



To: Richmond City Council
From: David McLellan/Jeff Day
Chair, Development Permit Panel
Date: May 6, 2003
File: 0100-20-DPER1
Re: **Development Permit Panel Meetings Held on April 16, 2003 and April 30, 2003**

Panel Recommendation

That the recommendations of the Panel to authorize the issuance of:

- i) a Development Permit (DP 02-215579) for the property at 9180, 9200 Hemlock Drive & 6233 Katsura Street;
- ii) a Development Permit (DP 02-218226) for the property at 7531 Moffatt Road;
- iii) a Development Permit (DP 02-220699) for the property at 12333 English Avenue;
- iv) a Development Permit (DP 02-220758) for the property at 12300 English Avenue;
- v) a Development Permit (DP 02-221446) for the property at 4791 Steveston Highway;
- vi) a Development Permit (DP 03-227595) (Part 1-Building Only) for the property at 8811/8311 River Road;
- vii) a Development Variance Permit (DV 03-232679) for the property at 12262, 12266, 12268, 12280, 12282, 12286, 12288 English Avenue and 12271, 12273, 12275, 12277, 12279, 12291, 12293 & 12295 Ewen Avenue;

be endorsed, and the Permits so issued.

David McLellan
Chair, Development Permit Panel

Jeff Day
Acting Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered six Development Permits and one Development Variance Permit at its meetings held on April 16, 2003 and April 30, 2003.

DP 02-215579 – AH-TEN HOLDINGS LTD. – 9180, 9200 HEMLOCK DRIVE & 6233 KATSURA STREET

The proposal to construct 4 high rise residential towers on this site east of Garden City Road and south of Ferndale Road did not generate any public comment on its third presentation to the Panel. The Panel was apparently able to resolve a number of concerns presented by the northerly neighbours including the loss of trees and soil slippage along their common property. The overall design of the project was not a contentious issue, instead, the focus was on the preload stage and the problems created and the ensuing remedial action.

The Panel recommends that the permit be issued.

DP 02-218226 – JEMA PROPERTIES CONSULTING LTD. – 7531 MOFFATT ROAD

The proposal to construct 6 townhouse units on the west side of Moffatt Road south of Granville Avenue generated written comment from two neighbouring households expressing concerns regarding the variance to setbacks and parking requirements. It was noted that the setback variance only applied to the stairs to the unit and was therefore considered minor. Although there was a variance to the visitor parking, the developer was providing two extra resident parking spots.

The Panel recommends that the permit be issued.

DP 02-220699 – ONNI DEVELOPMENT CAPITAL CORPORATION – 12333 ENGLISH AVENUE

The proposal to construct 45 townhouse units at this site did not generate any public comment. It was noted that the first two variances were common to other projects on the former BC Packers site, and the tandem parking had been used in other developments with success. The Panel was satisfied that the design was appropriate to the site.

The Panel recommends that the permit be issued.

DP 02-220758 – ONNI DEVELOPMENT CAPITAL CORPORATION – 12300 ENGLISH AVENUE

The proposal to construct 8 townhouse units at this site did not generate any public comment. It was noted that the first two variances were common to other projects on the former BC Packers site, and the tandem parking had been used in other developments with success. The Panel was satisfied that the design was appropriate to the site.

The Panel recommends that the permit be issued.

DP 02-221446 – GRAND SPAN DEV. LTD. – 4791 STEVESTON HIGHWAY

The proposal to construct 8 detached homes on Steveston Highway west of Railway Avenue did not generate any public comment. The developer noted that the design was subject to a rigorous consultation process with the neighbours. The Panel was satisfied that the design was appropriate to the site and the provision of tandem parking for some of the units was consistent with previous situations in the City.

The Panel recommends that the permit be issued.

DP 03-227595 (PART 1-BUILDING ONLY) – GREAT CANADIAN CASINOS INC. – 8811/8311 RIVER ROAD

The proposal to redevelop the former Bridgepoint Market as a Casino/Resort did not generate any public comment. It was noted that no variances to the zoning standards are being proposed and final consideration of the rezoning to allow the casino use would be required prior to issuance of the permit. The Panel was very pleased with the architectural theme for the renovated building and the arrangement of public spaces.

The Panel recommends that the permit be issued.

DV 03-232679 – ONNI IMPERIAL LANDING DEVELOPMENT LTD. PARTNERSHIP – 12262, 12266, 12268, 12280, 12282, 12286, 12288 ENGLISH AVENUE AND 12271, 12273, 12275, 12277, 12279, 12291, 12293, 12295 EWEN AVENUE

The proposal to vary setbacks and building envelopes for the remaining single family residential lots in the Imperial Landing Development in Steveston did not generate any public comment. It was noted that these variances are identical to those approved by Council for the first phase of the residential construction.

The Panel recommends that the permit be issued.

DJM:djm



Development Permit Panel

Wednesday, April 30th, 2003

Time: 3:30 p.m.
 Place: Council Chambers
 Richmond City Hall
 Present: David McLellan, General Manager, Urban Development
 Jeff Day, General Manager, Engineering and Public Works
 Cathryn Volkering Carlile, General Manager, Parks, Recreation & Cultural Services

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, April 16th, 2003, be adopted.

CARRIED

It was agreed that the agenda would be varied so that Item 7 could be reviewed first.

7. Development Variance 03-232679

(Report April 10/03 File No.: DV 03-232679) (REDMS No. 993944)

APPLICANT: Onni Imperial Landing Development Ltd. Partnership

PROPERTY LOCATION: 12262, 12266, 12268, 12280, 12282, 12286, 12288 English Avenue, and 12271, 12273, 12275, 12277, 12279, 12291, 12293, 12295 Ewen Avenue

INTENT OF PERMIT:

1. To vary the minimum setbacks of buildings from property lines and maximum heights in Comprehensive Development District (CD/102) as follows:

To:

- 1) Allow an enclosed connection between the house and garage;

- 2) Allow the accessory garage buildings to be constructed to a height of 6.1 m (20 ft.) to accommodate living space over the garage;
- 3) Allow front roof gables to project beyond the residential vertical envelope (lot depth);
- 4) Allow side roof gables to project beyond the residential vertical envelope (lot width);
- 5) Allow bay windows to project 0.6 m (2 ft.) into the required front yard setback;
- 6) Allow bay windows and the corners of houses to project 0.6 m (2 ft.) into the required setbacks on end lots;
- 7) Allow porch columns supporting a porch roof to project 1.0 m (3.28 ft.) into the required front and side yard setbacks; and
- 8) Allow fireplace/chimney enclosures to encroach 0.6 m (2 ft.) into the required side yard setback.

Applicant's Comments

The architect representing Onni Imperial Landing Development Ltd. Partnership advised that the variances applied for were very similar to those of other single-family houses already constructed on the Imperial Landing site, which were approved in February by Council.

Staff Comments

Mr. Erceg, Manager , Development Applications advised that staff had no objection to the proposed variance.

Correspondence

None

Gallery Comments

Ms. Kathleen Sullivan stated that she was concerned that the City would grant the applicant the variances requested, because of the way in which the developer had swindled her.

Panel Discussion

Chair advised that the Panel supported the variance applied for and noted that it was unfortunate that there was bad blood between Ms. Sullivan and the applicant.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued for 12262, 12266, 12268, 12280, 12282, 12286, 12288 English Avenue and 12271, 12273, 12275, 12277, 12279, 12291, 12293, 12295 Ewen Avenue that would vary the minimum setbacks of buildings from property lines and maximum heights in Comprehensive Development District (CD/102) as follows:

- 1) *Allow an enclosed connection between the house and garage;*
- 2) *Allow the accessory garage buildings to be constructed to a height of 6.1 m (20 ft.) to accommodate living space over the garage;*

- 3) *Allow front roof gables to project beyond the residential vertical envelope (lot depth);*
- 4) *Allow side roof gables to project beyond the residential vertical envelope (lot width);*
- 5) *Allow bay windows to project 0.6 m (2 ft.) into the required front yard setback;*
- 6) *Allow bay windows and the corners of houses to project 0.6 m (2 ft.) into the required setbacks on end lots;*
- 7) *Allow porch columns supporting a porch roof to project 1.0 m (3.28 ft.) into the required front and side yard setbacks; and*
- 8) *Allow fireplace/chimney enclosures to encroach 0.6 m (2 ft.) into the required side yard setback.*

CARRIED.

2. Development Permit 02-215579

(Report: Mar. 26/03; File No.: DP 02-215579) (REDMS No. 986641)

APPLICANT: Ah-Ten Holdings Ltd.

PROPERTY LOCATION: 9180 Hemlock Drive, 9200 Hemlock Drive and
6233 Katsura Street

INTENT OF PERMIT:

1. To permit the development of a 4-building high-rise residential complex containing approximately 492 units on a property zoned Comprehensive Development District (CD/67); and
2. To vary the regulations in the Zoning and Development Bylaw to:
 - a) allow up to 60 vehicles to be parked in tandem;
 - b) reduce the setback from Garden City Road from 10 m (32.808 ft.) to 5.5 m (18 ft.) for a generator room and lockers, and,
 - c) vary the regulations in the Zoning and Development Bylaw to increase the maximum building height from 45m (147.638') to 47m (154.2').

Applicant's Comments

The architect advised that he had worked with staff to resolve the issues concerning trees removed from the subject site and to provide applicable compensation for the trees removed. He stated that when the development was finished, there would be approximately 354 trees with 87 trees having a 10 cm calliper.

Staff Comments

In response to a query from the Chair, Mr. Erceg, Manager, Development Applications advised that the number of trees previously on site was difficult to determine, since there was no accurate historical record concerning this matter. Furthermore, the number of trees on the North East portion of the site had never been documented. He also advised that the restoration had been made to Mr. Ranson whose property had been damaged by the applicant. He had no knowledge of restoration of the second damaged property. He noted also that staff was disappointed that the offer to accelerate the construction of the park had been withdrawn in favour of the applicant providing 87-10cm calliper trees.

In response to Mr. Erceg, the applicant advised that his understanding was that the Panel was looking primarily at compensation for the removal of trees. He stated that he was obligated to provide a park and that the time line for this had been moved ahead 1½ years. He noted that a wide variety of trees had been provided with good density of planting on site, as well, the size of the street trees had been increased.

Correspondence

None

Gallery Comments

None.

Panel Discussion

Chair advised stated that he supported this application though, somewhat reluctantly.

Panel Decision

It was moved and seconded

That a Development Permit be issued for properties at 9180, 9200 Hemlock Drive and 6233 Katsura Street that would:

1. *Permit the development of a 4-building high-rise residential complex containing approximately 492 units on a property zoned Comprehensive Development District (CD/67); and that would*
2. *Vary the regulations in the Zoning and Development Bylaw to:*
 - a) *reduce the setback from Garden City Road from 10 m (32.808 ft.) to 5.5 m (18 ft.) for a generator room and lockers; and,*
 - b) *vary the regulations in the Zoning and Development Bylaw to increase the maximum building height from 45m (147.638') to 47m (154.2').*

CARRIED

3. Development Permit 97-121069

(Report: February 24/03 File No.: DP 97-121069) (REDMS No. 961833)

APPLICANT: MB 628 Ventures Ltd.

PROPERTY LOCATION: 8580 Cambie Road

INTENT OF PERMIT:

To allow the construction of two business park buildings at 8580 Cambie Road (on the Odlin Road extension) on a site zoned Business Park Industrial District (I3).

Applicant's Comments

Mr. Paul Leong, Architect advised that 4 weeks ago this application had been referred back to the applicant with a request to resolve 3 issues as follows:

- Lack of a model, a better designed project, and disabled access to the 2nd floor.

With the aid of the model he reviewed the project advising that more glazed areas had been added, along with larger articulated overhangs which were extended around the sides of the building as well. He stated that he had met with the Richmond Committee on Disability but felt that access was not required to the second floor because of the size of the units. He stated that 50% of the units were accessible and when the third phase was constructed, that phase would be 100% accessible.

Staff Comments

In response to a query from the Chair, Mr. Erceg advised that Richmond's Committee on Disability would have preferred accessibility to the 2nd floor of the building, but noted that the universal guidelines as open to debate since it only encouraged universal accessibility.

Correspondence

Mr. K. Ueyama, Chair, Richmond International High School and College (Schedule 4)

Gallery Comments

Ms. Frances Clark, Chair, Richmond Committee on Disability, stated that she was concerned that this project would have 24 new businesses, which were not accessible. She stated that the city needed to re-visit its Universal Guidelines as well as re-examine why universal accessibility was slowly being eliminated from the City's commercial projects.

Mr. Ken Ueyama, Chair, Richmond International High School and College, was concerned that the school would not be able to use the City's road dedication when the new road was constructed.

In response, Chair advised that the road would not be built until the 2nd phase was constructed.

It was moved and seconded

That staff review universal accessibility provisions, with particular attention paid to accessibility to commercial buildings within the City Centre.

CARRIED

Panel Decision

It was moved and seconded

That a Development Permit be issued that would allow the construction of two business park buildings at 8580 Cambie Road (on the Odlin Road extension) on a site zoned Business Park Industrial District (I3).

CARRIED

4. Development Permit DP 02-212758

(Report: April 02/03 File No.: DP 02-212758) (REDMS No. 913670)

APPLICANT: London Landing Developments Ltd.

PROPERTY LOCATION: 6400 & 6420 Princess Lane and 6411 & 6431 Dyke Road

INTENT OF PERMIT:

To allow the development of eleven (11) detached townhouse units containing a total floor area of 1,816 m² (19,548.0 ft²) on a site zoned Comprehensive Development District (CD/115).

Applicant's Comments

Mr. Dana Westermarck, the applicant, stated that this project was similar to the one west of the site. He stated that units were paired with large spaces between them. In response to a query from the Chair he advised that the units were so designed to meet market demands. The space between buildings could be used, and the separation provided some privacy. In response to a query from the Chair he advised that the heritage building on the site could not be retained but that the material had been salvaged to rebuild the applicant's house on Princess Lane

Staff Comments

Mr. Erceg, Manager, Development Applications, advised that staff supported this application which was in keeping with the heritage- type project situated to the west of the site.

Correspondence

None.

Gallery Comments

Mr. Chris Charlton, Princess Lane Industrial Park stated the following concerns that:

- the new entrance road to the site would be narrowed and was not wide enough for truck access;
- in April 2002, a road layout plan had already been adopted for the neighbourhood as part of a servicing agreement, if guardrails were put up, Princess Lane would be closed to general traffic and traffic would have to use McKinny Walk which was only 4.5 metres in width;
- the sidewalk was on the industrial site and too close to the buildings;
- trucks could not get to the Park to unload, and would have to be parked and unloaded on a residential street;
- the road appeared to be punched through one building on the Industrial Park itself.

Mr. Curtis Eyestone, owner of Princess Lane Industrial Park stated several concerns about the proposed new road (Schedule 1).

Ms. Jan Corkan, provided a submission of her concerns about the proposed new road; (Schedule 2).

Mr. Aleksic, 2110-6451 Princess Lane, stated his concerns about the proposed new road and that the applicant had not provided landscap buffers between the site and the industrial area, stating that this was a safety issue (Schedule 3).

In response to a query from the Chair, Mr. Erceg, Development Applications Manager, advised that a new rezoning application would resolve the issue of a buffer to the existing industrial Park. In response to Mr. Eyestone's statement he stated that the city did have the legal ability to provide both emergency and pedestrian accesses where necessary.

Panel Discussion

A discussion ensued among the Panel and it was agreed that prior to the Development Permit being approved, staff must meet with Princess Lane Industrial tenants on-site as soon as possible, to discuss and resolve drainage and access issues to the Industrial Park. Chair advised Mr. Eyestone to meet with Mr. Erceg, Development Applications Manager to discuss right of way issues. It was also agreed that this item would be tabled to the next meeting of the Development Permit Panel scheduled to be held on Wednesday, May 14th, 2003.

Panel Decision

It was moved and seconded

1. *That Staff meet with tenants of the Princess Lane Industrial Park to discuss and resolve drainage and access issues; and*
2. *That DP-02-212758 be tabled to the next meeting of the Development Permit Panel scheduled to be held on Wednesday, May 14th, 2003 at 3:30 pm in Council Chambers, Richmond City Hall.*

CARRIED

5. Development Permit 02-221446

(Report April 7/03 File No.: DP 02-221446) (REDMS No. 982975)

APPLICANT: Grand Span Dev. Ltd.

PROPERTY LOCATION: 4791 Steveston Highway

INTENT OF PERMIT:

1. To allow the development of eight (8) detached single-family townhouses and two (2) duplex townhouses for a total of twelve (12) townhouse units containing a total floor area of 2,002 m² (21,550 ft²) on a site zoned Comprehensive Development District (CD/135); and
2. To vary the provisions of Zoning and Development Bylaw 5300 to allow tandem parking for four (4) units.

Applicant's Comments

Mr. Dana Westermarck, Applicant, advised that a high-density project was supported by Council but not by the neighbourhood. He stated that several public consultations were held with residents in the neighbourhood and a compromise suiting their needs had been struck. Taller units would face the street, and units in the back were designed to have a single-family type look. The East/West lane at the back of the property would not extend to the East or to City property.

Staff Comments

Mr. Erceg, advised that staff supported the application.

Correspondence

None

Gallery Comments

None.

Panel Comments

Chair advised that he was pleased that the applicant's had worked out a compromise with residents in the neighbourhood.

Panel Decision

It was moved and seconded

That a Development Permit be issued for 4791 Steveston Highway, on a site zoned Comprehensive Development District (CD/135), which would:

- 1) Allow the development of eight (8) detached single-family townhouses and two (2) duplex townhouses for a total of twelve (12) townhouse units containing a total floor area of 2,002 m² (21,550 ft²); and*
- 2) Vary the provisions of Zoning and Development Bylaw 5300 to allow tandem parking for four (4) units.*

CARRIED.

6. Development Permit 03-227595

(Report April 15/03 File No.: DP 03-227595) (REDMS No. 995909)

APPLICANT: Great Canadian Casino Ltd.

PROPERTY LOCATION: 8811/8831 River Road

INTENT OF PERMIT:

To allow the development of the building only (Part 1) for a comprehensive entertainment and hotel facility including a casino, hotel, dinner theatre, conference centre, a variety of restaurants, banquet rooms and retail shops, and the executive offices of the casino company

Applicant Comments

The applicant stated he had worked closely with staff and was able to design a project which met with the major objectives for the project. He stated that the Advisory Design Panel's comments had been addressed by using more natural material in the design. In response to a query from the Chair, he stated that the entrance to the market place would be enhanced with wood frames, with wooden columns enhancing the lobby. Metal panels would be used on the buildings along with natural stone and concrete.

Staff Comments

Mr. Erceg advised that staff approved the project. He noted that the rezoning of the site would be forwarded to Council on May 12th.

Correspondence

None

Gallery Comments

Ms. Frances Clark, Chair, Richmond Committee on Disability, advised that this was an exciting project, which should be made as universally accessible as possible. She stated that according to the Advisory Design Panel's minutes, the project only had 6 accessible washrooms. She also stated that her Committee would like to be involved in this project early enough to oversee accessibility issues.

In response to Ms. Clark, the applicant stated that when the Advisory Design Panel reviewed this project, the inside had not been fully planned. However since then, he noted more universally accessible washrooms, unisex, had been provided. He stated that he would meet with the Committee on Disability to resolve any further issues.

Panel Comments

Chair stated that he was pleased with the architecture of the project.

Panel Decision

It was moved and seconded

That a Development Permit be issued for 8811/8831 River Road, on a site proposed to be rezoned Comprehensive Development District (CD/87), which would allow the development of the building only (Part 1) for a comprehensive entertainment and hotel facility including a casino, hotel, dinner theatre, conference centre, a variety of restaurants, banquet rooms and retail shops, and the executive offices of the casino company.

CARRIED.

8. Date Of Next Meeting: Wednesday, May 14th, 2003

9. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:33 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, April 30th, 2003.

David McLellan
Chair

Desiree Wong
Administrative Assistant, City Clerk's Office

London Lane Industrial Park Ltd.

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

City of Richmond - Urban Planning Division
6911 No. 3 Road
Richmond B.C. V6Y 2C1
Tuesday, April 30, 2003

Schedule 1 to the minutes of the
Development Permit Panel held on
April 30th, 2003

Att: Development Permit Panel
Re: DP 02-212758

Dear Committee Members:

The Staff report April 2, 2003 is not representative of the actual situation at this site.

In 2000 Polygon Homes investigated the potential for development of this area and declined to proceed, citing lack of a reasonable rate of return on their investment.

Dana Westermarck has proposed developing this area profitably by moving the required roads off his property and onto mine, and downloading the costs associated with the construction of these roads onto my property. This also permits Mr. Westermarck to increase the number of housing units he can construct on his land.

Operation of my property does not require the Loop Road, the pedestrian connection to the Dyke or the Fire/Emergency Vehicle Access road.

Either the emergency access road to the Dyke, the Loop Road and the trail to the Dyke are required as the direct result of the residential development of this area or they are not.

Our legal advice is that the Right of Way on our land is not a road, unless the City accepts one of the three options presented.

Your failure to include our position and our objections to your plans in this report is not helpful in resolving this situation and may leave us with a no other option but litigation.

Specifically:

- 1) There is an existing industrial park and it will continue to exist far into the future, and must be protected, addressed and accommodated by applying all applicable existing bylaws and guidelines designed for just such a situation.
- 2) The road, trail and access, currently shown on the developer's plan, on our privately owned **LAND** and is not available for roads, trails or accesses, now or at any time in the future, unless certain conditions are met. The conditions have not been met.
- 3) I am opposed to the developer placing his roads, accesses or trails on my land, unless the conditions outlined are satisfied. Otherwise we can wait until some other developer complies.
- 4) Any attempt to download or link these land dedications or road costs to any future redevelopment of our land will only result in unnecessary future litigation
- 5) Please consider what is a fair, equitable and reasonable development of this area.

- 6) We have to date:
- Dedicated over 1,000 square meters of land for roads.
 - Have offered to designate another 100 square meters of land by way of a Road Exchange;
 - Have paid for and installed the sanitary sewer system in this area;
 - Have constructed and paid for a substantial ditch crossing to Dyke Road;
 - Have constructed all the existing (albeit industrial gravel) roads in the area;
 - All with the anticipation of developing Five (5) single family lots on the vacant portion of our land.
- 7) We understand that the Developer is required by law to provide both outdoor amenity space and a buffer zone between existing Industrial and new residential development. We enclose a sketch of how both of these requirements can be met.
- 8) Unless this situation is amicably resolved, we will be left with no other options but to seek damages for injurious affection, and compensation for both the proposed emergency access road and the proposed loop road.
- 9) My preference is to have the City accept our offer of a property exchange, take the required 4.5 meters of roadway from the developers property for the dyke trail and emergency access, have the developer move the loop road off my property, have the developer build and pay for all the roads required for his subdivision, and have the City process my application for subdivision of my vacant land into five residential lots, fronting on McKinney Walk with the sidewalk on the (West) side of the road without vehicle crossings. I anticipate that I will have to contribute the required Development Cost Charges, but I will have already contributed land and utilities, equal to any anticipated share of development costs, when additionally considering the ditch crossing and the offered 2 for 1 land exchange.

Your report does not reflect the reality of the situation in the short or long term. I strongly recommend you amend this report accordingly.

My offer is fair, reasonable and equitable.

LONDON LANE INDUSTRIAL PARK LTD.

Curtis C. Eyestone – President

Enclosures:

- Drawing of proposed land exchange – dated February 1, 2003.
- Drawing of Option 7 dated Feb. 17th showing acceptable roads and conditions for acceptance.
- Copy of Baker Corson Baker letter February 12, 2003
- Suggested Outdoor Amenity space and Buffer Zone Drawing

**BAKER
CORSON
& BAKER**

Barristers & Solicitors

17TH FLOOR
808-NELSON STREET
VANCOUVER, B.C. V6Z 2H2

TEL: (604) 891-0208
FAX: (604) 681-3504
EMAIL: bakercorson@hotmail.com

February 12, 2003

Fax: 604-276-4052

Janet Lee
City of Richmond
Planning Department
6911 # 3 Road
Richmond, B.C V6Y 2C1

Dear Madam:

**Re: London-Princess Lane and Emergency Access and/or Statutory Right of Way
Our client:: Curtis Eyestone**

It was apparent from the meeting that took place at city hall on February 5, 2003 that Richmond staff considers that the above referenced document creates a public road and a right of public passage. The various options that staff produced, none of which were acceptable to our client, Mr. Eyestone, are all premised on the assumption that the right of way is a public road.

It is our view it is not a public road. It is a utilities easment. Our client was told by Richmond that he was being asked to execute a document that created a right of passage to Richmond for the purpose of constructing certain works and that the new document was same document as the original but applicable to the new property configuration.

Mr. Eyestone seems to have been intentionally misled by the City. The original document defined the term works as follows:

"In this Indenture the said watermains, sewers, storm sewers, drains, conduits, lines and pipes together with ancillary appliances and fittings, and other utilities, and each and every one of them, and all works forming part thereof located on the right of way are herein called "the works"

The City told our client immediately before he executed the document that new documents were required to replace the existing right of way because of the new lot configuration. When the agreement was signed a discussion took place as to whether or not there were any changes from the original. Our client was advised that the only change was one of format brought about by the fact that agreements of this nature were now on the City Computer system. Other than changes in format he was told that there was no change in substance.

The advice by the City was wrong and misleading. A significant alteration of the document was in the addition of one word, *roadway*, to the definition of the term "works". This alteration slyly altered the tenor of the agreement.

"works" means roadway with ancillary appliances and fittings, together with ancillary appliances and fittings and each and every one of them, and all works forming part thereof located on the right of way.

It was apparent from the earlier agreement that its purpose was to construct the works, and that the word "roadway" where used simply referred to the right of passage for the purpose of maintaining constructing and servicing the works.

Further in support of the argument that this was intended as a utilities right of way Mr. Eyestone was required to extend Princess Lane southward to connect to the two lots created on the Dyke by John White by way of an exchange of property. (Exchanging the turning Y for the road extension); Secondly, in support of this interpretation, Mr. Eyestone was required to enter into a cross property agreement in order to provide access to the lot created for his daughter, Amber Williamson at 6461 Dyke Road.

Where a document is signed that is fundamentally, radically or totally different from the one that ~~she~~he expected to sign a defence to the agreement of "*non est factum*" may be established. In this case where the city represented that the agreement was the same as the earlier one when in fact a word was changed that altered its context and meaning, the agreement will be construed as simply providing a service easement. There are a series of principles of interpretation of both the original and the altered one that would be applicable. These include:

- An agreement is construed against the party that prepared it.
- Words are not to be taken in their broadest sense if they are equally appropriate in a sense limited to the object and intent of the contract.
- An agreement should be interpreted as a whole and the meaning gathered from the entire context and not from particular words, phrases or clauses. In fact the entire agreement is to be considered to determine the meaning of each part.
- An agreement is construed in a manner consistent with its purpose.

Applying these principles, the purpose of the contract was to create a utility easement. In the original agreement the word *roadway* was clearly intended to allow passage for the purpose of maintaining the works defined therein as utilities, and not as a public road. This interpretation is consistent with the purpose and intent of the agreement as a whole. Since the City drafted it would be construed against the City.

This leaves the City with three options:

1. To accept an exchange of property offered by Mr. Eyestone by closing approximately 62.5 m² of the existing lane and dedicating approximately 113 m² of the existing right of way, and acquiring from the adjoining developer, London Landing Development Corporation, the balance of the road needed to provide the emergency vehicle access road for the adjoining residential property development and to service the five subdivided residential lots, The benefits to the City are that there are no Costs to the City. Attached as Exhibit "1" is Option '1' produced by London Lane Industrial Park which outlines the conditions on which a property exchange would be agreed to. The conditions on this option are:
 - a. The return of 1.5 M of the existing roadway to our Client.
 - b. To move the future road north of Princess Lane off our client's property as detailed. The details of this road adjacent to our client's property are to be part of this application.
 - c. Subdivide our vacant property from our existing industrial buildings (current subdivision application S.D 02202744) creating five single family residential lots.
 - d. Adjust the existing berm to fit the new road elevations.
 - e. Sidewalks shown on the drawing are to be by the developer of the adjacent property. Proper curbing to be installed on the roadway. No temporary lock blocks are to be used.
 - f. All roadway improvements are to be by others.
 - g. An easement may be taken from the newly created lots for the bulb turn around as required for construction now.
 - h. A 1.5 metre right of way for utilities will be considered along this property line if required to facilitate the existing utilities, but no dedication of additional property will be considered. There is no anticipated development occurring on the vacant property at this time.
 - i. Ensure that the new road design provides full width access to the present industrial buildings and the newly created five lots.

February 12, 2003

● Page 4

2. Simply purchase the property that is currently the utilities right of way from London Lane Industrial Park for \$61.87 per square foot or \$666 per square metre based on the recent sale of 6461 Dyke Road. We calculate the area of the existing utilities right of way as 125.93 m² (1356 ft sq) ; therefore the current market price is \$83,870. The only condition on this option is that the City moves the future road north of Princess Lane off this property as detailed. Our client would not be providing any additional property for sidewalks or boulevards.

3. The City has a right to expropriate the property at a price to be determined later by the Expropriation Compensation Board. In addition to the cost of the land they would have to pay our client's legal and appraisal fees. This would also leave the problem of the road north of Princess Lane unresolved.

Any one of these three options is acceptable to our client. As noted at the outset, none of the options presented by the City on behalf of Mr. Westermark are acceptable.

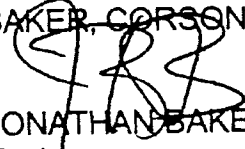
If the City elects to place the future road north of Princess Lane on our client's property under his existing building he will insist that adequate visual and sound barriers be provided as required under the zoning bylaws between industrial and residential properties on the residential development property and that slope determination against the existing buildings be such that no grade adjacent to our client's building exceeds the elevation of the existing floor slabs.

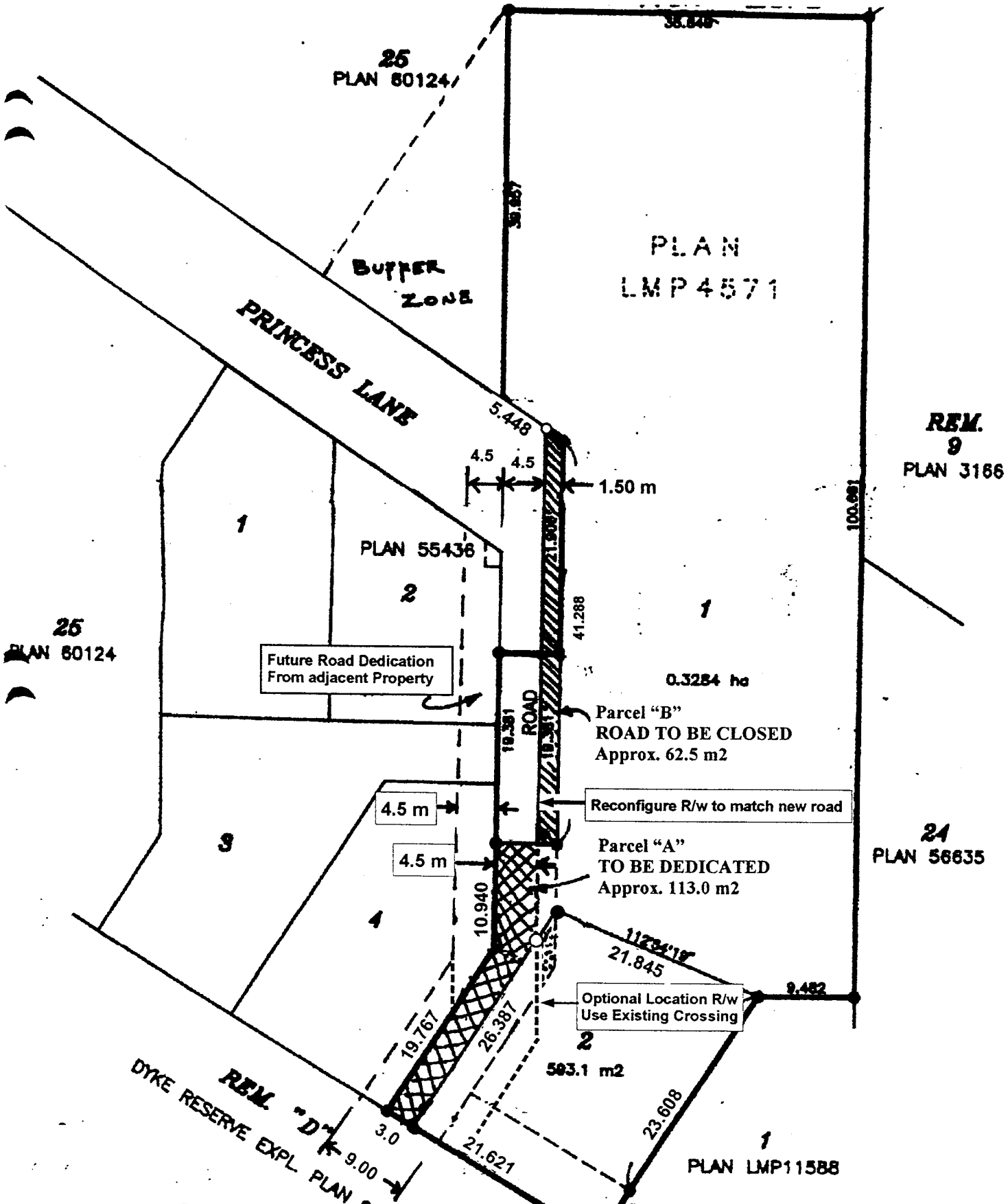
We attach herewith our client's amended drawing dated February 12, 2003 based on the above for our client's current subdivision application SD 02-20-2744. Also we enclose the details and conditions for our option #6.

We have received instructions from our client that if this matter can not be amicably resolved to his satisfaction we are to commence legal proceedings to have the right of way agreement construed by the court and to enjoin any development that would rely on the statutory right of way being construed as a public road.

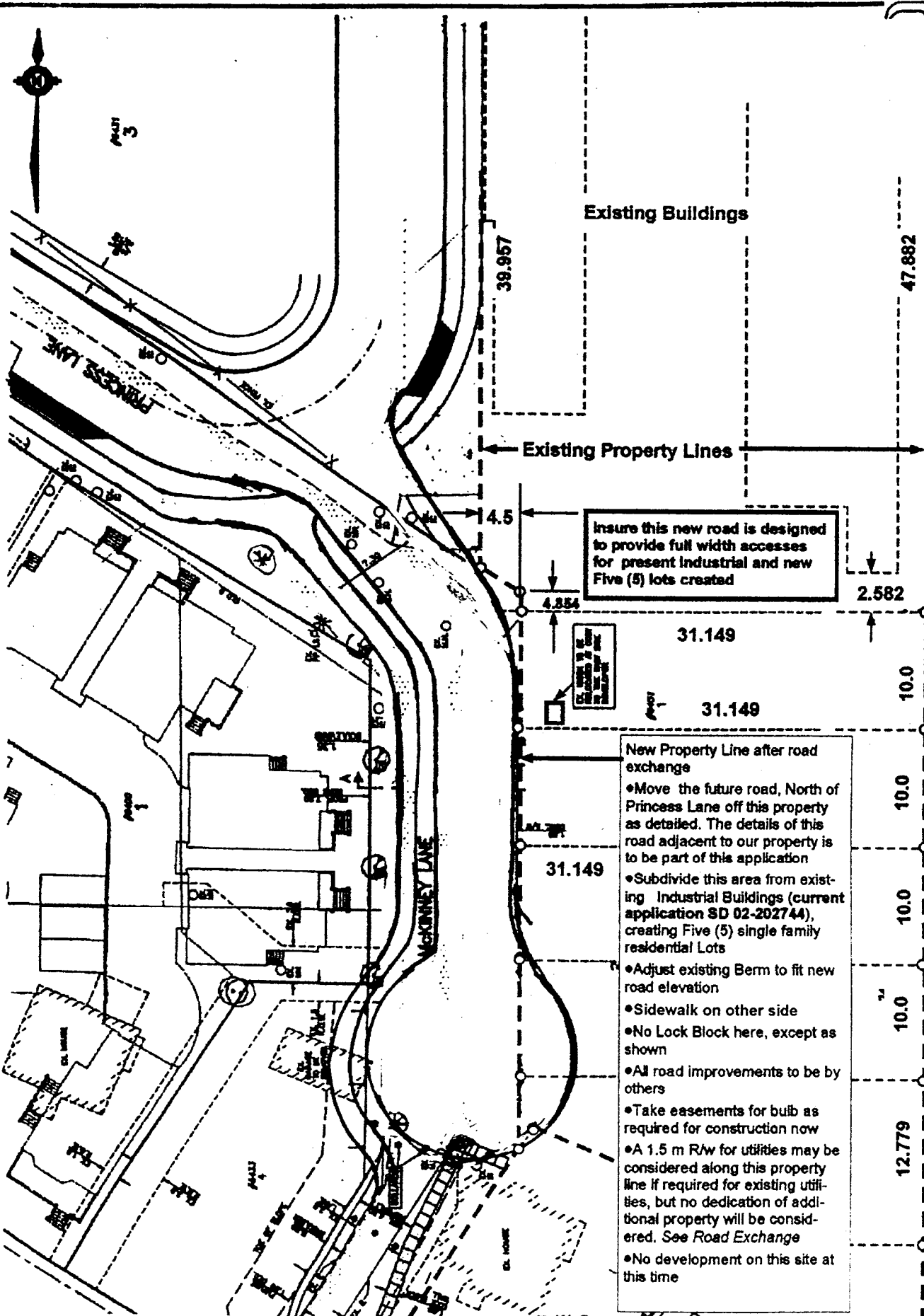
Sincerely,

BAKER, CORSON & BAKER


JONATHAN BAKER
Encl.



ROAD EXCHANGE PROPOSAL
 London Lane Industrial Park Ltd.
 6451 Princess Lane, Richmond B.C.
 Lot 1, Block 3N, Plan LMP33426, Section 18, Range 6W, NWD
 PIN No. 023-801-379



Existing Buildings

Existing Property Lines

Insure this new road is designed to provide full width accesses for present industrial and new Five (5) lots created

New Property Line after road exchange

- Move the future road, North of Princess Lane off this property as detailed. The details of this road adjacent to our property is to be part of this application
- Subdivide this area from existing Industrial Buildings (current application SD 02-202744), creating Five (5) single family residential Lots
- Adjust existing Berm to fit new road elevation
- Sidewalk on other side
- No Lock Block here, except as shown
- All road improvements to be by others
- Take easements for bulb as required for construction now
- A 1.5 m R/W for utilities may be considered along this property line if required for existing utilities, but no dedication of additional property will be considered. See Road Exchange
- No development on this site at this time

TITLE: LONDON LANE-BERKSHIRE-CORP-
CONCEPTUAL PLAN
MCKINNEY LANE
-OPTION 5-

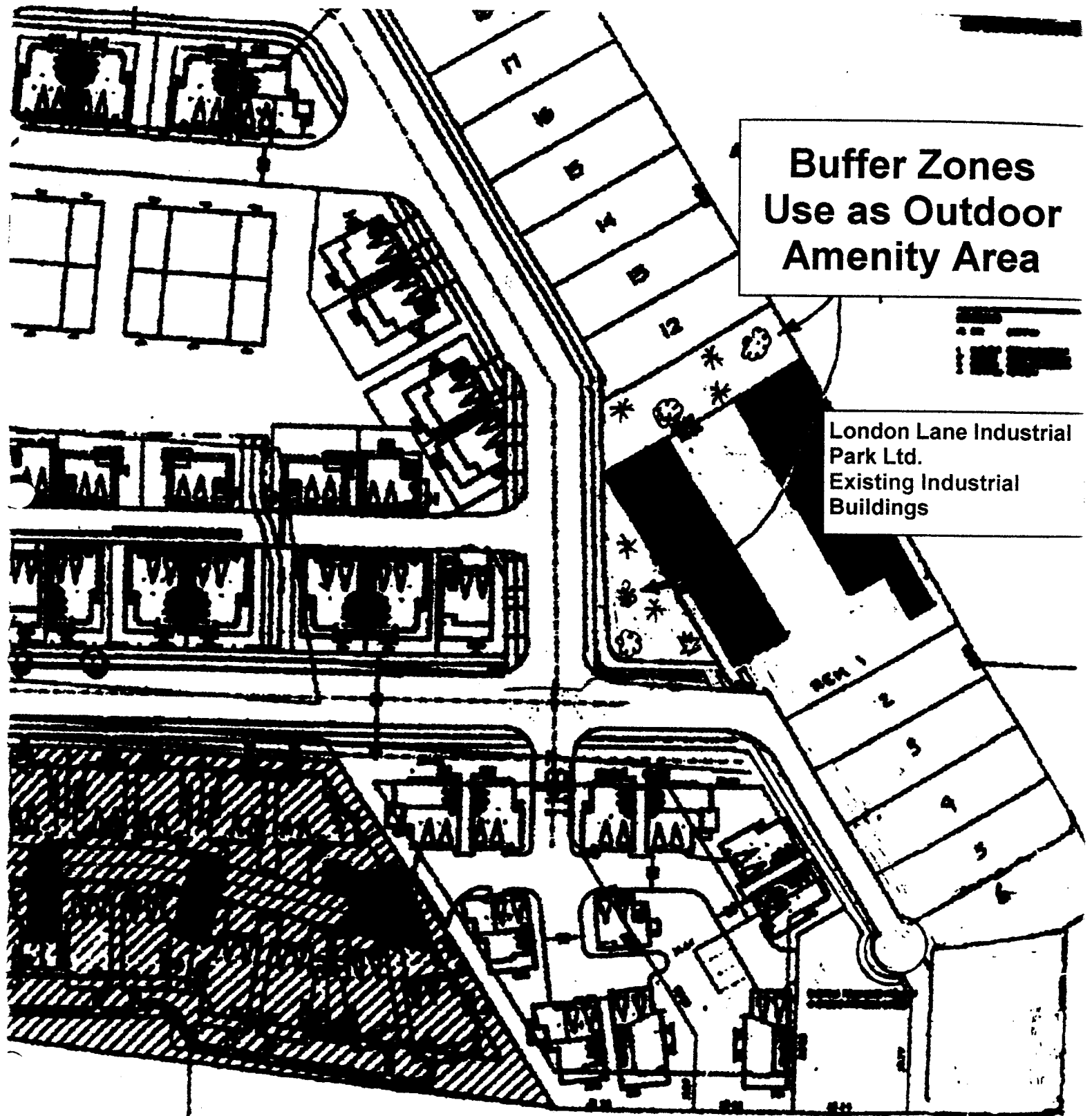
DATE	REV. NO.	BY
11.19.02	1	...
10.19.02	2	...
10.19.02	3	...

CONDITIONS FOR SUPPORT OF Option 7
London Lane Industrial Park Ltd.
February 17, 2003
(After road exchange)

1	...	...	...	...
2	...	...	...	...
3	...	...	...	...
4	...	...	...	...
5	...	...	...	...

1	...	...	...	...
2	...	...	...	...
3	...	...	...	...
4	...	...	...	...
5	...	...	...	...

Buffer Zone for existing Industrial Buildings



Errors and Misrepresentations in the Report to Development Permit Panel Dated April 2, 2003

A number of serious errors, false statements and omissions are included in the DP 02-212758 report to Committee, namely:

DRAWINGS:

1. The Site Drawing #1 does not show the existing industrial park on the "Area Concept Plan".
2. The Area Concept plan does not show the required buffer zones between existing Industrial buildings and proposed new residential buildings.
3. The plan fails to detail the required "Dyke Road Emergency Vehicle Access" that is required.
4. The plan indicates that a "Fire Access Lane" exists, that is not an access.
5. Plan of "OPTION #3" referenced in the report (P.11 item 6 cont'd) is not included in this report.
6. Required continuous architectural elevations around the entire perimeter of the site (page 13, paragraph 5 *and* page 10 para 2.) has not *been attached and The Applicant has NOT complied*. There is no East elevation drawing or North Elevation drawing of the site perimeter.

Findings of Fact

7. Page 3 Para. **9.3.3 Streetscapes** – Vehicle and Pedestrian access required separation *does NOT comply*. The pedestrian trail is indicated as being on the East side of the industrial park access roadway (McKinney Walk), a completely unacceptably dangerous situation, and will continue to be so for any future single family lots that might be created, instead of being located on the West side of the Laneway that has no vehicle crossings. Suggesting this proposal *Complies* is patently false.
8. Page 6 Para **6.2.4.2.2 Street Edges** – Restrict driveways and provide safe, pedestrian friendly crossings. *Does NOT comply*. Same as 7. above - Suggesting this proposal *Complies* is patently false.
9. Page 7 Para **.5.1.2** – Minimize driveway crossings of pedestrian routes *does NOT comply* Same as 7. above - Suggesting this proposal *Complies* is patently false.
10. Page 9 Development surrounding the subject site is as follows: The statement that the "existing industrial development is anticipated as future residential development" *is false*. There is NO PLAN to remove the existing industrial buildings and replace them with residential development. These buildings are well constructed, low profile, well used and needed by the local business community. These buildings will continue to serve the area for the foreseeable future, possibly evolving into more local commercial uses, but never being replaced with residential development. *This situation should be clearly emphasized in the report*.
11. Page 10 Para 6. continued to page 11 - Specific Development Requirements: a) b) & c) Design and construction of the lane, pedestrian trail and connection to Dyke road. – *The statement in this report that Richmond Staff met with all stakeholders on February 5, 2003 and have concluded any form of acceptance of any of the proposed OPTIONS is absurd. See JONATHAN BAKER, (our solicitor), LETTER Dated February 12, 2003.* All five of the proposed OPTIONS submitted by London Landing Development Corporation are rejected as illegal and any attempt to accept or institute them will result in litigation. Furthermore the statement that the proposed temporary lane "*will have minimal impact on 6451 Princess Lane, which is owned by Curtis Eystone*" is so blatantly false and misleading it is difficult to comprehend how anyone with any credible intelligence could make such a statement.
12. Page 11 paragraph 2. The laneway design is *NOT resolved*.
13. Page 12 **Urban Design Comments** paragraph 1. The failure of The Applicant to provide a more detailed master plan has nothing whatsoever to do with complicated ownership. The Applicant

has repeatedly and successfully delayed presentation of a detailed master plan, since the construction of the very first 20 houses on Dyke Road (13400 Princess Street), because he refuses to comply, knowing full well that he will have to resolve the Loop Road and Emergency Access Road construction. ***For Richmond Staff to continue to allow this deference to happen despite repeated requests and stipulated conditional acceptances is intolerable.*** It must stop.

14. Page 13 para 3. Sound barriers. The Richmond bylaws require dense foliage, berms, fences or other similar sound and visual barriers. ***The suggested construction techniques to mitigate normal industrial sound by increasing the interior gyproc 1/8" is ridiculously unacceptable.***
15. Page 14 para 9 last sentence – ***The design of the lane on the East side of the property has NOT been determined, nor has there been any consultation with neighbouring property owners.*** The statement in the report to the contrary is ***false.***
16. Page 14 para 10. Grade elevation transitions all along the industrial park exceed 2 ft. and are neither sloped nor terraced. The statement that ***All transitions of more than 2 ft. will be stepped in increments not greater than 2 ft.*** is also false.
17. Page 15 **Engineering and Public Works Comments** para 3. Richmond Staff may have met with all stakeholders in the immediate vicinity of the lane, ***but NO AGREEMENT of any kind has been made with London Lane Industrial Park Ltd. for servicing of any kind.***
18. Page 15 **Transportation Comments** para 1. The change from a curbed road access to the industrial park to a driveway sidewalk crossing is opposed by London Lane Industrial Park Ltd. as completely unsuitable for industrial traffic, too narrow, too restrictive and too sharp a turn for trucks.
19. Page 16 para 8 Road widths. – There is no specification for the Emergency Vehicle Access Road right-of-way width or pavement width.
20. Page 16 para 9 Lane design. ***There is NO acceptable Servicing Agreement for the lane.***
21. Page 16 para 2. **Parks Department Comments** Lane design details. ***There is NO acceptable Servicing Agreement for the lane.***
22. Page 18 **Analysis - Assessment of the Conditions of Adjacency** – Last paragraph - The statement that the “existing industrial development is anticipated as future residential development” ***is false.*** There is NO PLAN to remove the existing industrial buildings and replace them with residential development. These buildings are well constructed, low profile, well used and needed by the local business community. These buildings will continue to serve the area for the foreseeable future, possibly evolving into more local commercial uses, but never being replaced with residential development. ***This situation should be clearly emphasized in the report.*** Repeated requests have been made to develop the vacant portion of this lot and SD 02-202744 has been before staff for more than two years awaiting approval.
23. Excluded from this report is our “**Road Exchange Proposal**” for the emergency vehicle access road and pedestrian trail to Dyke Road.
24. Excluded from this report is our “**OPTION 7**” for the acceptable road design and conditions for the emergency vehicle access road and pedestrian trail to Dyke Road.
25. Excluded from this report is our suggestion for the “**Buffer Zone and Outdoor Amenity Area**”.
26. Excluded from this report is any reference to the Letter from “**Baker, Corson, Baker – Dated February 12, 2003**” that presented the options available to the City for resolution of the Roads.

Given the nature and extent of the errors, omissions and false statements in this report, we strongly recommend it be rejected.

Curtis C. Eyestone

Errors and Misrepresentations in the Report to Development Permit Panel Dated April 2, 2003

A number of serious errors, false statements and omissions are included in the DP 02-212758 report to Committee, namely:

DRAWINGS:

1. The Site Drawing #1 does not show the existing industrial park on the "Area Concept Plan".
2. The Area Concept plan does not show the required buffer zones between existing Industrial buildings and proposed new residential buildings.
3. The plan fails to detail the required "Dyke Road Emergency Vehicle Access" that is required.
4. The plan indicates that a "Fire Access Lane" exists, that is not an access.
5. Plan of "OPTION #3" referenced in the report (P.11 item 6 cont'd) is not included in this report.
6. Required continuous architectural elevations around the entire perimeter of the site (page 13, paragraph 5 *and* page 10 para 2.) has not *been attached and The Applicant has NOT complied*. There is no East elevation drawing or North Elevation drawing of the site perimeter.

Findings of Fact

7. Page 3 Para. **9.3.3 Streetscapes** – Vehicle and Pedestrian access required separation *does NOT comply*. The pedestrian trail is indicated as being on the East side of the industrial park access roadway (McKinney Walk), a completely unacceptably dangerous situation, and will continue to be so for any future single family lots that might be created, instead of being located on the West side of the Laneway that has no vehicle crossings. Suggesting this proposal *Complies* is patently false.
8. Page 6 Para **6.2.4.2.2 Street Edges** – Restrict driveways and provide safe, pedestrian friendly crossings. *Does NOT comply*. Same as 7. above - Suggesting this proposal *Complies* is patently false.
9. Page 7 Para **.5.1.2** – Minimize driveway crossings of pedestrian routes *does NOT comply* Same as 7. above - Suggesting this proposal *Complies* is patently false.
10. Page 9 Development surrounding the subject site is as follows: The statement that the "existing industrial development is anticipated as future residential development" *is false*. There is NO PLAN to remove the existing industrial buildings and replace them with residential development. These buildings are well constructed, low profile, well used and needed by the local business community. These buildings will continue to serve the area for the foreseeable future, possibly evolving into more local commercial uses, but never being replaced with residential development. *This situation should be clearly emphasized in the report*.
11. Page 10 Para 6. continued to page 11 - Specific Development Requirements: a) b) & c) Design and construction of the lane, pedestrian trail and connection to Dyke road. – *The statement in this report that Richmond Staff met with all stakeholders on February 5, 2003 and have concluded any form of acceptance of any of the proposed OPTIONS is absurd. See JONATHAN BAKER, (our solicitor), LETTER Dated February 12, 2003*. All five of the proposed OPTIONS submitted by London Landing Development Corporation are rejected as illegal and any attempt to accept or institute them will result in litigation. Furthermore the statement that the proposed temporary lane "*will have minimal impact on 6451 Princess Lane, which is owned by Curtis Eyestone*" is so blatantly false and misleading it is difficult to comprehend how anyone with any credible intelligence could make such a statement.
12. Page 11 paragraph 2. The laneway design is *NOT resolved*.
13. Page 12 **Urban Design Comments** paragraph 1. The failure of The Applicant to provide a more detailed master plan has nothing whatsoever to do with complicated ownership. The Applicant

- has repeatedly and successfully delayed presentation of a detailed master plan, since the construction of the very first 20 houses on Dyke Road (13400 Princess Street), because he refuses to comply, knowing full well that he will have to resolve the Loop Road and Emergency Access Road construction. ***For Richmond Staff to continue to allow this deference to happen despite repeated requests and stipulated conditional acceptances is intolerable.*** It must stop.
14. Page 13 para 3. Sound barriers. The Richmond bylaws require dense foliage, berms, fences or other similar sound and visual barriers. ***The suggested construction techniques to mitigate normal industrial sound by increasing the interior gyproc 1/8" is ridiculously unacceptable.***
 15. Page 14 para 9 last sentence – ***The design of the lane on the East side of the property has NOT been determined, nor has there been any consultation with neighbouring property owners.*** The statement in the report to the contrary is *false*.
 16. Page 14 para 10. Grade elevation transitions all along the industrial park exceed 2 ft. and are neither sloped nor terraced. The statement that ***All transitions of more than 2 ft. will be stepped in increments not greater than 2 ft.*** is also false.
 17. Page 15 **Engineering and Public Works Comments** para 3. Richmond Staff may have met with all stakeholders in the immediate vicinity of the lane, ***but NO AGREEMENT of any kind has been made with London Lane Industrial Park Ltd. for servicing of any kind.***
 18. Page 15 **Transportation Comments** para 1. The change from a curbed road access to the industrial park to a driveway sidewalk crossing is opposed by London Lane Industrial Park Ltd. as completely unsuitable for industrial traffic, too narrow, too restrictive and too sharp a turn for trucks.
 19. Page 16 para 8 Road widths. – There is no specification for the Emergency Vehicle Access Road right-of-way width or pavement width.
 20. Page 16 para 9 Lane design. ***There is NO acceptable Servicing Agreement for the lane.***
 21. Page 16 para 2. **Parks Department Comments** Lane design details. ***There is NO acceptable Servicing Agreement for the lane.***
 22. Page 18 **Analysis - Assessment of the Conditions of Adjacency** – Last paragraph - The statement that the “existing industrial development is anticipated as future residential development” ***is false.*** There is NO PLAN to remove the existing industrial buildings and replace them with residential development. These buildings are well constructed, low profile, well used and needed by the local business community. These buildings will continue to serve the area for the foreseeable future, possibly evolving into more local commercial uses, but never being replaced with residential development. ***This situation should be clearly emphasized in the report.*** Repeated requests have been made to develop the vacant portion of this lot and SD 02-202744 has been before staff for more than two years awaiting approval.
 23. Excluded from this report is our **“Road Exchange Proposal”** for the emergency vehicle access road and pedestrian trail to Dyke Road.
 24. Excluded from this report is our **“OPTION 7”** for the acceptable road design and conditions for the emergency vehicle access road and pedestrian trail to Dyke Road.
 25. Excluded from this report is our suggestion for the **“Buffer Zone and Outdoor Amenity Area”**.
 26. Excluded from this report is any reference to the Letter from **“Baker, Corson, Baker – Dated February 12, 2003”** that presented the options available to the City for resolution of the Roads.

Given the nature and extent of the errors, omissions and false statements in this report, we strongly recommend it be rejected.

Curtis C. Eyestone

Jan Corkan Inc
#46 7540 Abercrombie Drive
Richmond BC
V6Y 3J8

April 29, 2003

To: CITY OF RICHMOND
From: Jan Corkan
Re: Changes Proposed by London Landing Development Corporation
Property Location: 6400 and 6420 Princess Lane and 6411 and 6431 Dyke Road

To whom it may concern,

While I am, in general, not opposed to the new development going on around my workshop, I am opposed to many of the changes that your drawings indicate. The following are my concerns:

- 1) The new entrance road is being narrowed from 12m to 6m which is not wide enough for truck access
- 2) The sidewalk is on the industrial property and too close to the building
- 3) The slope of the driveway will cause water to collect at the building and flood the shops
- 4) The storage yard will be blocked off and unusable
- 5) The angle of the entry road will cause great difficulty for trucks to maneuver
- 6) There seems to be no space between the new development and our shops

It is critical for a small business, such as mine, to have affordable studio space, which this location provides. There seem to be fewer and fewer industrial properties either suitable or within my budget, therefore it is crucial to preserve these types of properties.

Thank you for your attention to these matters and I hope that you will consider these important concerns.

Sincerely,



Jan Corkan

FROM: BOB ALEKSIC

UNIT 2110-6451 PRINCESS LANE

TO: CITY OF RICHMOND

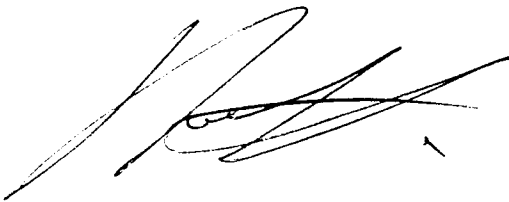
WITH SUCH A LATE NOTICE AND IN THE MIDDLE OF THE WEEK IT IS IMPOSSIBLE FOR ME TO ATTEND THE MEETING.

AFTER LOOKING AT THE PROPOSAL I MUST CONCLUDE THAT THERE IS SOMETHING FISHY GOING ON HERE. THE PROPOSAL MAKES NO SENSE AND IS DESTRUCTIVE TO ALL LONDON LANE INDUSTRIAL PARK RENTERS.

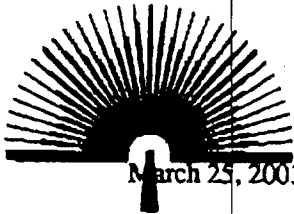
I HOPE YOU RECONSIDER THIS DEVELOPMENT PLAN.

REGARDS

BOB ALEKSIC



Schedule 3 to the minutes of the
Development Permit Panel held on
April 30th, 2003



RICHMOND INTERNATIONAL HIGH SCHOOL AND COLLEGE

THE EXPERIENCE OF EXCELLENCE • THE HONOUR OF ACHIEVEMENT

Richmond City Hall
6911 No. 3 Road,
Richmond, B.C.
V6Y 2C1

Attention: Kiichi Kumagai
Councillor

Dear Councillor Kumagai,

Re: 8580 Cambie Road Development Permit Meeting

I am Chair of Richmond International High School and College, 8671 Odlin Crescent, adjacent to South side of subject property.

We believe we have been a good neighbour in the area of Richmond City.

- As taxpayer.
- As Donor of playfield use to the public for many years.
- Contributing to the economy of the city.
Through student spending.
Homestay fees, hotels, trips, etc.

It so happens that our property makes use of a City Road Dedication on our north side. It is approximately 65' x 656.5' or 1 acre, which is 14% of the total ground area.

City Council has been unequivocal about maintaining Public use of our playfield, particularly as there is no other park space in the area. The owners of RIHSC want to cancel this use due to lack of Dog Dirt Control by the City.

The question remains, which is preferable – asphalt or green playground?

Is it necessary to link up Brown Road to Odlin Crescent on the Odlin Road Extension?

Can this process be deferred as long as possible to enable the public and our school to continue using the City Road dedication as park?

We also have concerns re traffic noise, disturbance and safety.

Sincerely,

K. Uyeyama, Chair

Cc: Joe Erceg
Manager of Development of Applications

To Development Permit Panel
Date: April 30, 2003

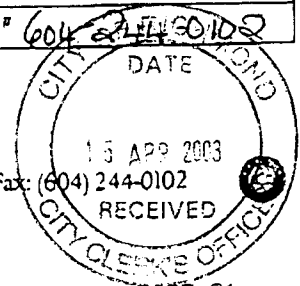
Schedule 4 to the Minutes of the
Development Permit Panel Meeting held on
April 30th, 2003

FAXED		INT
March 25		
<input checked="" type="checkbox"/>	DW	DW
<input type="checkbox"/>	KY	
<input type="checkbox"/>	AS	
<input type="checkbox"/>	DB	
<input type="checkbox"/>	WB	

CITY OF RICHMOND
DATE

MAR 26 2003 97-121069
RECEIVED 98-141132
S, REC & CULTURAL SERVICES

Post-it Fax Note	7671E	Date	26/3/03	# of pages	4
To	David McEellan	From	Kon Uyeyama		
Co/Dep	General Manager	Co.	RIHSC		
Phone #	Urban Dev.	Phone #			
Fax #	604-276-4222	Fax #	604-276-4222		



8671 Odlin Crescent, Richmond, B.C. Canada V6X 1G1

286

Phone: (604) 244-0100 Fax: (604) 244-0102

MAR 25 2003 17:21 FR CITY OF RICHMOND 604 276 4157 TO 96047369410 P.01/03



City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Fax Cover Sheet

To:	Name: Kon Ueyama	File: DP 97-121069
	Company:	Date: March 25, 2003
		Fax: 604-736-9410

From:	Department: Urban Development Division	Phone: (604) 276-4228
	Name: Suzanne Carter-Huffman Senior Planner/Urban Design	Fax: (604) 276-4177

If you have any problems with this fax, contact: Suzanne Carter-Huffman at (604) 276-4228

<p>Total no. of pages, including cover sheet: 3</p> <p>Mailed original to follow: <input checked="" type="checkbox"/> No</p> <p><input checked="" type="checkbox"/> in response to your request</p>

Message: Proposed Development at 8580 Cambie Road (DP 97-121069)

Mr. Ueyama:

In response to your inquiry I have attached 2 sketches. One shows the planned location of new roads north of the school and the other shows the intended phasing of road construction.

In phase 1, the east-west road will be constructed from Odlin Crescent to the southeast corner of the subject site where it will connect to a publicly-accessible driveway linked to Cambie Road. It is the intent of the City's transportation Dept that the public be able to use this road and driveway to access the existing traffic signal at the Cambie/Sexsmith intersection in order to relieve congestion at the Cambie/Odlin intersection. Public use of this driveway will be discontinued in the future when the traffic signal is relocated to the Cambie/Odlin intersection; however, this move requires the realignment of Sexsmith and is expected to be a number of years off.

In light of the desire to provide public access to the Cambie/Sexsmith signal via the subject site, staff would not like to see construction of the new road along the north edge of the school site delayed.

I hope this information is useful. Please call me if you require anything further (604-276-4228).

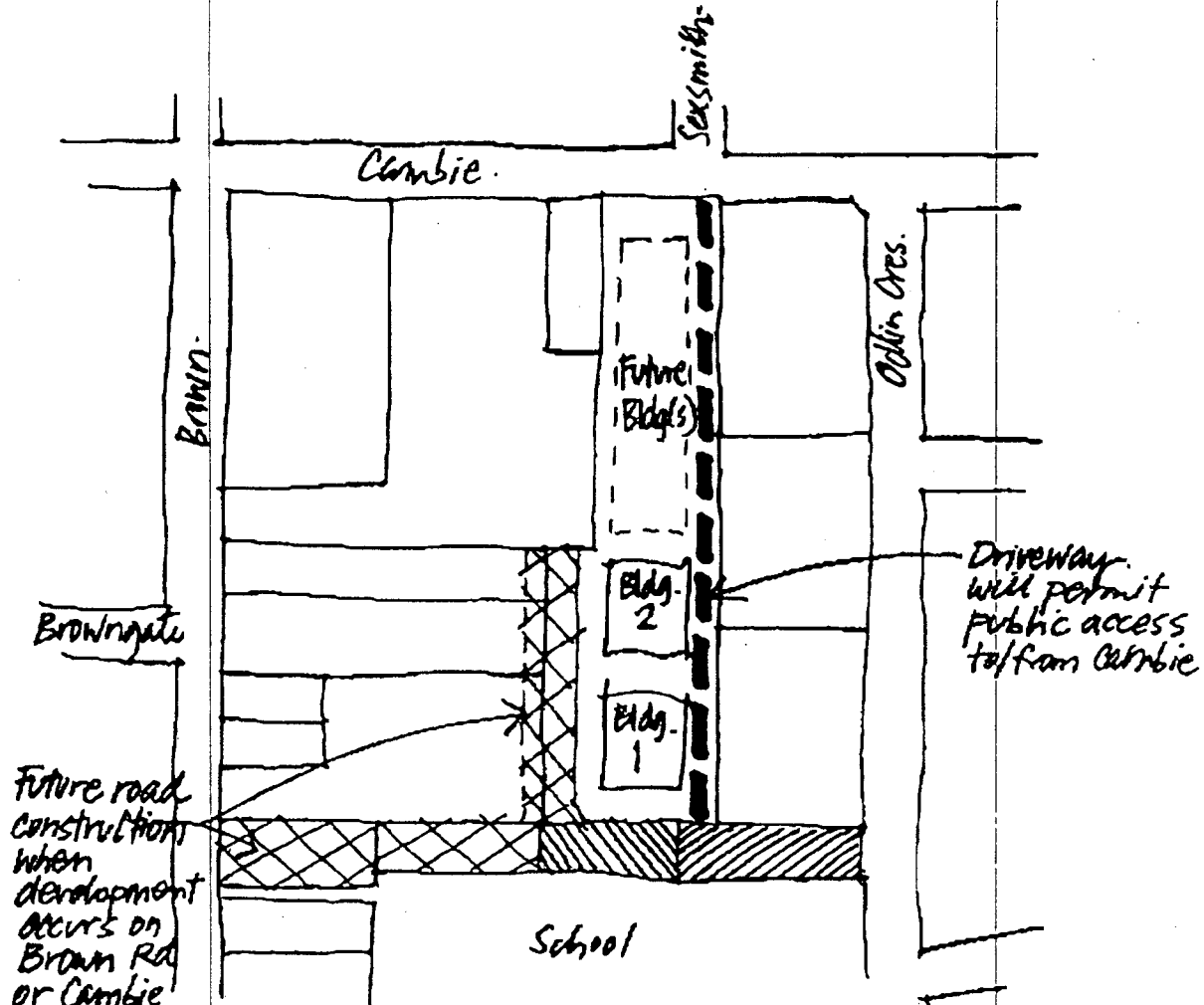
Suzanne Carter-Huffman



pc Victor Wei, Transportation
Donna Chan, Transportation
Brian Guzzi, Development Applications

287

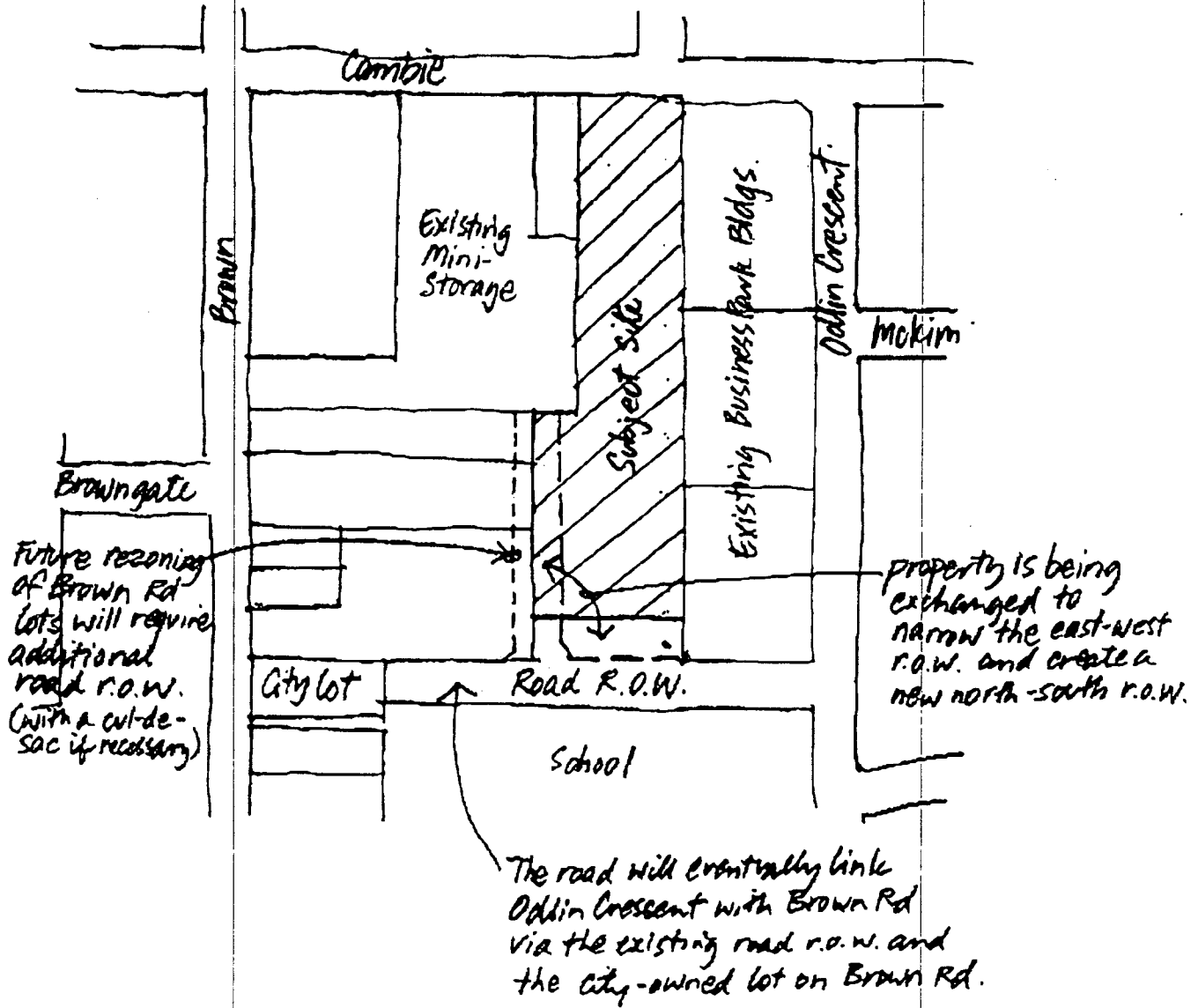
IMPORTANT - CONFIDENTIAL INFORMATION
THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. Any other distribution, copying, or disclosure is strictly prohibited. If you have received this message in error, please notify us immediately by telephone and return the original transmission to us by mail without making a copy.
965602





-  Phase 1 road construction to be undertaken with Bldg 1 and the north-south driveway (immediately)
-  Phase 2 road construction to be undertaken with Bldg 2

Proposed Road Construction Phasing
March 2003.



Proposed Road Network North of the International School.
March 2003.