



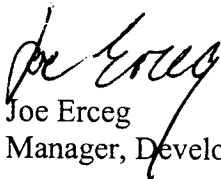
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**To:** Planning Committee  
**From:** Joe Erceg  
Manager, Development Applications  
**Date:** July 4, 2002  
**File:** RZ 01-198754  
**Re:** **APPLICATION BY ORIS DEVELOPMENT TO AMEND "COMPREHENSIVE DEVELOPMENT DISTRICT (CD/115)" AND TO REZONE PORTIONS OF 13160 AND 13200 PRINCESS STREET AND 6411 DYKE ROAD FROM "LIGHT INDUSTRIAL DISTRICT (I2)" TO "COMPREHENSIVE DEVELOPMENT DISTRICT (CD/115)"**

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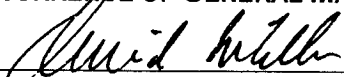
**Staff Recommendation**

That Bylaw No. 7374, to amend the minimum setbacks from property lines (building envelopes), maximum heights (internal roads), and floor area ratio in "Comprehensive Development District (CD/115)" and to rezone portions of 13160 and 13200 Princess Street and 6411 Dyke Road from "Light Industrial District (I2)" to "Comprehensive Development District (CD/115)", be introduced and given first reading.



Joe Erceg  
Manager, Development Applications

JE:jl  
Att.

<b>FOR ORIGINATING DIVISION USE ONLY</b>
<b>CONCURRENCE OF GENERAL MANAGER</b>


## Staff Report

### Origin

The City has received an application by Oris Development (London Landing) Corp. to rezone portions of 13160 and 13200 Princess Street and 6411 Dyke Road to accommodate 19 detached townhouse dwelling units. The application involves:

- A boundary adjustment between the three properties in order to create the subject development site (**Attachment 1**); and
- Amendments to the Comprehensive Development District (CD/115).

### Findings of Fact

Item	Existing	Proposed
Owner	Einar Hilton and Maureen Hilton	Oris Development Corp.
Applicant	Oris Development Corp.	No change
Site Size	5,208.5 m <sup>2</sup> (56,065.7 sq. ft.)	4,649 m <sup>2</sup> (50,043.1 sq. ft.) after road dedication on Princess Lane
Land Uses	Industrial	Multi-family residential
OCP Designation	Neighbourhood Residential	No change
Area Plan Designation	Residential	No change
Zoning	Light Industrial (I2)	Comprehensive Development District (CD/115) as amended

### Project Description

The site plan for the proposed project is included as **Attachment 2**.

### Form and Character

The project consists of 19 detached townhouse dwelling units on the north side of Princess Lane near Princess Street.

The ground level of the buildings is occupied by garage and storage space. The habitable floorspace of each dwelling unit consists of 2 to 2-1/2 storeys above the garage level.

The building form and character are modelled after the existing London Landing project that is situated on the south side of Princess Lane. The proposed buildings have pitched roofs and generous covered and open porch areas like the units of London Landing. The heritage character that has been created at London Landing is proposed to be maintained in this new development.

The buildings are also placed in similar groupings (i.e. clusters of two buildings separated with a minimum of 4.9 m (16 ft.) between clusters) to create view corridors and a more interesting street environment.

The overall floor area ratio of the proposed development is approximately 0.57. The site coverage is approximately 30%. The height of buildings is proposed to be 11.7 m (38.5 ft.). These building statistics are consistent with the existing London Landing development and conform to the provisions of the CD/115 zone.

### Access and Circulation

A private, internal driveway is proposed to be located parallel to Princess Lane and Princess Street. The driveway provides vehicle access to a second row of units located along the north property line as well as the eleven units that front onto Princess Lane and Princess Street. This prevents the Princess Lane and Princess Street streetscapes from being dominated by garage doors and driveways.

The private driveway is proposed to be developed at a lower grade than Princess Lane, which was elevated for floodproofing purposes. The change in elevation results in the buildings having a 2 to 2-1/2 storey appearance along Princess Lane and a 3 to 3-1/2 storey appearance in the private driveway areas.

### **Site Context**

The site context is as follows:

North:	Industrial Development zoned Light Industrial (I2)
South:	Recently completed London Landing detached townhouses (zoned CD/115)
East:	Industrial Development zoned I2
West:	Industrial Development zoned I2

The site is currently occupied by an old house which would be removed if this development was to proceed. Other industrial operations on the site will be moved onto adjacent lands also owned by the same property owners so that the subject site may be redeveloped.

### **Previous Plans and Related Studies**

In 2000, a number of alternative vehicle options for the London-Princess area were examined. Council indicated a preference for a loop road from Princess Lane up through the Hilton properties to connect back to London Road (see **Attachment 3**).

### **Area Concept Plan**

The proposed townhouse project is intended to fit into a larger overall scheme for the remainder of the Hilton properties north of Princess Lane. In evaluating the current application proposal, the applicant was directed to prepare an Area Concept Plan to demonstrate the possible road network, land use and density for the surrounding area.

The applicant has submitted an Area Concept Plan that can be used as a basis of discussion (see **Attachment 4**). The Concept Plan has the following features:

- Based on the creation of a loop road proposed to be aligned along the south boundary of the former CN Rail right-of-way. The loop road would be dedicated to the City as properties undergo redevelopment.
- Buildings with single-family character are proposed to front onto the main loop road, while higher-density stacked townhouses are proposed to be sited in the central portions of the development area.
- A central open space is proposed to be provided as common outdoor amenity space for area residents.
- Pedestrian connections are provided throughout the neighbourhood to connect open space to potential public park areas and the dyke trails.
- A system of driveways parallel to the public loop road is proposed to minimize the need for direct vehicle access onto the public loop road.

If built out to capacity, the proposed Area Concept Plan shows that the residential portions of the London-Princess Area, east of Princess Street, may accommodate approximately 140 units (including the existing London Landing development).

## **Staff Comments**

### Policy Planning

Staff note that the development concept for this site is consistent and compatible with the development that has been built across the street on the south side of Princess Lane.

The row of units along the north property line have smaller building footprints. Setbacks from the north property line to the building faces are generally 3.8 m (12.3 ft.). Two buildings, however, have setbacks of only 2.0 m (6.5 ft.) to the north property line.

It is noted that no common indoor amenity space has been provided on this site. Common outdoor amenity space is generally comprised of trail connections and a courtyard at a road end near the entrance of the development. This courtyard is proposed as a temporary open space for residents until a larger amenity space can be provided in a future phase of development.

### Transportation

The entry into the internal access road appears wider than necessary to accommodate the turning radius of emergency vehicles. This can be examined further at the Development Permit stage and re-designed if necessary.

There is a steep grade change on London Road, west of Princess Street, which affects the sight lines for drivers along London Road. As all existing and future residential traffic will have to pass through this portion of London Road, the applicant should submit an engineering report that outlines the type of and cost of improvements that would be needed to improve the sight lines and geometry in this area.

Cross-access agreements are required for the internal drive aisles to allow them to extend and service neighbouring properties.

### Engineering

There are no servicing concerns. Prior to final adoption, the applicant will be required to dedicate road along Princess Lane frontage, the amount of which will be determined when the engineering design for the upgrading of Princess Lane is approved (Note: The applicant's preliminary estimate is that the amount of dedication is approximately 652.6 m<sup>2</sup> (7,025 sq.ft.)).

The applicant will also be required to enter into the City's customary Servicing Agreement for the design and construction of the north side of Princess Lane and the east side of Princess Street across the entire frontage to current standards and to widen the existing pavement on Princess Street north of the site to London Road.

A subdivision application is to be approved for the lot line re-alignment.

### Area Concept Plan

The road pattern shown in the Area Concept Plan is consistent with the option preferred by Council in 2000. The standard road right-of-way width will either be 17.0 m (the standard) or 15.5 m (reduced width subject to provision of additional off-street parking and provision of adequate services and utilities). The ultimate width of the right-of-way may be revisited in future phases as more detailed design of the new road takes place and land use, servicing and utility requirements are more accurately determined.

The Area Concept Plan is preliminary at this stage and subject to change as further discussions occur with the applicant, future developers and area property owners. The Plan does demonstrate that the proposal on the subject site does not preclude or hinder the development of adjacent parcels in the future.

The applicant has indicated that the property owners have reviewed the Area Concept Plan and are in support of it. The applicant also has agreements to purchase the two properties adjacent to the north of the subject property for future phases of development. It is highly likely that Oris Development will build out the area north of Princess Lane and achieve much of the Concept Plan.

## **Analysis**

### Creation of a New Lot

In order to accommodate the proposed development, a land exchange with 13160 Princess Street and the portion of 6411 Dyke Road that is located north of Princess Lane, will be required. The land exchange is facilitated by the fact that all properties are currently owned by Einar and Maureen Hilton.

Once the lot is reconfigured, the CD/115 zone that was applied to the London Landing site (as amended to include the proposed development) will be applied to the new lot.

### Flood Protection

As part of the subdivision that will create the new lot, a Ministry of Water, Air and Land Protection standard floodplain covenant will have to be registered against the property. The building floor plans that were submitted with the application have excess floorspace on the ground floor that would not be permitted by the covenant.

The applicant has been made aware of this and requested to amend the plans as necessary to meet the provisions of the covenant. The applicant has agreed to modify the ground floor to create crawl space that is permitted by the covenant. Staff will ensure that plans submitted for Development Permit and Building Permit reflect this change.

### Floor Area Ratio

The existing CD/115 zone has a specified floor area ratio of 0.57. The applicant requests a text amendment to the zone to permit up to 10% of the total floor area that is contained within covered porch and deck areas to be exempted from the floor area calculation.

The covered porches and decks enhance the overall appearance of the proposed dwelling units and reinforce the heritage character. Staff therefore support the request.

### Indoor Amenity Spaces

The proposed development does not provide an indoor amenity building. Given the potential for approximately 140 units in the London-Princess area, some form of indoor recreational facility that may be shared for use by area residents is desirable.

In lieu of providing land or buildings for indoor amenity, the applicant has offered to contribute \$1,000 per unit towards indoor amenity space in a future phase of the overall development. This contribution will be held in trust until the next phase of the development, with indoor amenity space, is constructed.

Since the indoor amenity space will be located on the adjacent lot and, most likely, on a different strata plan, the applicant advises that owners of existing and proposed projects in the area will be given an opportunity to share in, help maintain, and derive benefit from the common indoor amenity space. This will be clarified to potential purchasers and residents when the indoor space reaches a more advanced stage of planning in a future phase.

### Outdoor Amenity Spaces

The Area Concept Plan proposes a central open space that would function as the common outdoor amenity space for the neighbourhood. The land for this open space is located on adjacent properties to the north and would not be developed in this phase.

Staff's preference is to have more of this common open space developed during this phase. The applicant responded that the north property line cannot be moved any further to the north as land on the adjacent properties is not available for acquisition at this time.

The applicant indicates that the property owners are aware that the majority of the common outdoor space and all of the indoor amenity space for the neighbourhood are proposed to be provided in future phases of development.

Outdoor space on the subject site will consist of two pedestrian trail connections (one of the west side of the site and another on the east side of the site) from Princess Lane and Princess Street that lead into the proposed development. These trails are proposed to connect to the central outdoor amenity area on adjacent lands in a future phase.

A landscaped courtyard with trees and seating is also proposed to be located near the entry of the site along the north property line between two housing units. This courtyard is a temporary open space that occupies a road end. When the larger outdoor amenity space is developed to the north in a future phase, the road may be opened up to provide access to the open space.

The applicant notes that the development concept provides for substantial private outdoor space for individual units. The pattern of clustering dwelling units in groups of two buildings would enable generous useable sideyard areas for most dwelling units. In addition, each dwelling unit would be provided with large patio and deck areas.

Details pertaining to the outdoor amenity spaces and private yard spaces will be resolved at the Development Permit stage. Public rights-of-passage will be requested for the north-south driveway entrance to the site as well as the trail connections on either end.

#### Setbacks to North Property Lines

The units along the north property line are proposed to front onto the future common outdoor amenity space and have vehicular access from the internal road. As the yards for these units are proposed to be raised along the north property line, some of the adjacent property needs to be backfilled for slope retention in the interim.

The applicant proposes to register an easement, right-of-way or other interest on title to allow the slope retention to occur on the neighbouring properties. This easement area is proposed to be approximately 2.4 m (8 ft.) wide and landscaped with grass and wildflowers. A walkway is proposed within the easement area to allow for pedestrian front door access to the units along the north property line in the interim until the common outdoor amenity space is completed in a future phase.

The easement area would also ensure that adjacent industrial properties do not locate buildings or structures within 2.4 m (8 ft.) of the property line with residential use.

#### Additional Correspondence

Correspondence from Mr. Curtis Eyestone of London Lane Industrial Park Ltd., pertaining to the Area Concept Plan, was received on June 28, 2002 and July 3, 2002. Mr. Eyestone is the owner of property at 6461 Princess Lane, which is occupied by two industrial buildings (London Lane Industrial Park) located at the east end Princess Lane.

The package of three letters dated June 28, 2002 (**Attachment 5**) raise the following issues:

1. *Location and width of the loop road* – In the Area Concept Plan, the east end of Princess Lane is shown to connect to a new north-south portion of the proposed loop road. Mr. Eyestone objects to the concept that shows a portion of the proposed loop road on the property at 6461 Princess Lane. He also states that the loop road does not meet minimum width requirements.

The applicant, Oris Development, was requested to prepare an Area Concept Plan to demonstrate that the current proposed development will fit into a larger overall scheme for the neighbourhood. Oris Development has an active rezoning application (RZ 02-202859) underway for several properties at the east end of Princess Lane, close to the London Lane Industrial Park. The exact location, configuration and width of the road will be determined as more detailed design work is undertaken in the area as part of this other rezoning application.

The location of the loop road is consistent with Council's preferred vehicle access option shown in **Attachment 3**.

2. *Existence of industrial buildings* – Mr. Eyestone indicates that the industrial buildings may continue to occupy the site for some time and prohibit full construction of the desired road width. As the road is designed in the area as part of the next phase, Staff will ensure that adequate width is provided for proper functioning of a road. The continuing existence of the industrial buildings does not inhibit the construction of a partial road during the interim.
3. *Width of emergency vehicle access road* – Mr. Eyestone indicates that the Area Concept Plan does not reflect a 1.5 m (4.9 ft.) dedication along the lane at the east end of Princess Lane. Plans submitted for the rezoning application in the 6400-block of Princess Lane and Dyke Road (RZ 02-202859) do show a 1.5 m dedication along the west side of the lane, proposed by the developer for the purpose of lane widening. The details of the final configuration of the lane and any additional land dedication that may be required from adjacent properties will be determined as detailed design work is carried out as part of this other application.

The letter dated July 3, 2002 (**Attachment 6**) suggests compensation for the loss of land and buildings due to construction of the loop road. As future phases of this neighbourhood develop on lands adjacent to the industrial park, those developments will need to provide for properly functioning accesses. Existing development will be taken into consideration during the design stages. The industrial property can remain in its present state until the current or future owners of 6461 Princess Lane decide to redevelop the property.

### **Financial Impact**

None.

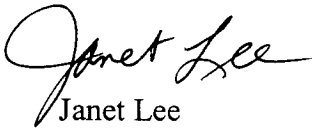


## Conclusion

The proposed development is consistent with the OCP land use designation for the area. The applicant demonstrates that the proposed site layout and road network can fit into a future development pattern for the remaining properties.

The proposed development reflects the recently built London Landing project (on the south side of Princess Lane) by keeping with existing building scale and form. This will result in a finished appearance to this portion of Princess Street and reinforce the developing neighbourhood character.

It is recommended that this application be supported, subject to the conditions outlined below.



Janet Lee  
Planner 2

JL:cas

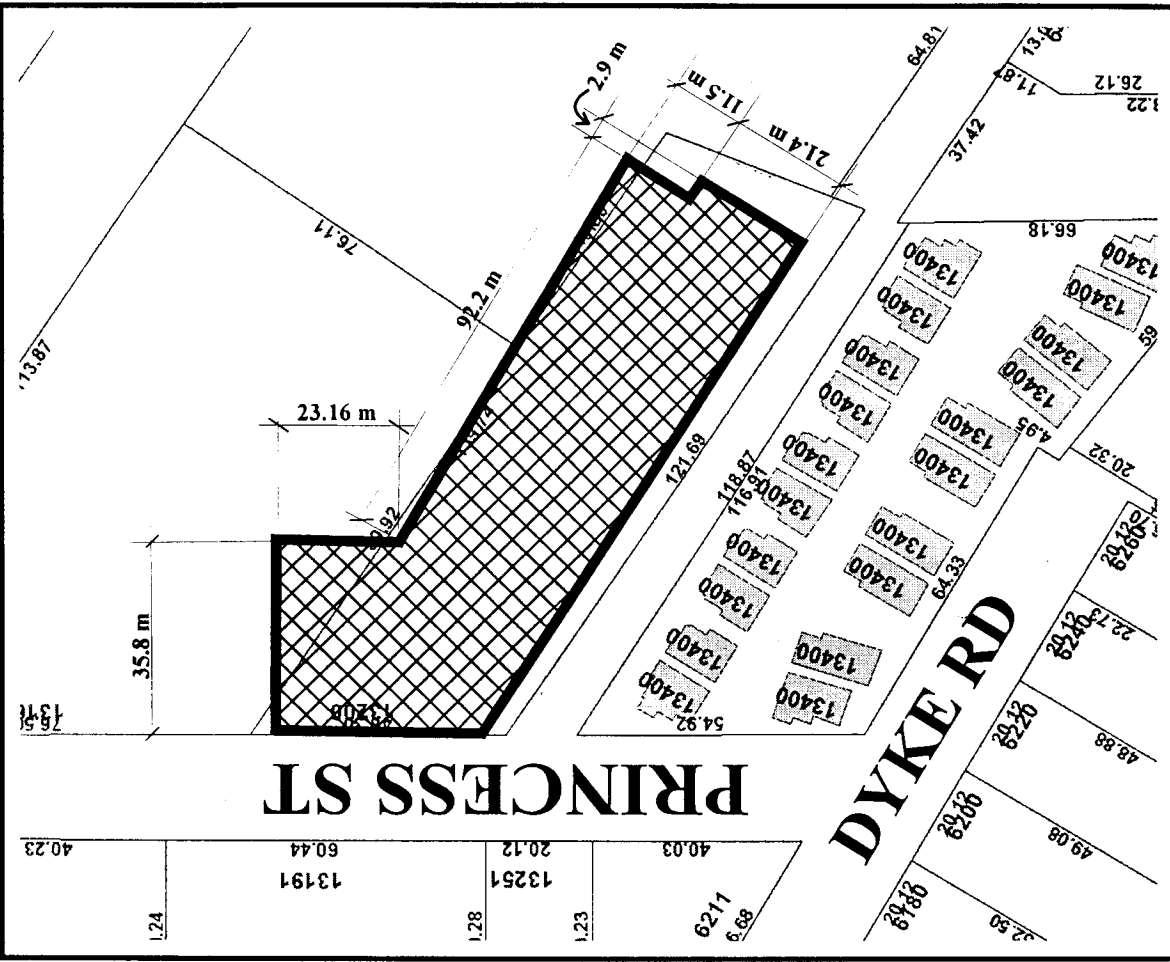
There are requirements to be dealt with prior to final adoption:

Legal requirements, specifically:

1. Registration of cross-access agreements for drive aisles to allow them to extend and service neighbouring properties.
2. Registration of public rights-of-passage through centre north-south roadway and along all public trail connections.
3. Registration of an easement or right-of-way on the property line to the north for retention of soils and to ensure that no industrial building will be built along the adjacent property line.

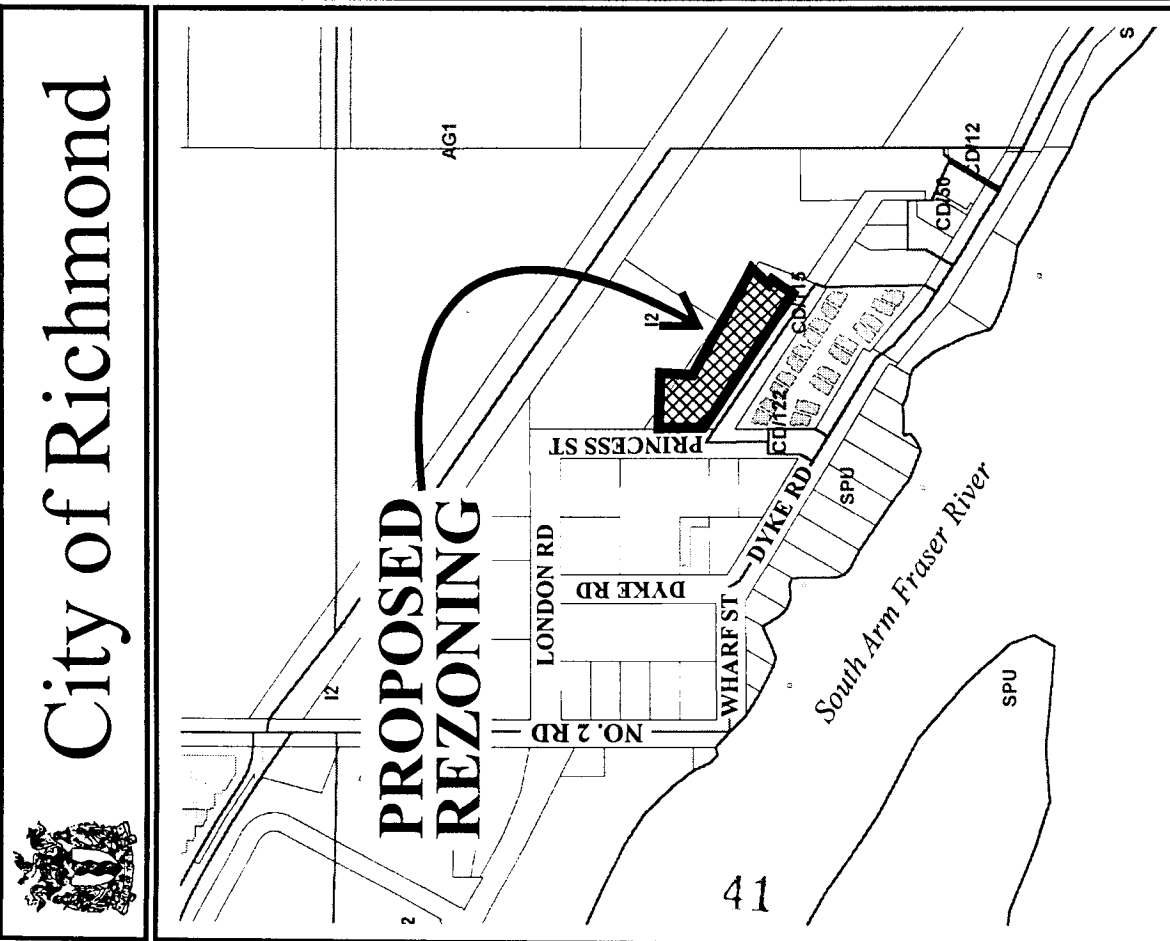
Development requirements, specifically:

1. Completion of subdivision to create the development site.
2. Road dedication of approximately 652.6 m<sup>2</sup> (7,025 sq.ft.) along Princess Lane.
3. A Development Permit, processed to a satisfactory level to the Manager, Development Applications.
4. Submission of a Letter of Credit for \$19,000 in lieu of provision of indoor amenity space at this site. This Letter of Credit will be released when the indoor amenity space is provided in a future phase of development on the adjacent properties.
5. Submission of an engineering report that reviews sight lines and geometry of London Road, west of Princess Street. The report is to include a cost estimate to improve current conditions.
6. Enter into a Servicing Agreement for:
  - Full upgrading of Princess Street and Princess Lane along frontage of site.
  - Pavement widening along Princess Street from property line to London Road.

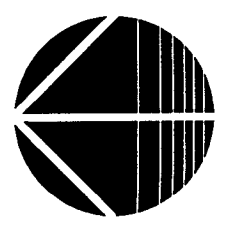


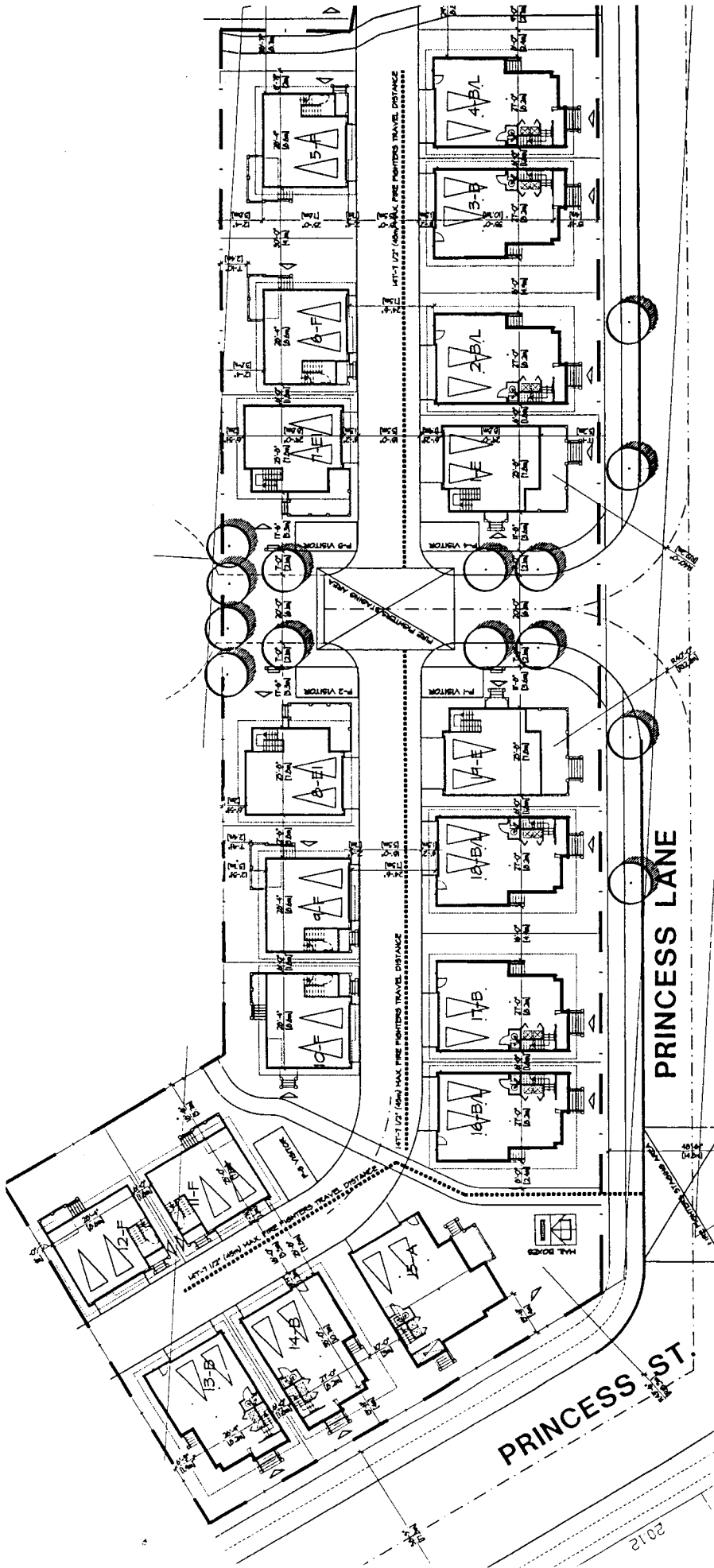
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RZ 01-198754



**City of Richmond**

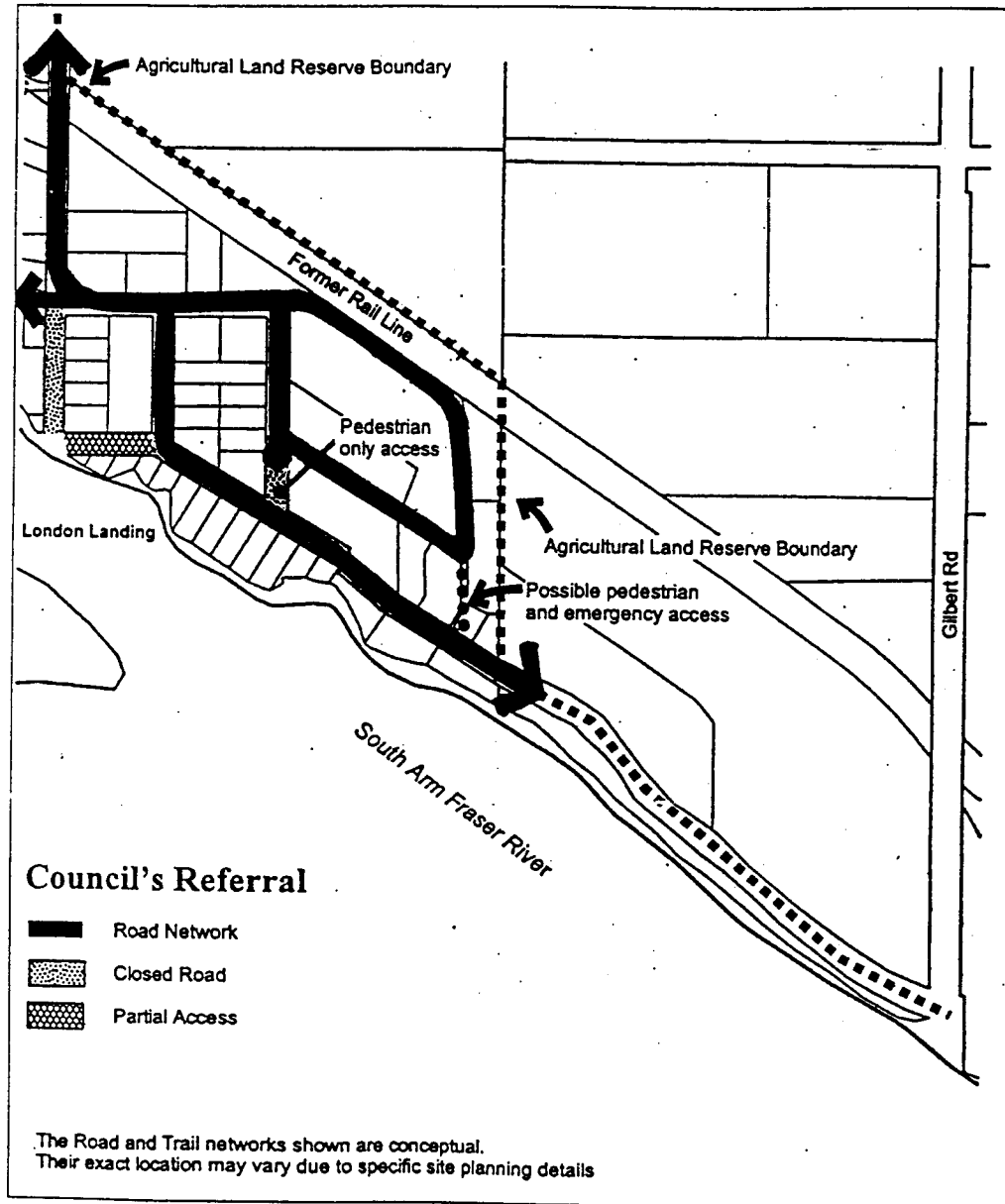




 SITE PLAN  
SCALE: 1/8"=1'-0"

### 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.



COMBROFF BELL LYON  
GROUP OF ARCHITECTS INC.

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RICHMOND, BC, CANADA V6X 1Y1  
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FAX: 604-271-1576  
WWW.COMBROFFBELLLYON.COM

DATE: 2012.06.01  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
SCALE: 1" = 30'-0"  
PLOTTED: [Signature]  
JOB FILE: 12-01-0000  
JOB NUMBER: 0120

# ATTACHMENT 4

13200 PRINCESS STREET  
RICHMOND, BC  
19 UNITS  
FOR OHS DEVELOPMENT

AREA CONCEPT PLAN

A-1.1



AREA CONCEPT PLAN  
SCALE: 1"=30'-0"

2012	2012	2012	2012	2012	2012	2012	2012	2012	2012
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**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

Friday, June 28, 2002

**Att: PLANNING COMMITTEE**

**Re: Rezoning Application RZ01-198754 Oris Development-Princess Lane Area**

**Staff Report to Committee June 20, 2002 EMERGENCY VEHICLE ACCESS**

Dear Members:

I am enclosing a drawing of the options available for Emergency Vehicle Access to the Princess Lane Development.

**We understand that a minimum 15.0 meter "Loop Road" width is required.**

**We understand that a minimum 9.0 meter "Emergency Vehicle Access Road" width is required.**

The proposed roads shown on the Oris Development Area Plan does not meet either of these requirements.

The drawing as presented does not indicate the existing property ownership or the existing buildings in the area. The plan presents a false perspective. The road as proposed will NOT be built at anytime in the foreseeable future.

The Oris proposal chooses to ignore the reality of the site, by failing to show property **not** owned by this developer and not under their control or the existing buildings in the area that are **not** intended to be removed but are expected to remain.

The required road width (beside the existing industrial building) does not meet the required 15.0 meter width and likely would not be available for up to 30 years and presentation of a restricted road width at this location must be deemed unacceptable. (See copy enclosed - "London Lane Road Option").

The proposed use of the existing roadway Right of Way, at the end of Princess Lane connecting to the Dyke, does not meet the required 9.0 meter width. (See copy enclosed - "Clarification of Princess Lane Widening Details").

The proposal, by this developer, of construction or future construction of, a roadway **on our property**, is not an available option, unless the developer chooses to purchase this property from us now and use it to meet the roadway requirements. Otherwise the developer can relocate the roads to meet the requirements. See attached "Options Available for Emergency Vehicle Access" attached.

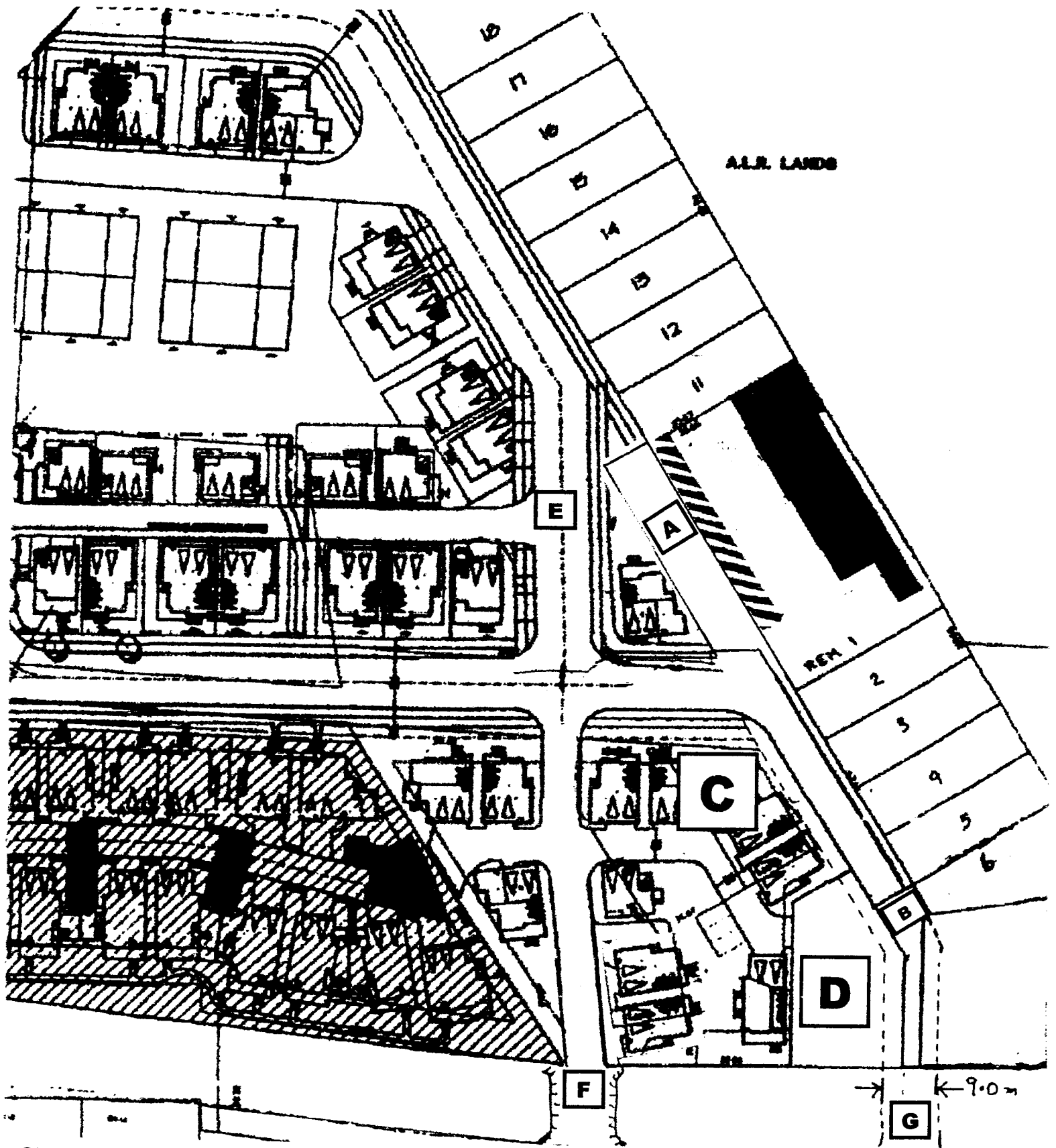
**LONDON LANE INDUSTRIAL PARK LTD.**



Curtis C. Eyestone - President  
With Enclosures

*COPY TO: JANET LEE - AREA PLANNER*

**OPTIONS AVAILABLE FOR EMERGENCY VEHICLE ACCESS  
PRINCESS LAKE DEVELOPMENT**



- OPTIONS:**
1. Purchase Parcels A & B, dedicate 1.5 m from C and 1.5 to 3.0 m from D (Use proposed Oris Road Design)
  2. Change Road Alignment to E and dedicate 1.5 m from C and 1.5 to 3.0 m from D (London lane Proposal)
  3. Change road Alignment to E and provide Emergency Vehicle Access through F (Walkway only through G)

**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

Friday, June 28, 2002

**Att: Joe Erceg Manager Development Applications**  
**Re: Rezoning Application RZ01-198754 Oris Development-Princess Lane Area**  
**Staff Report to Committee June 20, 2002**

Dear Sir:

I am enclosing:

- 2 drawings of the actual site showing existing Buildings, and;
- A drawing showing a safe, functional, buildable road amendment to the Oris Road Proposal.

I do not accept that the developer of the Oris site can place the loop road on my property so that he might increase the number of housing units he can build. Placing the loop road on my property is not an option.

**We understand that a minimum 15.0 meter road width is required.** The drawing as presented does not reflect this requirement. The road as proposed will not be built anytime in the foreseeable future.


The road as proposed by Oris is not functional, since the Oris proposal chooses to ignore the reality of the site by not showing the existing buildings. These existing buildings are not being removed. It should also be noted that the required road width beside the existing industrial building might not be available for up to 30 years. It is very unlikely anyone would remove a perfectly sound building and give the property away for a road. Only by retaining the property intact is it economically feasible to remove these buildings.

Exiting 4 driveways onto this narrowed portion of road around a blind corner is unsafe at best, and is probably dangerous. Given that cars must travel in both directions on this main roadway this is unacceptable and must be corrected.

Consideration must be given to relocating this portion of road (*see drawing of proposed amendment*) to permit its construction and use now. Intersecting the loop road so that it lines up with the opposite South property entrance could best accommodate this. This would permit full road width requirements to be met and would eliminate the sharp corner. It provides better visibility. It can be built within the developer's site, now.

By not indicating the existing buildings on the drawings, the plan gives a false perspective.

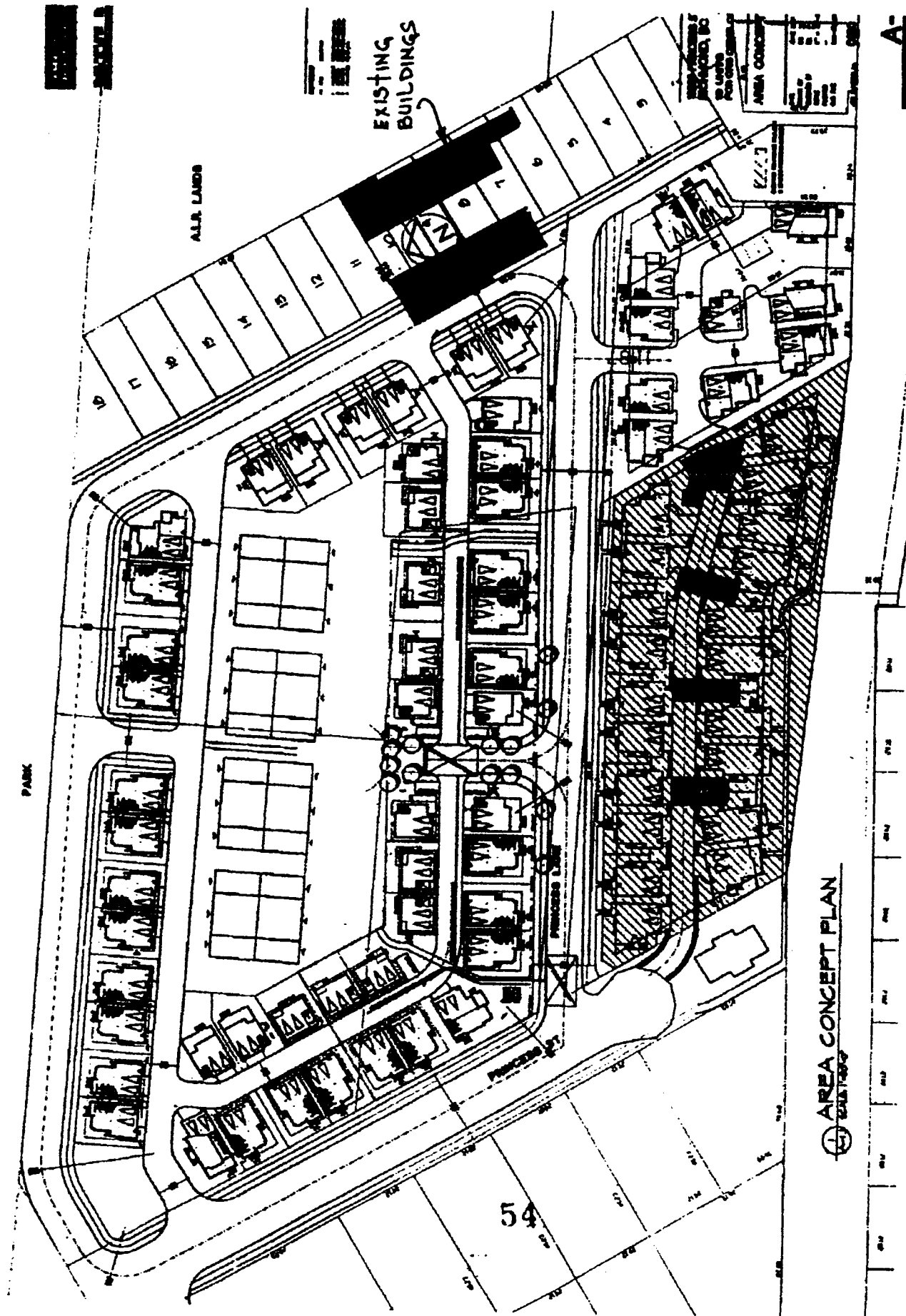
**LONDON LANE INDUSTRIAL PARK LTD.**

  
Curtis C. Eyestone – President

CC: Allan Clarke-Manager of Zoning-City of Richmond 604-276-4199  
Jim Hnatiuk-Transportation Engineer-City of Richmond 604-276-4049  
Bob Furlong-Fire Chief-Richmond Fire Department 604-303-2706  
David Brownlee-Urban Planner-City of Richmond 604-276-4200  
Janet Lee-Area Planner-City of Richmond 604-276-4108,

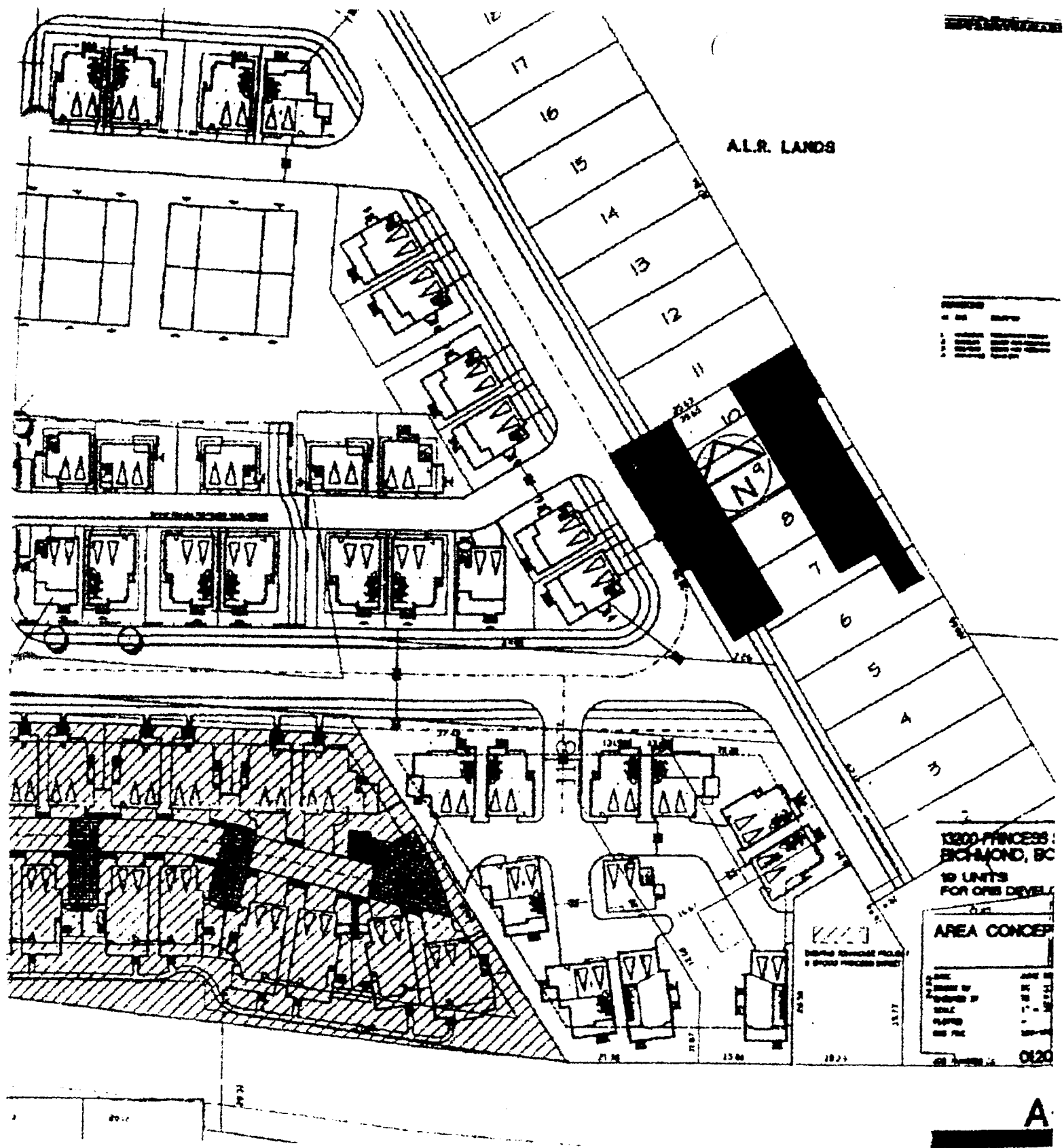
Enclosure- 3 drawings



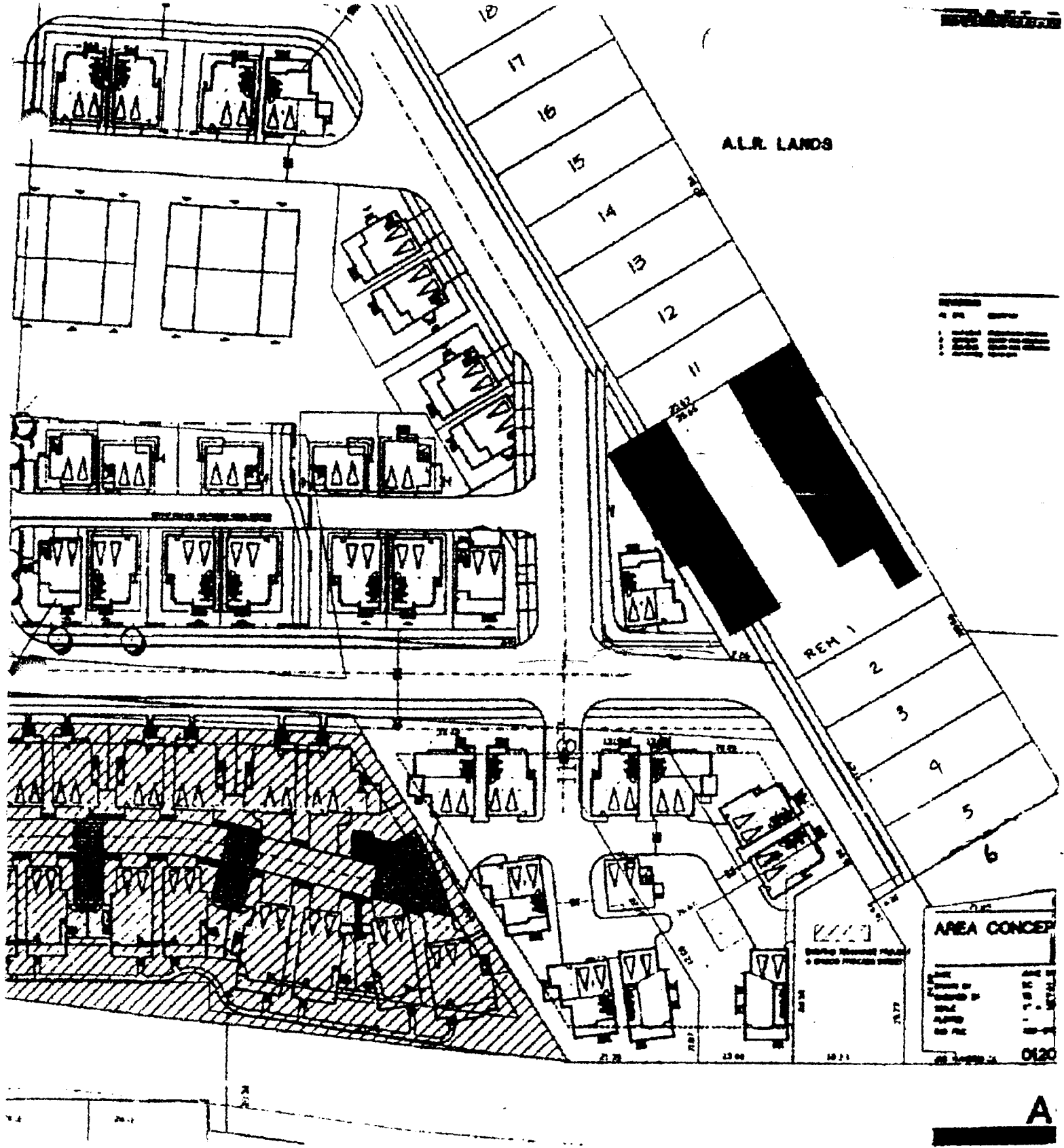


AREA CONCEPT PLAN  
 2/24/1999

A-



ORIS DEVELOPMENT PROPOSAL  
ROAD AT EXISTING BUILDINGS



LONDON LANE INDUSTRIAL PARK AMENDMENT  
ROAD ALIGNMENT SUGGESTED

**3 of 3**

**London Lane Industrial  
Park Ltd.**

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

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

Friday, June 28, 2002

**Att: Joe Erceg Manager Development Applications**

**Re: Rezoning Application RZ01-198754 Oris Development-Princess Lane Area**

**Staff Report to Committee June 20, 2002**

Dear Sir:

I am enclosing a drawing showing a "Clarification of the Princess Lane Widening details" to correct an error in "Attachment 4" AREA CONCEPT PLAN and request that this be included as part of this report.

The proposal agreed to between myself and Dana Westermark was for the dedication of 1.5 meters of land from each of our respective properties to permit the widening of the North-South section of Princess Lane from 6.0 m to 9.0 m.

We understand that a minimum 9.0 meter road width is required. The drawing as presented does not reflect this requirement. This must be corrected.

Moving the two housing units and the internal roadway Westward by 1.5 meters does not adversely impact any of this development and is consistent with Mr. Westermark and my agreement.

It is essential that this dedication of 1.5 meters from each property be clearly shown.

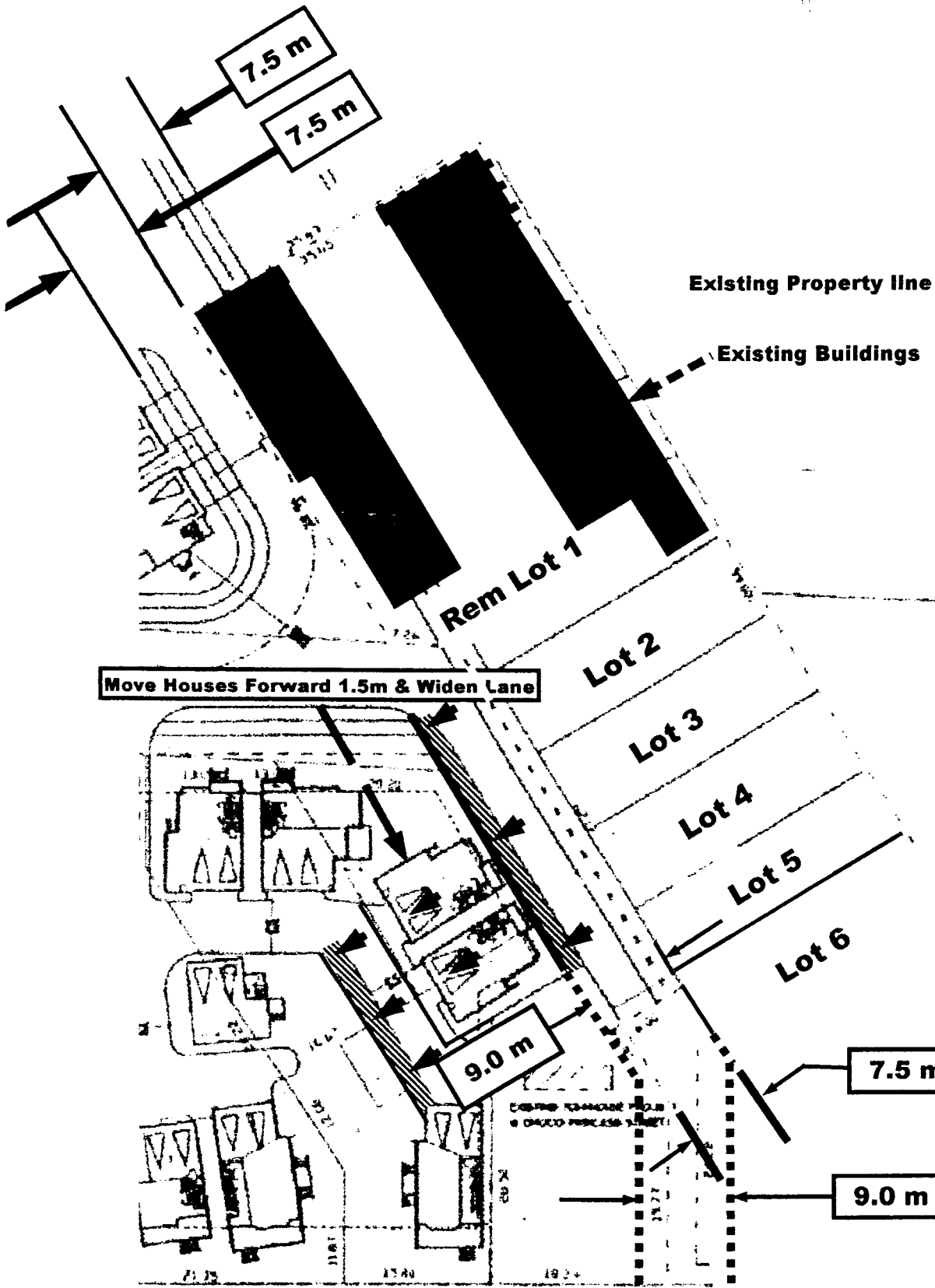
LONDON LANE INDUSTRIAL PARK LTD.



Curtis C. Eyestone - President

CC: Allan Clarke-Manager of Zoning-City of Richmond 604-276-4199  
Jim Hnatiuk-Transportation Engineer-City of Richmond 604-276-4049  
Bob Furlong-Fire Chief-Richmond Fire Department 604-303-2706  
David Brownlee-Urban Planner-City of Richmond 604-276-4200  
Janet Lee-Area Planner-City of Richmond 604-276-4108

**ATTACHMENT 4**



**London Lane Industrial Park Ltd.**

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

City of Richmond – Urban Planning Department  
 6911 No. 3 Road  
 Richmond BC V6Y 2C1  
**Attention: PLANNING COMMITTEE**

Wednesday, July 03, 2002

**Re: RZ01-198754 AREA PLAN**

Dear Committee Members;

To suggest that land can be taken from my property, to provide roads for a neighbouring development, without paying compensation, is absolutely without merit.

Based on the proposed AREA PLAN we estimate the compensation due to us is:

A. Lost Revenue (CCA 4% - 25 years) @ \$ 21,600/yr		\$ 540,000
B. Recover Building Cost		69,000
C. Recover Land Value (531m <sup>2</sup> /3284m <sup>2</sup> – 16.2%)x \$600,000		97,000
D. Remove Concrete Block Bldg. & Slab		23,000
E. Landscape repairs to remaining property		7,000
F. Road Construction Costs		
40 m x 8.5m @ \$3,000/lm	\$ 120,000	
60 m x 4.5m @ \$1,500/lm	<u>90,000</u>	210,000
G. Legal fees		<u>154,000</u>
	TOTAL	1,100,000

Should Planning Committee accept this Area Plan, you are advised that we plan to apply to the courts for compensation of our losses.

Furthermore, you are advised that, we will seek a court injunction to prohibit any development in the area until legal roads (width) are available for use.

This is not our preferred course of action.

We ask that you reject the proposed AREA PLAN and require that the developer provide for legal roads within his development area.

Yours truly,  
 LONDON LANE INDUSTRIAL PARK LTD.

  
 Curtis C. Eyestone  
 President



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7374 (RZ 01-198754)  
PORTIONS OF 13160 AND 13200 PRINCESS STREET AND  
6411 DYKE ROAD**

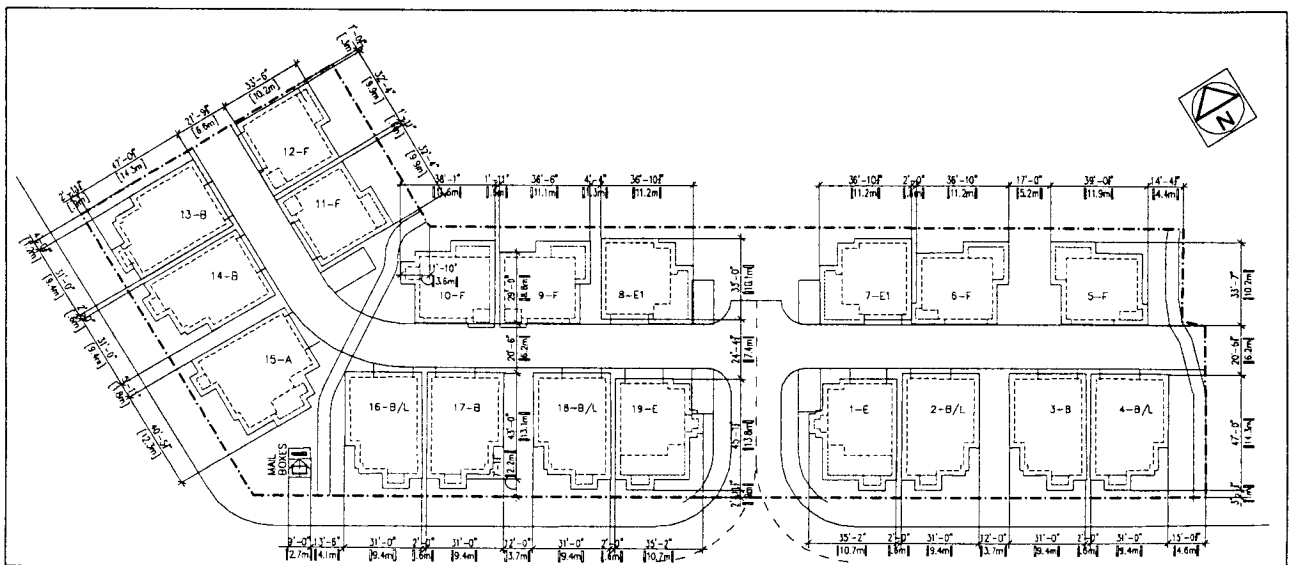
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by
  - i. Amending Section 291.115.2 Permitted Density, Sub-Section 0.1 Maximum Floor Area Ratio, to add the following:
 

“(c) 10% of the total floor area calculated above for the lot in question, which area must be **used** exclusively for covered areas of the principal **building** which are open on one or more sides.”
  - ii. Amending Section 291.115.4. Minimum Setbacks From Property Lines, Sub-Section .01 to read:
 

“**Buildings** may not be sited outside of the building envelope identified in Diagrams 1 and 2, Section 291.115.4.02.”
  - iii. Inserting the following Diagram 2 to Section 291.115.4 Minimum Setbacks From Property Lines, Sub-Section .02:

Diagram 2



- iv. Amending Section 291.115.5 Maximum Heights, Sub-section .01 a) Buildings by adding "Princess Street and internal driveways" after Princess Lane so as to read:

"For dwellings fronting Princess Lane, Princess Street and internal driveways maximum heights will be 11.72 m (38.46 ft.), but containing not more than 2-1/2 habitable storeys."

- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/115)**.

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 7374"

- 3. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7374**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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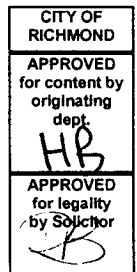
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MAYOR

\_\_\_\_\_  
CITY CLERK



