence along a portion of the right of way. The memo from the Manager - Transportation (refer to **Attachment 3** Section 2a) addresses this issue from a technical standpoint based upon the Fire Department's staff comments. From these comments, and the right of way alignment shown in **Figure 2** it would appear that a suitable compromise could be reached to achieve an emergency access and appropriate fencing for privacy.

To ensure the Williamson's continue to have access to their property from Princess Lane, while at the same time preventing the laneway from being used as a thoroughfare, bollards should be placed across the southern extent of the laneway adjacent to Dyke Road.

3 Transportation Details

a General

Transportation staff have added sketches to the memo from the Manager - Transportation (refer to **Attachment 3**) with scaled cross section drawings and alignment diagrams showing how the loop road proposal through the Hilton properties could be functionally developed. A rationale, specific constraints of the conceptual design, and the amount of land required for the alignment, are also provided.

b Construction Responsibilities

Responsibility for the construction of the loop road would rest with the developer of the property. Dedication of the land for the road right of way would be required as part of the rezoning process. Staff have determined that, at present, only London Road, Princess Street, and Princess Lane are in the Development Cost Charges (DCC) program and therefore eligible for credits for improvements. The new loop road through the Hilton properties is not currently in the DCC program and, as such, credits would not apply for roadway development.

c Development Mix and the Steveston Area Plan

In the area north of Princess Lane, and east of Princess Street, the Steveston Area Plan encourages single family and townhouse residential structures which do not contain more than two habitable floors above the local Flood Construction Level.

In keeping with this theme, densities discussed with prospective developers to this point, have typically been 0.55 FAR for either single family or townhouse dwellings (typical of zoning districts R1 or R2).

The staff report (from the Manager - Land Use dated July 23, 1998) accompanying the Steveston Area Plan, indicated that the group of owners from the area were seeking accommodation of approximately 150 dwelling units for the residential designation east of Princess Street and approximately 150 dwellings for the mixed use designation west of Princess Street.

To date, two development firms have proposed re-development options for the Hilton properties. Although both have considered single family in their proforma assessments, both have proposed townhouse developments for the property and have cited concerns regarding geotechnical constraints, land cost factors, and the extent of off-site development requirements.

Noting these concerns, the Manager - Development Applications has indicated that he may consider supporting a limited number of three storey forms away from the perimeter of the site if this improves the viability of development.

In discussions with the developers, staff have been seeking a more outwardly facing development rather than a fenced-in layout. Construction along Princess Street and Princess Lane, for example, would be encouraged to front dwellings onto these streets with front entry ways, porches, appropriate landscaping, and with garages accessed from behind.

Dwellings fronting onto Princess Lane would also be encouraged to incorporate some heritage features and respect the heritage-appearing residential forms proposed for the area south of Princess Lane.

The City has received an application for rezoning of 13400 Princess Street to accommodate 20 detached townhouse dwellings at a density of less than 0.55 FAR.

The developer has undertaken research into historic period homes in Steveston to assist in preparing his proposal for the site, and has reviewed this material with the Heritage Commission.

The application is being held back pending a decision on the vehicle access option for the area and now for the Planning Committee's April 4, 2000, referral regarding the Heritage Precinct.

The area west of Princess Street has been designated as mixed used (industrial and commercial with potential for office or residential above grade). Staff shall be attempting to ensure that existing industrial uses are respected, and additional studies may be undertaken to assist in managing future development in that area to avoid land use incompatibility.

FINANCIAL IMPACT

The City will incur additional maintenance costs for the placement of a public roadway as opposed to a private access road. Details on these, and other costs related to the proposed vehicle access route, are as yet undetermined.

CONCLUSION

- Staff have provided information to respond to Council's concerns.
- Staff still prefer their original option as shown in **Attachment 5** because it accommodates the current development proposals.
- Staff have prepared, for Council's consideration, an option that best illustrates Council's views of the March 21st, 2000, discussion. This option appears not to accommodate current development proposals but could work over the long term.
- Council still needs to select an option (e.g. **Attachment 2 or Attachment 5**, or some variation) to manage development in the London-Princess area.

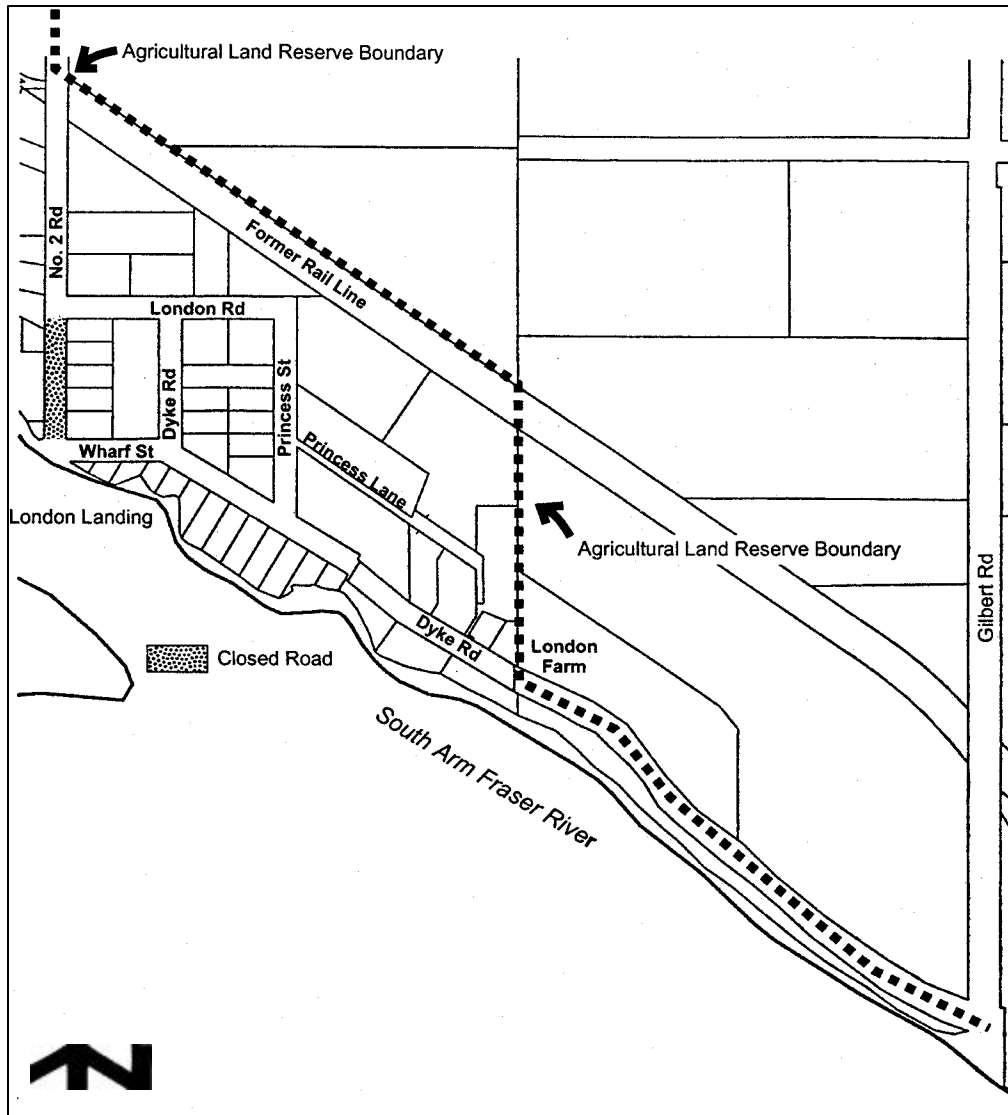
David Brownlee
Planner 2

DCB:cam

LIST OF ATTACHMENTS

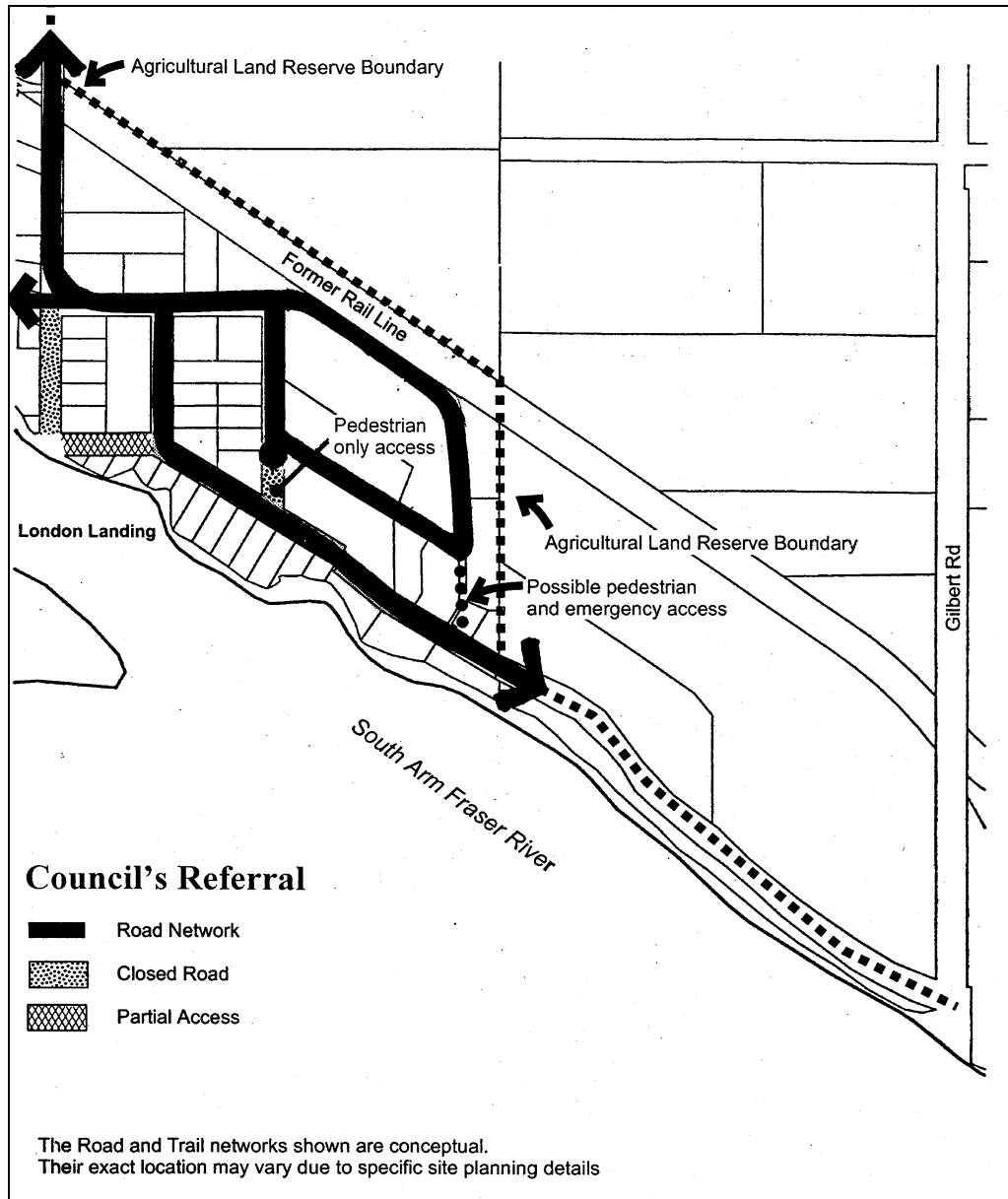
- Attachment 1 London-Princess Study Area
- Attachment 2 Council's Referral Option
- Attachment 3 Memo from the Manager - Transportation
- Attachment 4 Vehicle Access Options 1-5 and
- Attachment 5 Staff's Recommended Option
- Attachment 6 Additional Correspondence Received

Attachment 1 London-Princess Study Area



Council's Referral Option

- As directed by Council on March 13, 2000.
- This option proposes the creation of a public, dedicated loop road extending from London Road to the former CN Rail corridor, then turns south toward the eastern end of Princess Lane and back to Princess Street.
- A minor connection for a pedestrian and emergency vehicle access only would connect to Dyke Road.
- A second pedestrian access would be provided between Princess Street and Dyke Road.
- No new accesses for regular vehicular traffic would be provided to Dyke Road.
- Dyke Road itself would continue to be a through road.



**MEMEMORANDUM FROM THE MANAGER - TRANSPORTATION
AND
SUPPORTING SKETCHES**



CITY OF RICHMOND
URBAN DEVELOPMENT DIVISION

MEMORANDUM

TO: Joe Erceg
 Manager, Development Applications

DATE: April 6, 2000

FROM: Gordon Chan, P. Eng.
 Manager, Transportation

FILE: 6500-01

RE: VEHICULAR ACCESS OPTIONS FOR LONDON-PRINCESS AREA

At the March 13, 2000 Council meeting there was a discussion regarding the vehicle access options for the London-Princess area. A number of road options were considered and staff were directed to provide additional information on Option 5 in terms of road and traffic configuration. This memorandum responds to the above Council directive.

1. Recommended Road Configuration

Access Option 5 proposes the creation of a loop road extending London Road eastward to the south of the former CN Rail corridor. The road then turns south toward Princess Lane and back to Princess Street. This option avoids creating a new vehicular access connection to Dyke Road. The intention of creating a loop road is to provide access to future residential development east of Princess Street and to allow for internal circulation for the existing industrial and mixed-use properties west of Princess Street (Sketch 1).

According to established engineering standards, a typical residential street (dedicated public road) requires a minimum of 17.0 metre right-of-way to accommodate two driving lanes, parking on one side of the street, sidewalks, boulevard and utilities. Staff recommend the same standard to be used for the proposed loop road (Sketch 2). Alternatively, a reduced cross-section without on-street parking may be considered, if the development could provide additional on-site parking (exact amount to be determined with development details). The following is a comparison of a typical local residential street and an alternative design with a reduced cross-section and right-of-way width.

	Typical Residential Street	Alternative Design
Right-of-way width	17.0 m	15.5 m
Pavement width	8.5 m	7.3 m
Driving lanes	2	2
On-street parking	on one side	none
Land required from Hilton's property for road dedication	approx. 6410 m ²	approx. 5820 m ²

2. Other Considerations

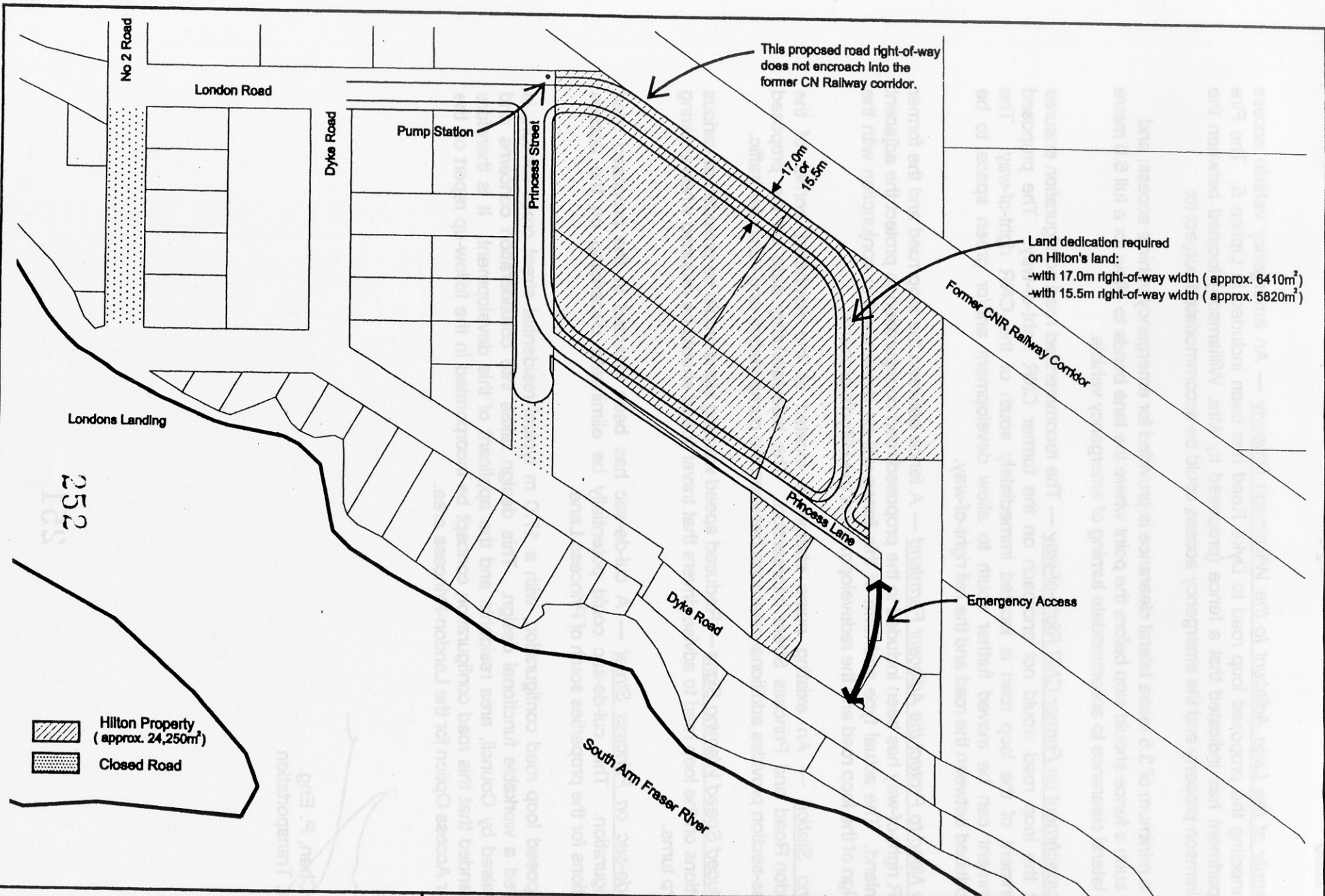
At the March 13, 2000 Council meeting, a number of concerns and issues were raised regarding the overall configuration of the road system for this area. These issues and the corresponding responses are presented below:

- a) Integrity of the Lane Adjacent to the Williamson Property — An emergency vehicle access connecting the proposed loop road to Dyke Road has been included in Option 5. The Fire Department has indicated that a fence (proposed by Mrs. Williamson) located between the Williamson property and the emergency access could be accommodated subject to:
- a minimum of 3.5 metre lateral clearance is provided for emergency vehicle access; and
 - such a fence should stop before the point where the lane bends to allow for a full 6.0 metre lateral clearance to accommodate turning of emergency vehicle.
- b) Encroachment on Former CNR Right-of-way — The recommended road configuration ensures that the loop road would not encroach on the former CNR right-of-way. The proposed alignment of the loop road is located immediately south of the CNR right-of-way. The alignment can be moved further south to allow development and/or green space to be introduced between the road and the rail right-of-way.
- c) The Need to Protect the Adjacent Farmland — A fence between the loop road and the former CNR right-of-way has been included in the proposed road configuration to protect the adjacent farmland. The actual type and form of this fence will be determined in conjunction with the design of the loop road and the redevelopment of the Hilton's property.
- d) Pump Station — An existing pump station is located at the northeast corner of the London Road and Princess Street intersection. The sidewalk/utility strip on the proposed cross-section provides additional clearance between the pump station and vehicular traffic.
- e) Reduced Speed Warning Signs — Reduced speed warning signs would be provided at various locations on the loop road to advise drivers that travel speed should be reduced when entering sharp turns.
- f) Cul-de-sac on Princess Street — A cul-de-sac has been included in the proposed road configuration. This cul-de-sac could potentially be eliminated depending on the access locations for the properties south of Princess Lane.

The proposed loop road configuration, with a 17.0 m typical residential street cross-section, is considered a workable functional design. This design takes into consideration concerns and issues raised by Council, area residents and the applicant of this development. It is therefore recommended that this road configuration concept be incorporated in the follow-up report on the Vehicular Access Option for the London-Princess area.

Gordon Chan, P. Eng.
Manager, Transportation

MS:Ice
Att. 2



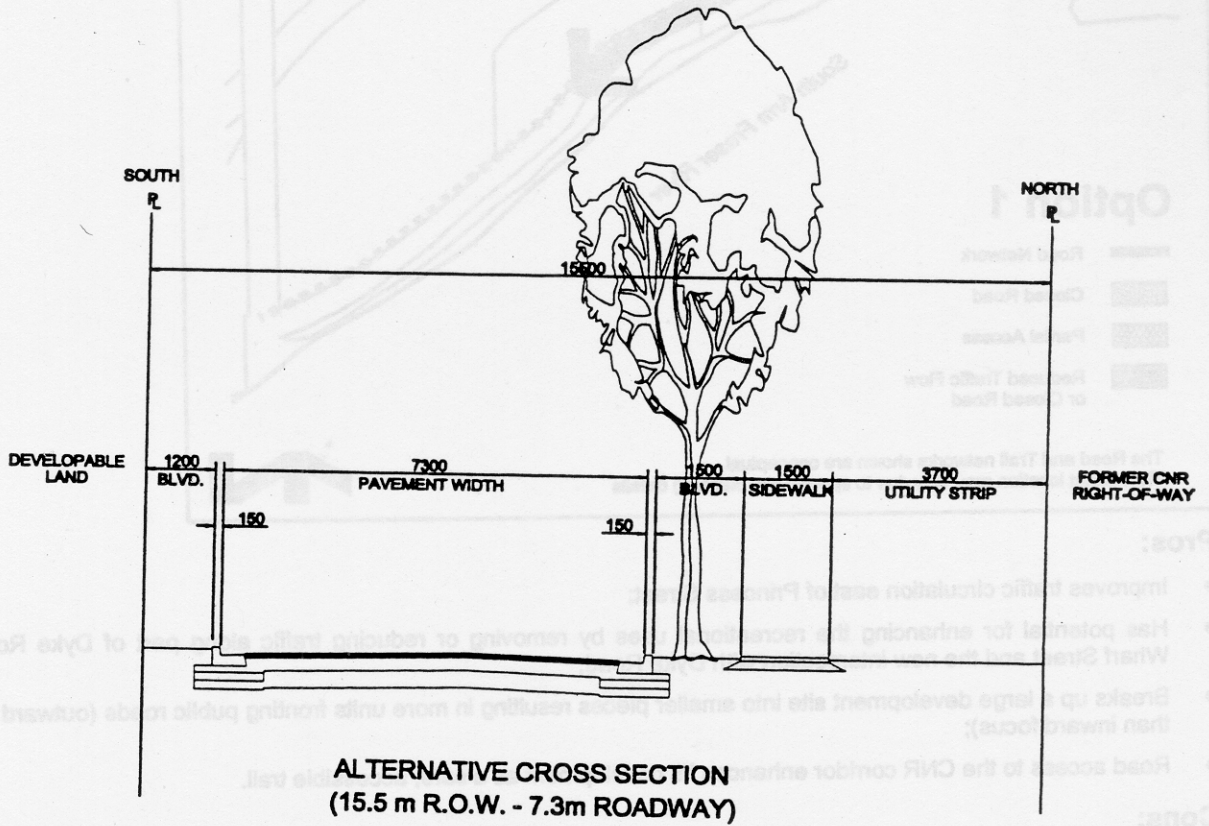
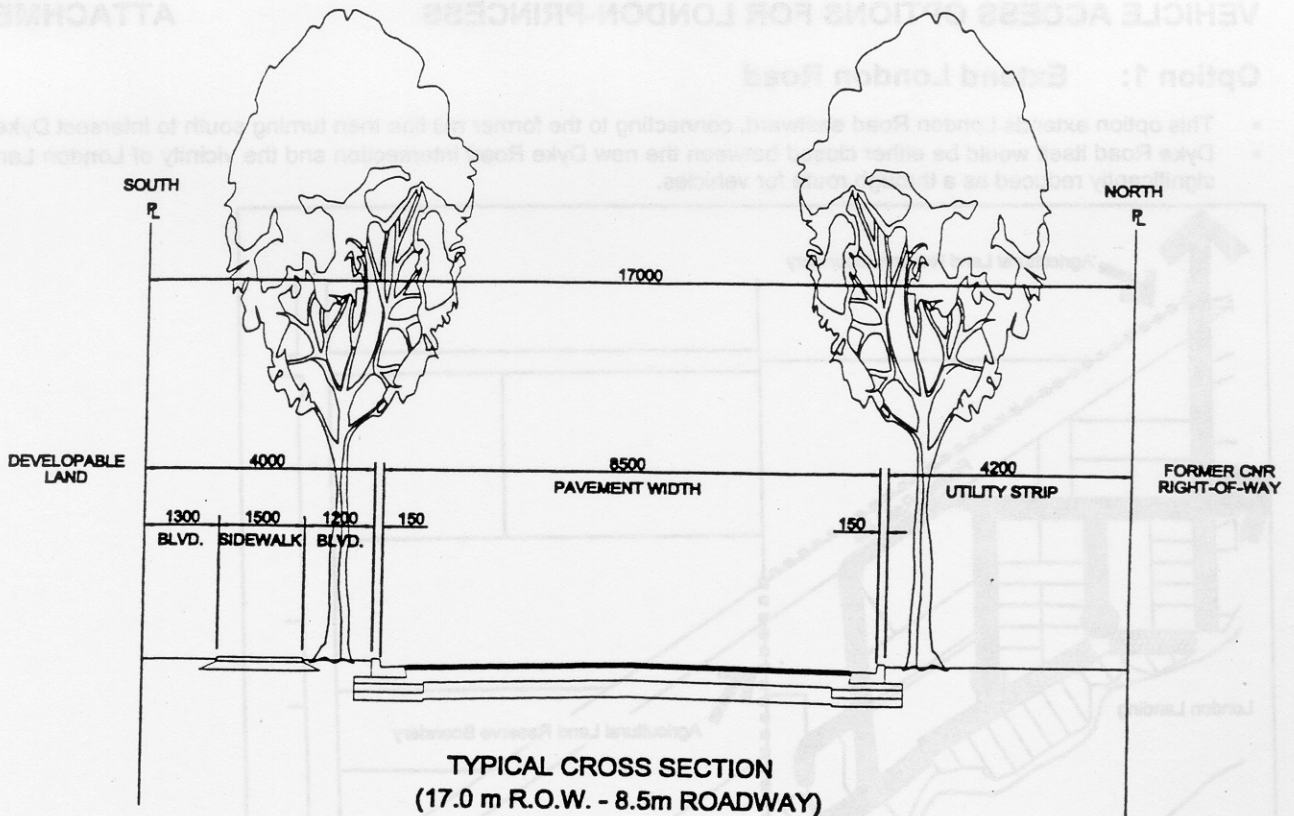
**City of
Richmond**

6911 N. Richmond B.C. V6Y 2C1

TITLE:
VEHICULAR ACCESS OPTION 5 - ROAD CONFIGURATION

DESIGN:	DWG No. LONDON.DWG	
DRAWN: TS	SCALE: 1:2500	DATE: MAP 7/00
CHECKED:	SEC. No.	SHT. No. 1
ENGINEER:		

SKETCH 1



**City of
Richmond**

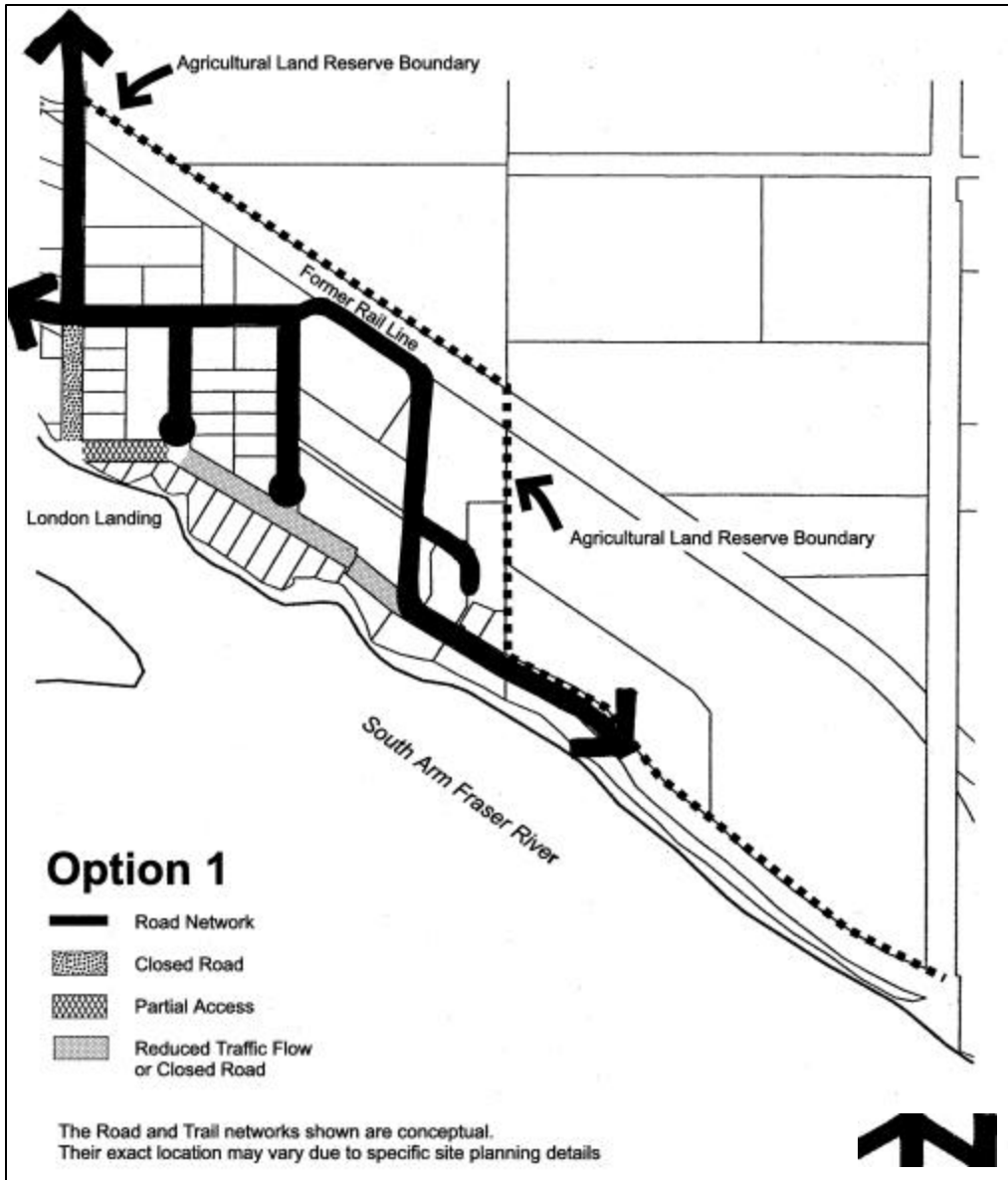
253

6911 No. 3 Road Richmond B.C. V6Y 2C1

TITLE: TYPICAL AND ALTERNATIVE CROSS SECTION FOR THE PROPOSED LOOP ROAD		
DESIGN:	DWG No. LONDON.DWG	
DRAWN: TS	SCALE: NTS	DATE: MAR. 27/00
CHECKED:	SEC. No.	SHT. No. 1
ENGINEER:		

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:

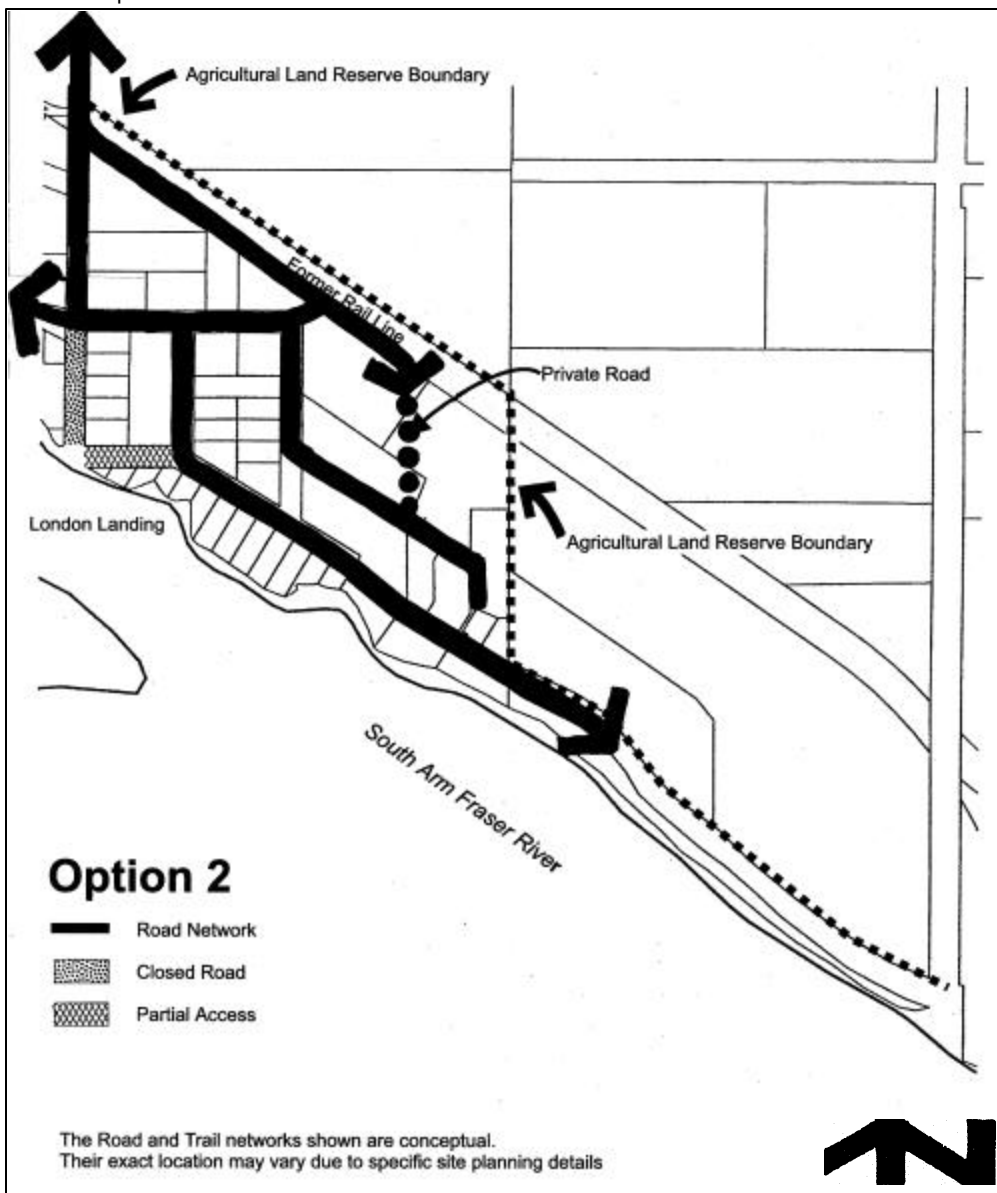
- Improves traffic circulation east of Princess Street;
- Has potential for enhancing the recreational uses by removing or reducing traffic along part of Dyke Road between Wharf Street and the new intersection with Dyke Road;
- Breaks up a large development site into smaller pieces resulting in more 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:

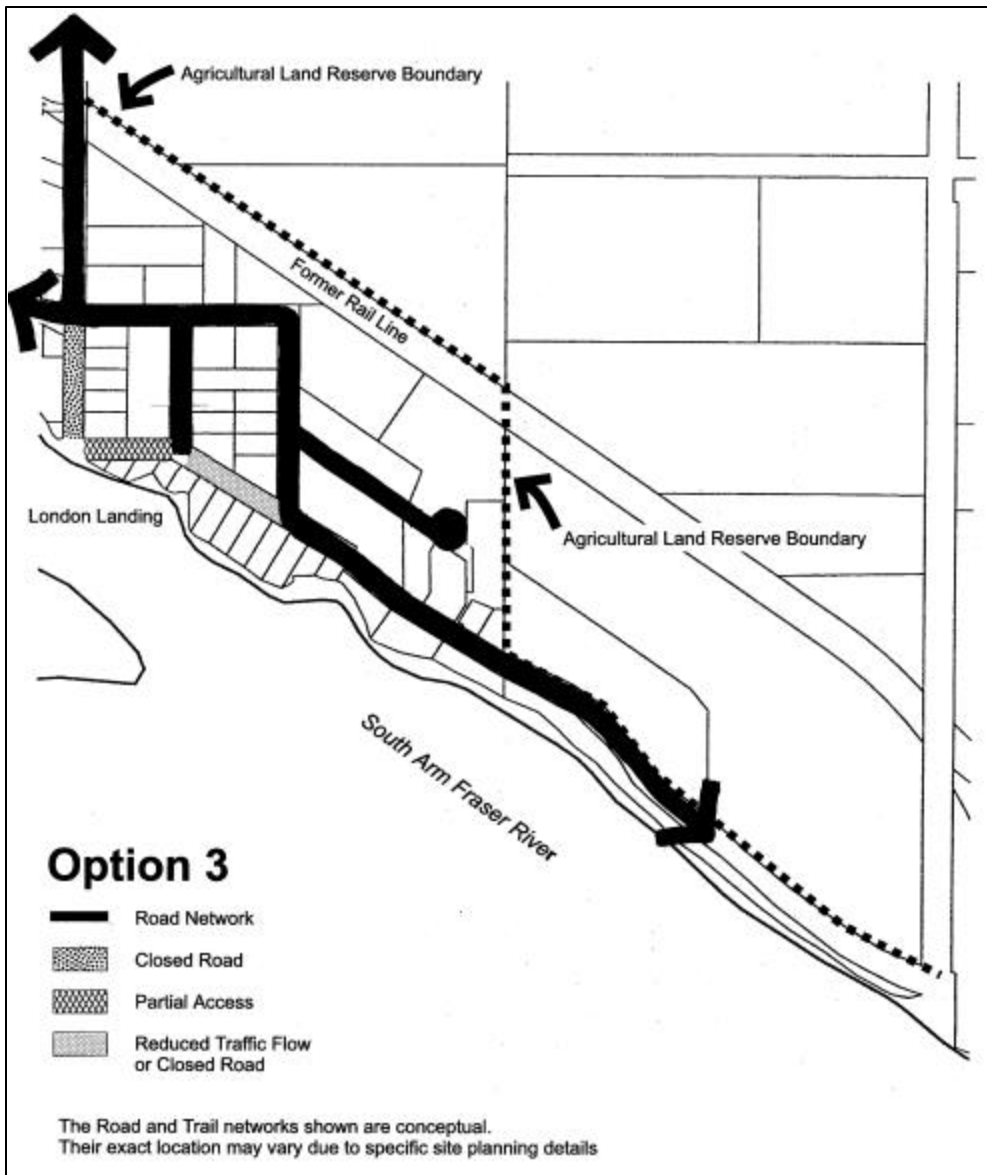
- Provides significant separation of vehicle movement from the new residential areas and Dyke Road;
- Provides a second vehicle access to the area;
- Allows for future road expansion to Gilbert Road;
- Use of Public Rights of Passage to connect the public roadways on the CNR corridor and Princess Lane 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:

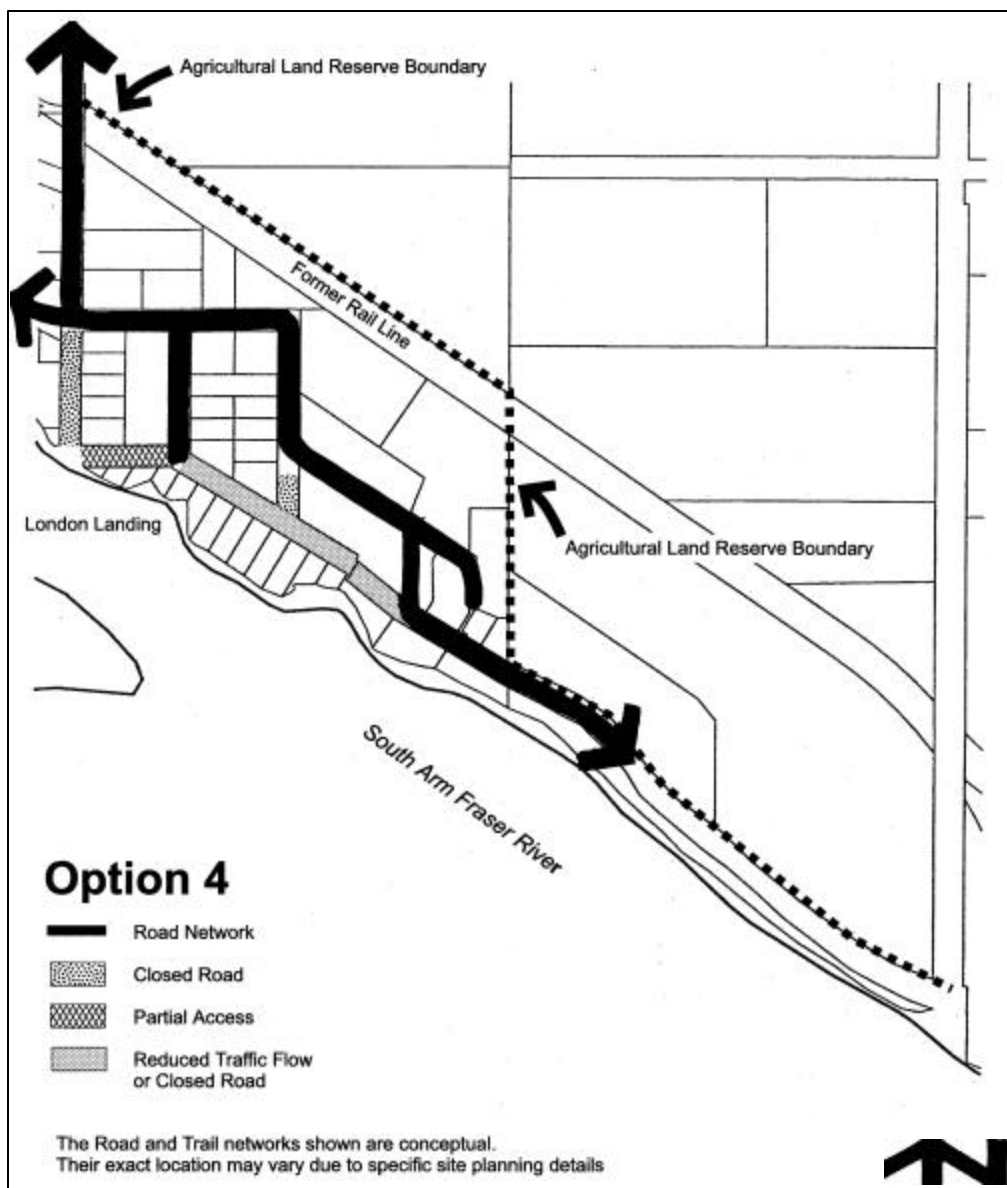
- Provides a division between the mixed uses west of Princess Street and the proposed residential uses on the east side of Princess Street;
- Could allow for either road closure or traffic reductions between Wharf Street and the new connection at Princess Street;
- Has the lowest impacts upon existing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

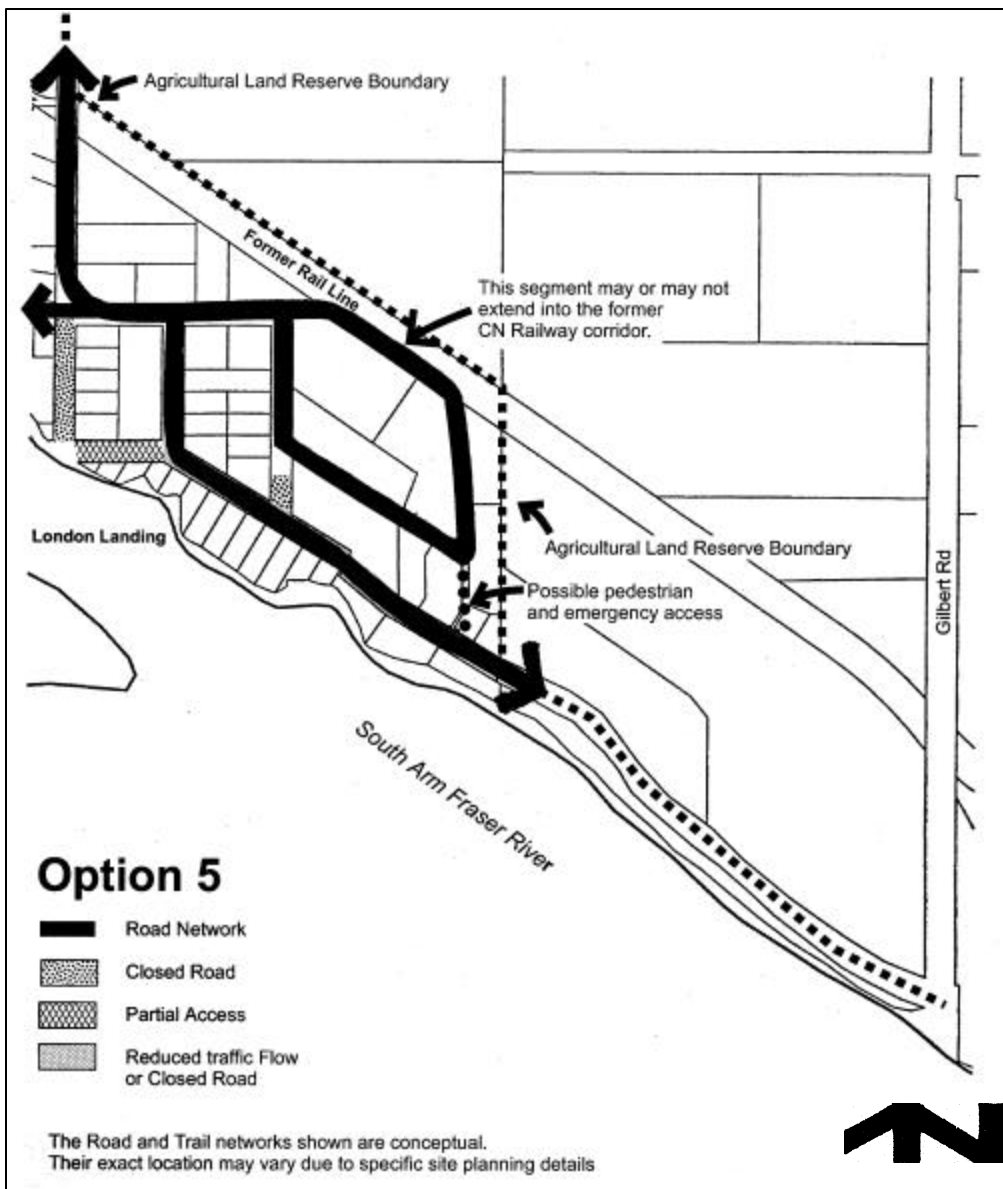
- Opens up more residential frontage to public roadway (promotes a more open neighbourhood);
- Retains the potential for enhancing the recreation corridor between Wharf Street and the new connection with Dyke Road;
- Most fully addresses the transportation, fire and safety issues identified by staff.

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:

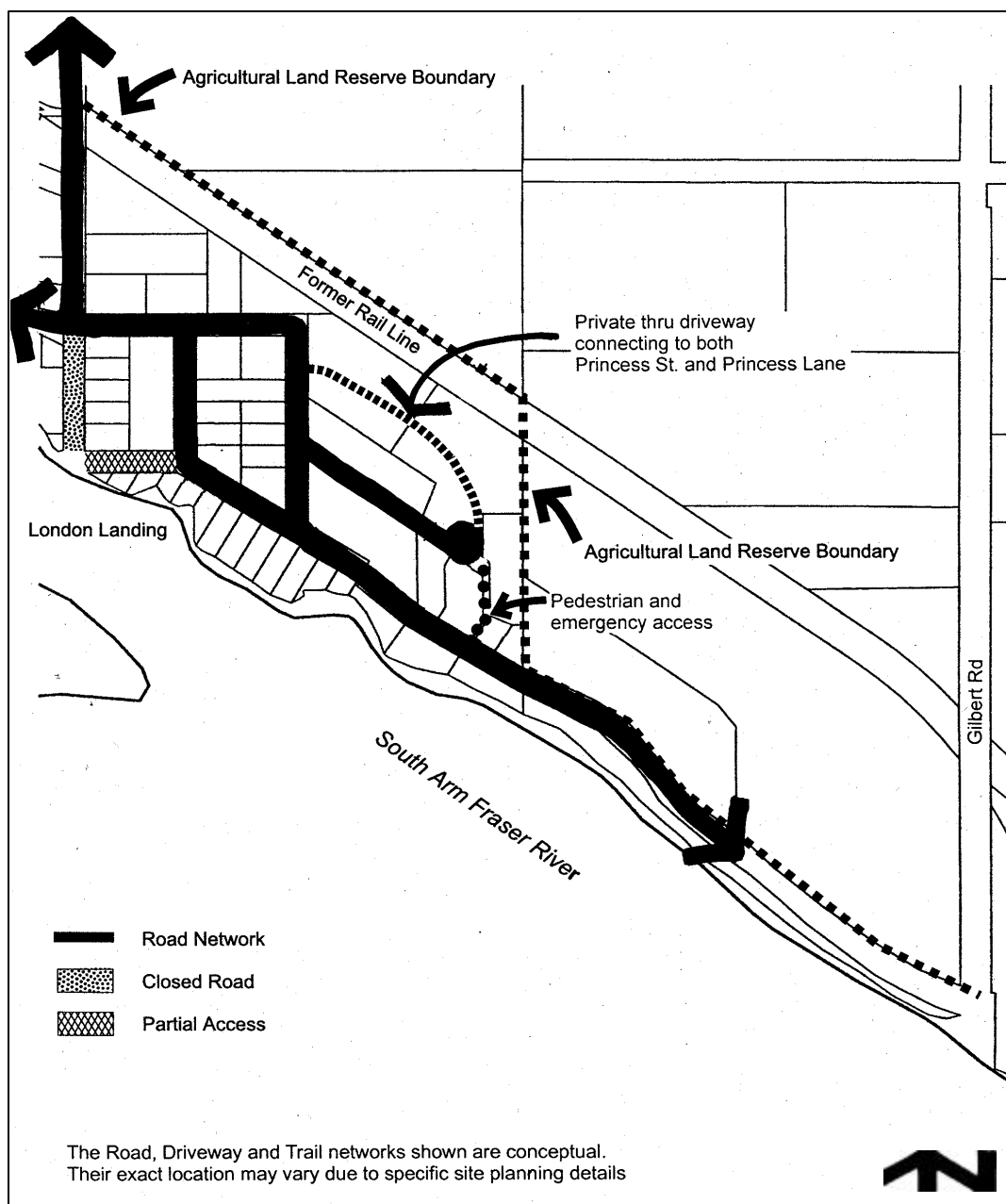
- Restricts vehicle access to Dyke Road to existing accesses;
- The loop roadway widths can be narrower than would be required with a through road connecting to Dyke Road;
- Seeks a proportional share of land for road development from those seeking to redevelop the area;
- Road access to the former rail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

Staff's 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.



ADDITIONAL CORRESPONDENCE RECEIVED



HILTON INDUSTRIAL DESIGN

Property Management

March 21, 2000

VIA COURIER

Mayor and Councillors
City of Richmond
7577 Elmbridge Way
Richmond, BC
V6X 2Z8

TO: MAYOR & EACH COUNCILLOR
FROM: ACITY CLERK

		INIT
	JRM	
✓	AB	AB
	DAW	
	AS	
	KY	

*cc High - Dev Appl.
D. Brunko - Sp. Pr. (per Mr. Hilton)
Ken High - Urb. Dev.*

Dear Honorable Mayor and Councillors:

**RE: Vehicle Access Options for London-Princess
13160 & 13200 Princess Street and 6411 Dyke Road, Richmond, BC**

4045-20-10

First, let us introduce ourselves. We are the largest property owner affected by the London/Princess Road Options, which are currently before Council and the Planning Committee. We have been operating our manufacturing businesses on these properties since 1964. Recent developments have prompted us to write this letter to clearly convey our perspective.

We are in support of planning staff's recommendation that went before Council at the regular Council meeting on March 13, 2000 to pursue the vehicle access option for the London-Princess area as identified in Attachment 4 of the report to Planning Committee dated February 24th, 2000. Staff's recommendation is a fair and equitable solution that will permit redevelopment of the area, in accordance with the Steveston Area Plan.

We are not in support of the road alignment option as referred back to staff by Council during the March 13th Council meeting. The road alignment proposed in Option 5 of the report to Planning Committee requires an inequitable proportion of our land area for road dedications and an unfair burden on one landowner.

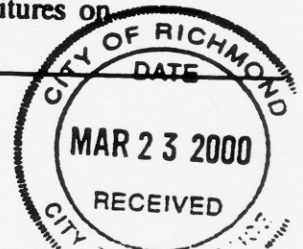
If Option 5 is approved by Council, relocating our office and manufacturing facilities from these properties will no longer be an economically viable option, given the dramatic reduction in net developable area after road dedications, and the resultant impact on the market value of the land under this road alignment configuration. Under such a condition, the redevelopment of our properties in the London Landing area will not occur.

The road alignment option proposed by Council, if approved, will force us to continue our manufacturing operations in their current location, incur additional capital expenditures on

1321 Johnston Road
White Rock, B.C., V4B 3Z3

Phone: (604) 536-6628
Fax: (604) 536-6648

261



our existing facilities, and operate in the London Landing area in perpetuity. The road alignment as set out in Option 5 will not be built, and the area will not redevelop as set out in the Steveston Area Plan for the foreseeable future.

The road alignment outlined in Option 5 has been pursued, to a large degree, by one small landowner in the area. It is clearly self-serving for that landowner alone and penalizes us. On the other hand, city staff recommended a road alignment option that balances the interests of all parties directly affected in the area, and the interests of the greater community in general.

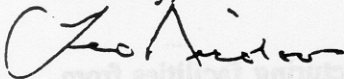
We are also seriously concerned about the possibility of new residential developments proceeding on other sites in the area in the event redevelopment of our properties is rendered uneconomical. How will Council and City staff deal with the interface between our existing facilities and new residential developments on neighbouring properties? Surely, the problems will be considerable.

We would prefer to be a part of the redevelopment of this potentially unique and interesting residential neighbourhood in London Landing; however, can only do so if the viability of relocating our existing facilities makes sense from an economic perspective. A road alignment option that bisects our contiguous properties ensures that this will not happen.

We urge the Mayor and Councilors to reconsider their decision to pursue a loop road through the London Landing area. The road alignment option proposed by City staff (Attachment 4 of the report to Planning Committee) is an equitable compromise that will see the London Landing area redevelop in a timely manner consistent with the approved Steveston Area Plan.

We would appreciate the opportunity to meet with the Mayor and councilors at your earliest convenience to further discuss this matter and emphasize our position thereon. As we will be out of town for the next four weeks, we ask that you direct all contact and correspondence to Mr. Leo Nicolaas during our absence. Mr. Nicolaas will represent us at a meeting which may be arranged directly with him. He may be reached at 536-6628.

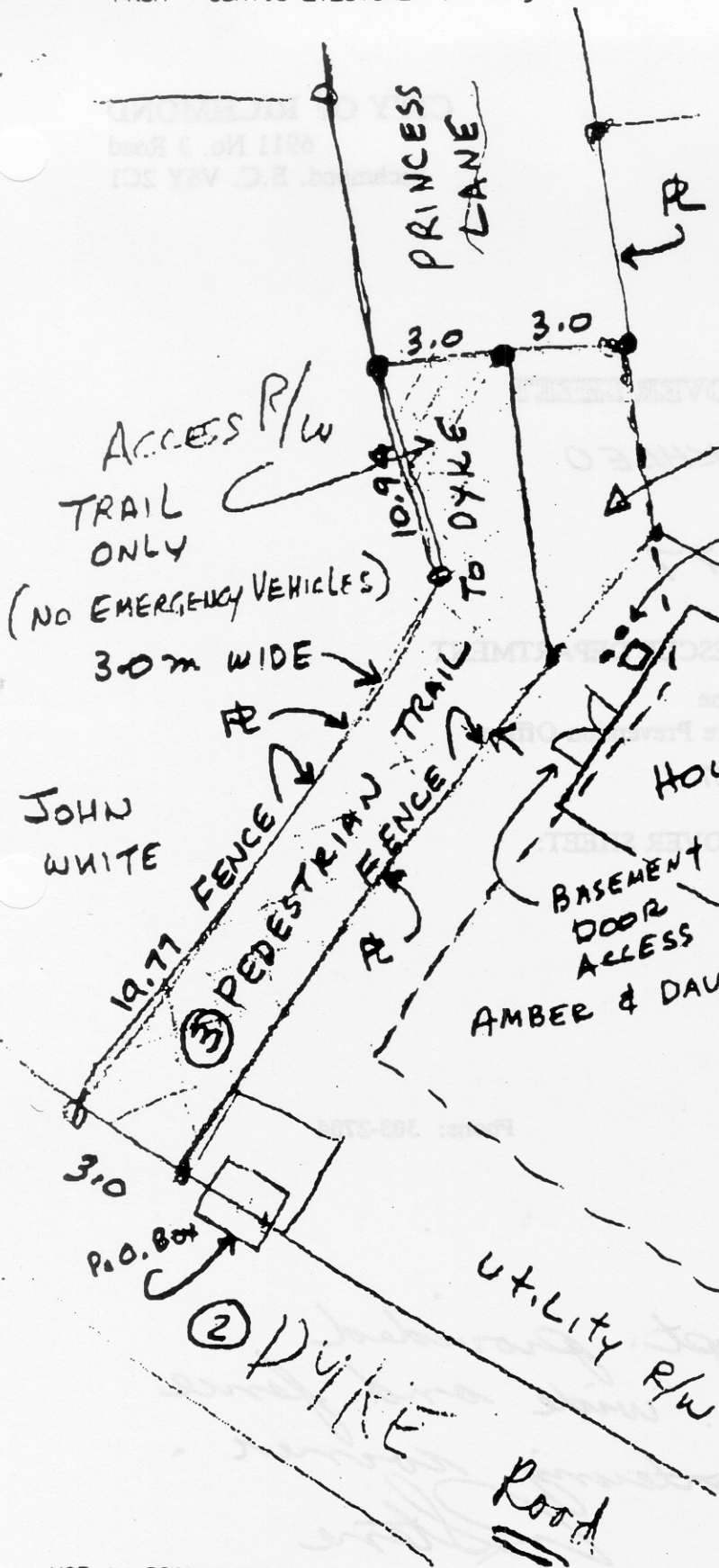
Yours truly,



for: E.E. Hilton & M.S. Hilton
Property Owners

cc: Mr. David Brownley, Planner - Special Projects
Mr. Joe Erceg, Manager - Development Applications

PROPOSAL MAR 14/2000
ATT: DAVID BROWNLEE



① RETURN THIS PORTION TO THE ORIGINAL UTILITY R/W 3.0m WIDE FROM CURRENT ACCESS R/W (NO EMERGENCY VEHICLE ACCESS) GAS METER LOCATION

LONDON LANE INDUSTRIAL PARK LTD.

1/ REMOVE EMERGENCY VEHICLE R/W FROM EAST 3.0m - CHANGE BACK TO ORIGINAL UTIL. R/W. (NOT REQUIRED WITH LOOP OPTION.)

2/ DEDICATE LOT 'D' TO ROAD

3/ RETAIN PUBLIC ACCESS TO DYKE ON WEST 3.0m OF R/W PEDESTRIAN TRAIL

4/ REASONS:
GAS METER IS ON R/W
BASEMENT ACCESS NEEDED
FENCE FOR HOUSE SECURITY
CANCEL RIGHT OF PASSAGE

MAR 14 2000 12:29

604 277 9553 PAGE. 01



CITY OF RICHMOND

6911 No. 3 Road

Richmond, B.C. V6Y 2C1

FAX COVER SHEET

TO: NAME: *MIMI SUKHAEO*
COMPANY:
FAX NO. *276-4177*

FROM: DEPARTMENT: FIRE-RESCUE DEPARTMENT
NAME: Rick Stene
Chief Fire Prevention Officer
FAX NO. 278-0547

TOTAL NO. OF PAGES, INCLUDING COVER SHEET:

MAILED ORIGINAL TO FOLLOW: NO

For your Information

Please contact the person listed below if:

- you receive this fax in error; or
- you do not receive a complete fax

Name: Rick Stene
Chief Fire Prevention Officer

Phone: 303-2704

MESSAGE:

mimi,
O.K with Fire Dept. provided
Access is 3.5 m. wide and fence
stops before entering corner.
Stene

