



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Planning Committee
FROM: Joe Erceg
Manager, Development Applications
DATE: November 1, 2001
FILE: 4045-20-04-WA
RE: **PLANNING COMMITTEE REFERRAL: PRINCESS LANE - DYKE ROAD ACCESS**
(ADJACENT TO 6461 DYKE ROAD)

STAFF RECOMMENDATION

That Staff be directed to undertake actions necessary to close the laneway adjacent to 6461 Dyke Road to regular vehicular traffic.

H. Bulee

Joe Erceg
Manager, Development Applications

Att. 4

FOR ORIGINATING DIVISION USE ONLY

ROUTED TO:

CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

Law Y ☒ N ☐
Parks Design, Construction & Programs.... Y ☒ N ☐

David B. Bell

STAFF REPORTORIGIN

At the March 20, 2001 meeting Planning Committee made the following referral to staff:

That the report (dated February 23rd, 2001, from the Manager, Development Applications), regarding the Princess Lane Access (Williamson Property at 6461 Dyke Road), be referred to staff to arrive at a compromise involving the affected property owners and which would address the following matters:

- 1) parking on the dyke;***
- 2) implementation of Option 1, with the installation of bollards across the legal end of Princess Lane and at the south end abutting Dyke Road; and***
- 3) location of utilities within the current right-of-way.***

This report provides staff's response to this referral. A map of the subject area is provided in **Attachment 1**.

REFERRAL ITEMS***Referral Related To Parking On The Dyke:***

A concern was raised that placement of the bollards at the southern edge of the property even with the property line would result in vehicles parking in front of the access and potentially blocking the movement of emergency vehicles.

Staff's response is to address this concern by extending the bollards outward from the property line and the provision of appropriate signage as required. The bollards are to be installed as part of the off-site requirements for the development at 13400 Princess Street.

Referral Related to the Installation of Bollards Across the Legal End of Princess Lane and at the South End Abutting Dyke Road:

The City Solicitor has advised that unless the City is willing to release the restrictive access covenant from 6461 Dyke Road (Williamson's property) then the City cannot install bollards at the end of the "legal lane" (i.e. the northern end of the lane).

This opinion would appear to be shared by the Williamson's solicitor as shown in the letter from Thomas Russell dated March 19, 2001 (Refer to **Attachment 4**).

Staff's response is to bollard only the southern end of the laneway. The conceptual layout is shown in **Attachment 2**. The concerns raised regarding drivers attempting to access Dyke Road and having to back up the laneway will be initially addressed through the installation of signage indicating that the lane has no exit. With subsequent redevelopment of the area, additional initiatives, such as rolled curbing and the use of different textured surface materials, could be added to further demarcate the laneway to read more as a pedestrian access than a roadway. Future redevelopment may also allow the opportunity for a vehicle turn around north of the laneway.

Referral Related To The Location Of Utilities Within The Current Right-Of-Way:

The laneway contains water, sanitary sewer and gas utilities which run its length between Princess Lane and Dyke Road. Their locations are shown in **Attachments 3a to 3c**.

Staff are proposing that the City retain the current alignment of the right of way between Princess Lane and Dyke Road.

ADDITIONAL DISCUSSIONS WITH THE ADJACENT PROPERTY OWNERS

Staff have contacted the property owners involved. Several pieces of correspondence have also been received by the City regarding this issue (refer to **Attachment 4**).

Mr. Curtis Eyestone has withdrawn his application for subdivision of his London Lane Industrial Park Ltd. property at 6451 Dyke Road. Mr. Eyestone has subsequently submitted several alternative proposals for future (medium to long term) redevelopment of his property and is working with staff to determine which option might be feasible. He has agreed to deal with his redevelopment options and the lane closure issues separately.

Mr. Eyestone has advised staff that he has no objection to the closure of the lane access to Dyke Road providing that the City absorbs the municipality's administrative costs of the address change. He has also expressed a desire to have the new address become "6451 Princess Lane". Although Mr. Eyestone has indicated that this change has many implications for both himself and his clients, he is not seeking any compensation for these costs. Included in these implications are the following:

- cost of repainting the large figure addressing on his industrial building;
- relocation of his mail box;
- notice to his tenants; and
- letterhead stationary changes for himself and his tenants.

To make the proposed transition easier for his tenants and himself, Mr. Eyestone has requested that the closure of the lane not occur for 6 months from the date of Council's endorsement of the lane closure to regular through traffic.

Through several letters to the City, Ms. Amber Williamson of 6461 Dyke Road has indicated her strong desire to have the lane between Princess Lane and Dyke Road closed to regular through traffic. Ms. Williamson has indicated that she would be willing to relinquish their right-of-passage agreement across Mr. Eyestone's property if the City releases the covenant restricting access from their property to Dyke Road and allows them full and unrestricted access to Dyke Road. This would allow the City to close off both the south end as well as the north end of the lane with bollards. A distant second preference from the Williamson's perspective would be to ensure that they retain full access along the laneway thereby providing options on where they locate their driveway once they redevelop their property.

Both the Williamson's and the Eyestone's are prepared to accept the use of the lane for emergency/maintenance access and as a pedestrian trail link.

ANALYSIS

On the basis of the City Solicitor's review, the City would not be able to place a second set of bollards at the northern end of the lane without frustrating the free movement by the Williamson's across the London Lane Industrial Park property to Princess Lane. As the Williamson's home currently sits in the north-west corner of their lot adjacent to the laneway, there is limited opportunity for them to provide appropriate off street parking and access from their property to the laneway until their site has been redeveloped and a new house positioned within the building envelope permitted under CD/50.

With redevelopment of the surrounding lots over time, staff would pursue the further extension of Princess Lane southward to eventually abut 6461 Dyke Road (Williamson's property) and ultimately eliminate the necessity of the cross access agreement between the Williamson's property and the London Lane Industrial Park's property.

Staff with the Transportation, Parks, and Policy Planning sections have again revisited the question of releasing the access covenant and permitting full access from 6461 Dyke Road (Williamson's property) to Dyke Road. Collectively staff retain their concerns with this approach.

As a general guiding principle, staff seek to reduce the number of accesses to public roads. In this particular location, staff recognize the overall objective of creating and maintaining a recreational corridor along the waterfront, and the draw that both the waterfront and London Farm have for people from across Richmond and the lower mainland. The corridor is, in fact, recognized as part of the GVRD Regional Greenways system.

People are currently using this segment of Dyke Road for activities such as cycling, roller blading, walking, scenic driving, jogging, horseback riding, and more. In the summer, use of this area is particularly high and vehicles often line this narrow roadway. One of staff's objectives is to reduce the amount of traffic confusion by eliminating as many driveway accesses as possible. Another objective is to keep this recreational corridor as safe as possible for its users. On these bases, staff's preference is to permit no further driveway accesses to this section of Dyke Road and to continue to remove vehicle accesses as the opportunities arise.

Staff have also reviewed the implications of closing only the southern end of the laneway and having the Williamson's and pedestrians share the remaining laneway once the Williamson's have redeveloped their property. Staff note that the Williamson's property is the only lot being serviced by this portion of the laneway and would be located at a dead end in terms of vehicular movement. Staff believe that the low frequency and speed of vehicular use by the Williamson's can be safely combined with pedestrian users within the 6 metre width of the laneway (once the Williamson's property is redeveloped). Similar joint uses are currently occurring along many of the City's trail systems which are being used by both pedestrians and a variety of maintenance vehicles. The trail system intended for the BC Packers site, for example, has been designed to accommodate both pedestrians and maintenance vehicles. More intensely used examples can be found in Granville Island where laneways are often shared between vehicles and pedestrians. From staff's perspective, this joint use of the short laneway is an acceptable trade off to the alternative of providing vehicular access to Dyke Road.

Options

Notwithstanding the arguments presented above, the range of options for addressing the closure of the laneway to regular vehicular traffic are as follows:

Option 1: That Staff be directed to undertake actions necessary to close the laneway adjacent to 6461 Dyke Road to regular vehicular traffic. (Recommended).

Option 1, as shown in **Attachment 2**, would allow the Williamson's to park their vehicle within the Dyke Road right-of-way on the driveway apron immediately adjacent to and south of their property, until such time as the property has been redeveloped. At that time, the City would require their driveway to access Princess Lane. The Williamson's use of the Dyke Road right-of-way would be non-exclusive and would not be intended to preclude others from parking in this area.

Pros:

- Does not add another driveway to Dyke Road.
- Laneway closure to regular vehicular traffic stops uncontrolled vehicle access to Dyke Road.
- Adds a pedestrian link to Dyke Road from the London Princess Area.

Cons:

- Is not the preferred solution from the Williamson's perspective.
- Williamson's would likely not grant closure of the northern end of the laneway.
- Will likely result in the shared use of the laneway by pedestrians and vehicles accessing the Williamson's property.

Option 2: That staff be directed to undertake all necessary actions to close the laneway adjacent to 6461 Dyke Road to regular vehicular traffic using two sets of bollards and provide 6461 Dyke Road with access to a public road portion of Dyke Road.

Specific actions required include the following:

- Extinguish cross access agreements involving 6451 Dyke Road (London Lane Industrial Park Ltd.) and 6461 Dyke Road (Williamson's property);
- Re-establish the Public Rights of Passage agreement with the City and the two property owners;
- Remove the restrictive access covenant from 6461 Dyke Road;
- Undertake any necessary agreements to permit the installation of a second set of bollards at an appropriate midpoint of the laneway; and
- Dedicate the portion of road necessary to allow 6461 Dyke Road access to a public road.

Pros:

- Laneway closure to regular vehicular traffic stops uncontrolled vehicle access to Dyke Road.
- Adds a pedestrian link to Dyke Road from the London Princess Area.
- Williamson's would grant closure of the northern end of the laneway.

Cons:

- Is not the preferred solution from staff's perspective considering the objectives for Dyke Road.
- Adds another driveway to Dyke Road.

Option 3: Allow vehicle access from all single family lots adjacent to Dyke Road.

Specifically, staff would be directed to:

- a) Undertake all of the actions identified under Option 2, and;**
- b) Undertake any necessary actions to provide access to Dyke Road from all adjacent single family properties.**

Pros:

- Laneway closure to regular vehicular traffic stops uncontrolled vehicle access to Dyke Road.
- Adds a pedestrian link to Dyke Road from the London Princess Area.
- Williamson's would grant closure of the northern end of the laneway.

Cons:

- Is not the preferred solution from staff's perspective considering the objectives for Dyke Road.
- Adds several more driveways to Dyke Road.
- May necessitate further review of the implications for the use of Dyke Road and possible measures the enhance safety for its users.

Under all of the above options, it is proposed that closure of the laneway not occur until 6 months after Council approves the action and the affected property owners have been notified in writing of the address change from "6451 Dyke Road" to "6451 Princess Lane" and of the lane closure to regular vehicular traffic.

FINANCIAL IMPACT

No direct costs will be recovered. Change of address will be administered by existing staff.

CONCLUSION

Staff have reviewed the March 20th, 2001, referral from Planning Committee and revised its recommendations and options for Council's consideration.



David Brownlee
Planner 2

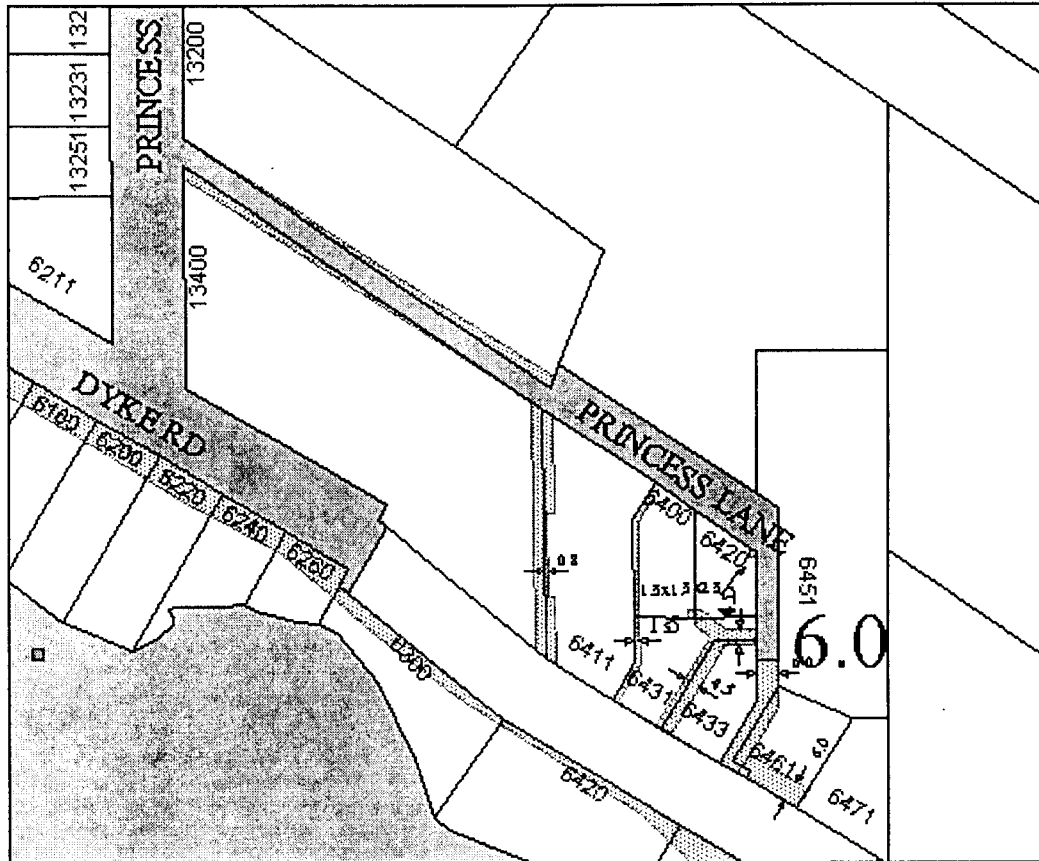
DCB:cas

LIST OF ATTACHMENTS

- Attachment 1: Map of the Subject Area
- Attachment 2: Amended Option 1: Relocated Bollards Diagram
- Attachment 3: Utilities Location Maps
3a: Gas Utility
3b: Water Utility
3c: Sanitary Utility
- Attachment 4: Additional Correspondence Received

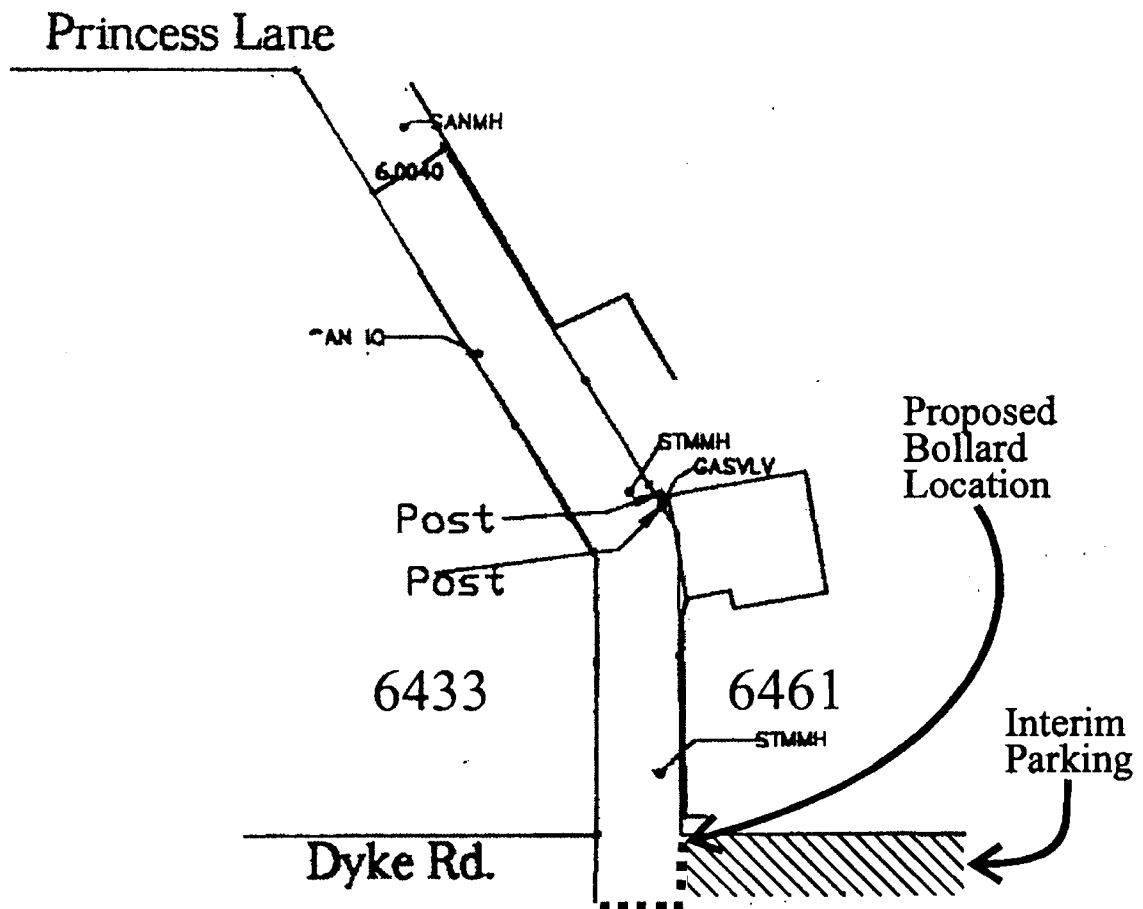
ATTACHMENT 1

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



Parcel Ownership:

6451 Dyke Road	London Lane Industrial Park Ltd. (Curtis Eyestone)
6433 Dyke Road	H.Y. Li, S.K. Li, W. H. Li, W.O. Li.
6461 Dyke Road	Amber and David Williamson
6471 Dyke Road	Curtis Eyestone
13400 Princess Street	Waterview Holdings Inc. (currently under redevelopment)

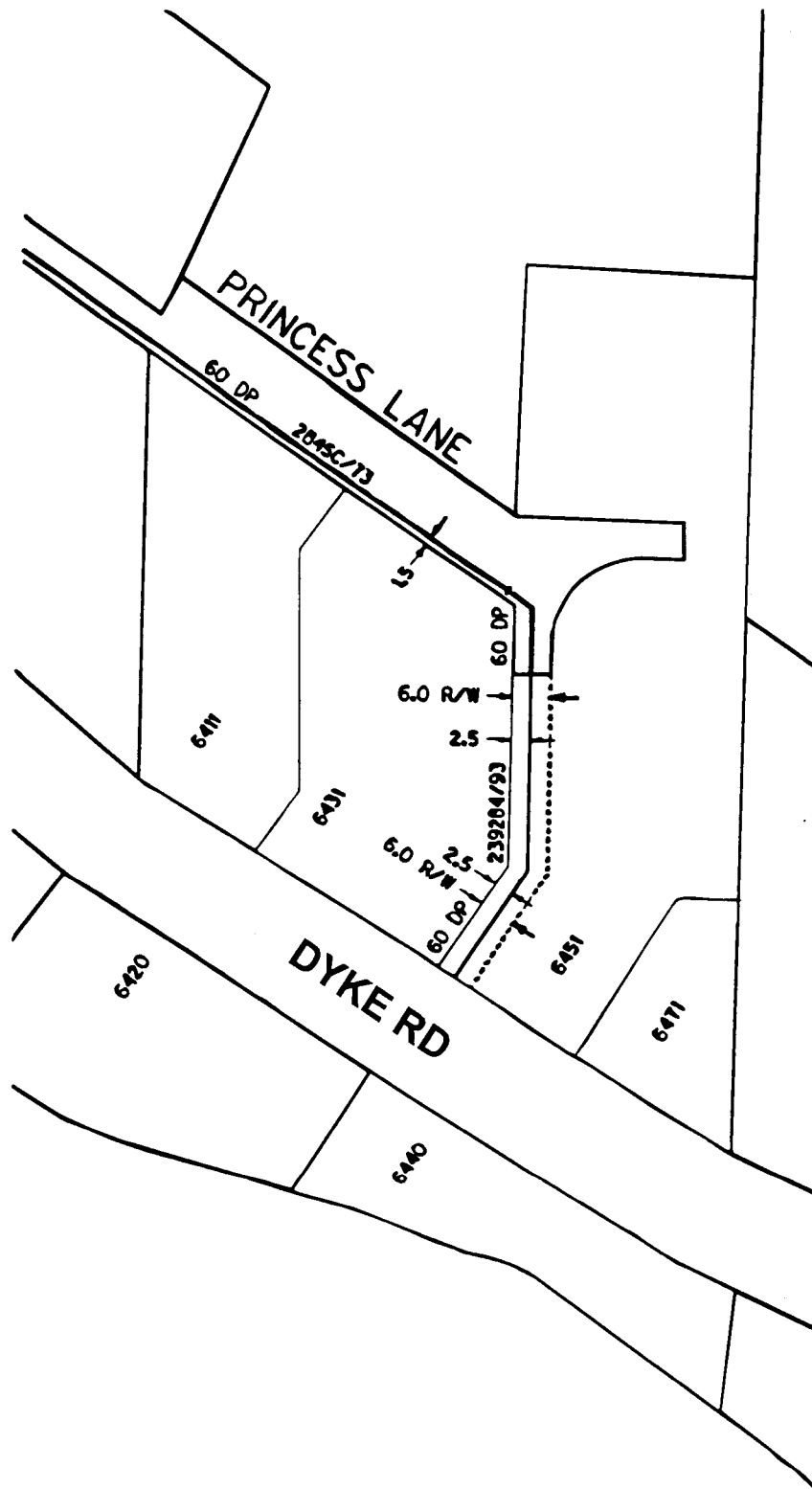


Attachment 2

Original Date: 09/06/01

Revision Date:

Note: Dimensions are in METRES

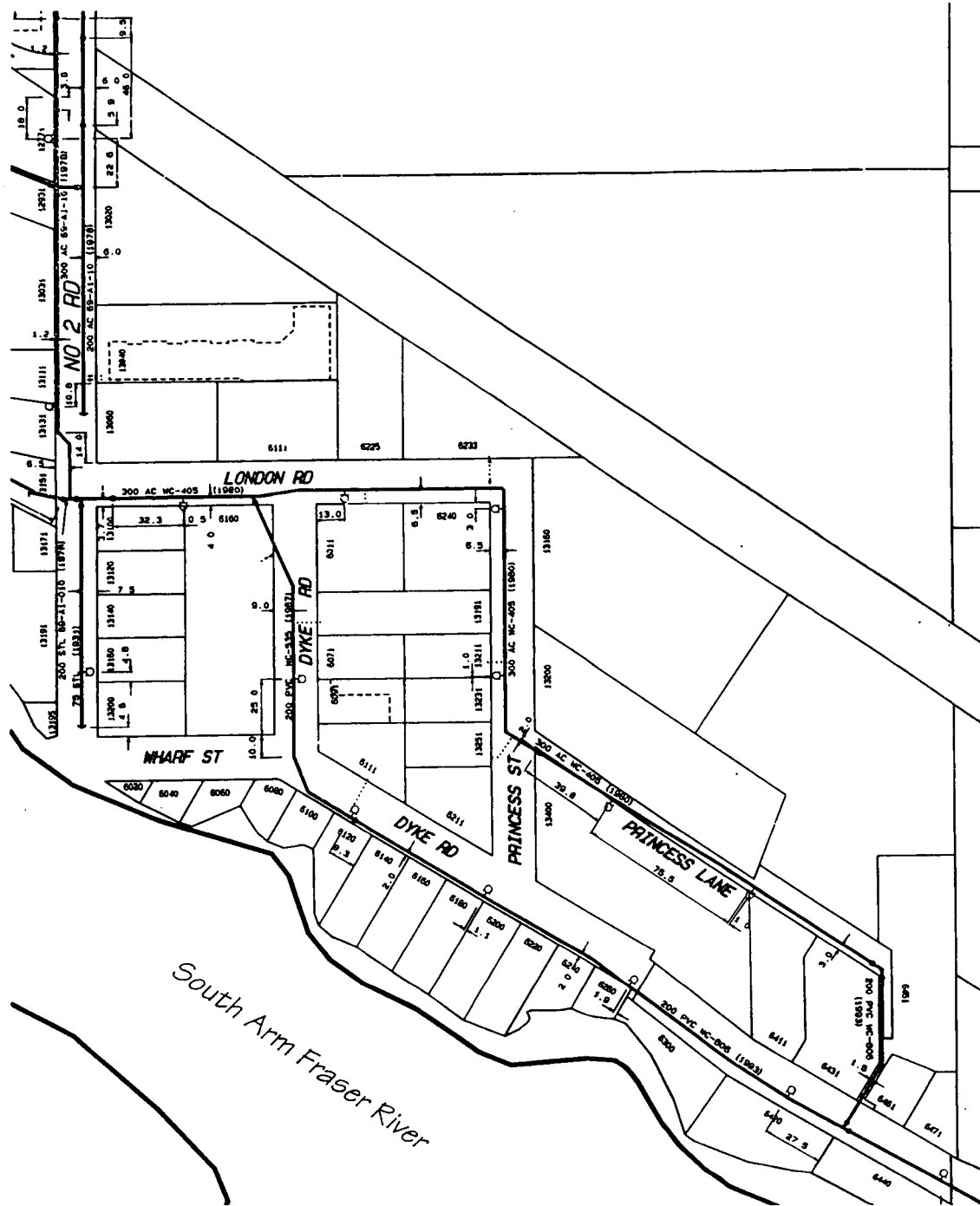


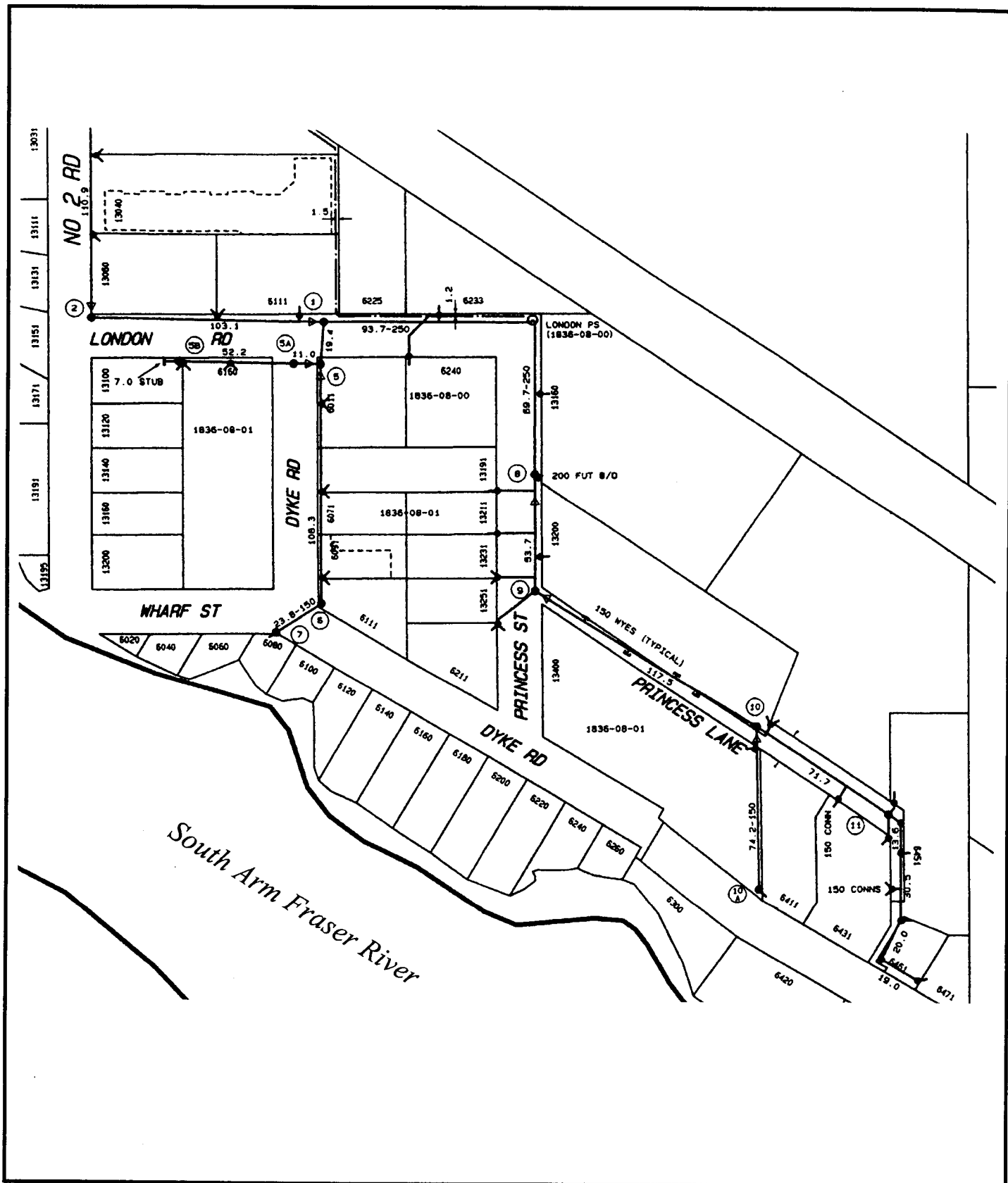
Gas Utility Attachment 3a

Original Date: 09/06/01

Revision Date:

Note: Dimensions are in METRES





Sanitary Utility Attachment 3c

Original Date: 09/06/01

Revision Date:

Note: Dimensions are in METRES

ADDITIONAL CORRESPONDENCE RECEIVED

- March 19, 2001 Letter from Thomas Russell of Pryke, Lambert, Leathley, Russell
- July 5, 2001 Letter from Amber and David Williamson
- June 25, 2001 Letter from London Lane Industrial Park / Curtis Eyestone
- July 24, 2001 Letter from London Lane Industrial Park / Curtis Eyestone
- August 15, 2001 Letter from London Lane Industrial Park / Curtis Eyestone
- August 16, 2001 Letter from London Lane Industrial Park / Curtis Eyestone
- August 17, 2001 Letter from Amber and David Williamson
- August 23, 2001 Letter from London Lane Industrial Park / Curtis Eyestone
- October 3, 2001 Letter from London Lane Industrial Park / Curtis Eyestone

**PRYKE
LAMBERT
LEATHLEY
RUSSELL**

BARRISTERS AND
SOLICITORS

TRADE-MARK AGENTS

F. ROGER M. PRYKE
JOHN L. LEATHLEY
K. BRUCE PANTON
ARTHUR D.C. ROSS
KATHLEEN A. JONES
ERIC KAUFMANIS
TONY S.T. KWAN
DAVID L. KOZAK

MAURICE E.J. LAMBERT
THOMAS W. RUSSELL
ROBERT W. MOSTAR
DONALD N. KAWANO
DAVID M. SMART
MARK C. KILLAS
GEORGE D. PATERSON

SUITE 500 - NORTH TOWER
5811 COONEY ROAD
RICHMOND
BRITISH COLUMBIA
CANADA V6X 3M1

FAX (604) 276-8045

TELEPHONE
(604) 276-2765

March 19, 2001

FILE NO: 52330
REPLY TO: Thomas W. Russell
DIRECT LINE: (604) 231-5125
E-MAIL: trussell@prykelambert.com

PERSONAL & CONFIDENTIAL

Mr. and Mrs. Williamson
6461 Dyke Road
Richmond, B.C.
V7E 3R3

Dear Mr. and Mrs. Williamson:

**Re: City of Richmond
Proposed Lane Closure, Access from Dyke Road for Emergency and/or
Maintenance Vehicles Only and Pedestrian Walkway to Dyke Road**

Further to our discussions in my office on March 6th, 2001, I hereby confirm that I have reviewed all of the documents and the background with respect to the Report to the Planning Committee in respect of the above-noted matter.

It is clear that throughout this process the City Planner David Brownlee, has insisted that the Covenant restricting vehicle access to the dyke from your property be maintained and that a condition of the re-development of your property be that vehicular access be constructed via Princess Lane not Dyke Road. This appears to be based upon the long term staff objective of reducing access to Dyke Road.

While that may be the long term objective, the proposal to provide legal access to Dyke Road for your residence in conjunction with the closure of the lane which has afforded you actual access to Dyke Road would appear to be not only reasonable but appropriate given that access to your property is currently by easement only.

I understand that when you have spoken at Council Meetings in respect of this matter the Mayor and members of the Council did not express any concern about your property having access to Dyke Road.

There is no issue that the easement registered in favour of your property (the document you refer to as the "Right of Passage Agreement") provides you with "the full, free and uninterrupted right, liberty and easement in perpetuityto enter, go, pass and repass with or without supplies, equipment, machinery and vehicles". In addition, the easement grants you the right to

remove any obstruction of any nature whatsoever from the easement area and provides that the Grantor will not obstruct or interfere with or erect, construct or place any improvements upon the easement area without first obtaining your written permission.

In my view the most compelling argument for closing the lane at the end of Princess Lane in addition to closing the lane at Dyke Road is your point that vehicular traffic will proceed from Princess Lane until they encounter the proposed bollards at Dyke Road and realize that there is no longer access on to Dyke Road. At that point the vehicles will be required to reverse along the lane area where the pedestrian walk way will be located creating a potentially dangerous situation. It would be much preferable if bollards were also erected at the end of Princess Lane thereby requiring vehicular traffic to turn around at that point without proceeding along the area of the pedestrian walk way.

If you have any further questions in respect to this matter please telephone me.

Thank you.

Yours truly,

PRYKE LAMBERT LEATHLEY RUSSELL

Per:

Thomas W. Russell

TWR:po

July 5, 2001

Planning Committee
City of Richmond

Re: Rezoning of the road end of Princess Street Ref #01-188657

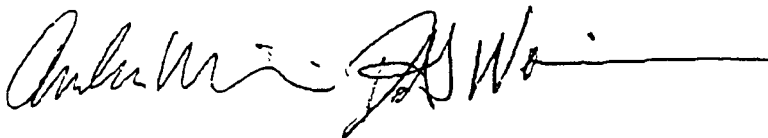
Amber and David Williamson
6461 Dyke Road
Richmond BC

To the planning committee members,

We would like to express our support for Dana Westermarck's proposal to rezone the road end of Princess Street. We like the idea of having another restored heritage house in our area. This area is unique and continues to draw walkers, joggers, cyclists, rollerbladers and car traffic. This would be an ideal place for a bed and breakfast and this business will be very successful. So far we are very happy with the Cedar Developments new residential development adjacent to the road end and like the idea of putting old and new together.

We do however have a concern about not having any resolution about what is happening with the lane beside our house. We would like to know if this rezoning of the road end is going to impact what options we have for closing the lane beside our house.

Sincerely,

A handwritten signature in black ink, appearing to read 'Amber and David Williamson', with a long horizontal line extending to the right.

Amber and David Williamson

Cc David Brownlee
Curtis Eyestone
Dana Westermarck

**London Lane Industrial
Park Ltd.**

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

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

Fax 276-4157

June 25, 2001

Att: Holger Burke

Re: Proposed ACCESS CLOSURE Dyke Road to 6451 Dyke Road, Richmond B.C.
(Known as the "Princess Lane/Williamson Property" reference Item 6 March 20,2001
Planning Committee Meeting)

Your Letter June 20th, 2001.

Dear Sir:

Your Letter June 20, 2001 makes reference to the above referral from Planning Committee back to staff on March 20, 2001, and refers to "addressing various matters with the affected property owners".

This is to confirm that neither London Lane Industrial Park Ltd. nor myself has been contacted, consulted or informed, prior to the above meeting, about the above proposal to alter the uses of the existing Right of Way over my property.

In a discussion with David Brownlee, in the corridor just before the March 20th Planning Committee meeting commenced, I understood that the minor sub-division of my property into two lots could be handled as a simple internal procedure, and **based on that assumption I supported the proposed closing of the Dyke Road access.**

- I am not requesting rezoning of the property.
- I am not requesting development of any kind.
- I am not making any alterations to the use or facilities on my property.
- I have already dedicated 6.0 meters, off my thirty-meter property, for roads.
- I have already agreed to change what was a "Utility R/W" to a "Road R/W", (initially to permit the application of a "Right of Access Agreement", through/over my property for the Williamson Property) for emergency R/W.
- I paid the legal and survey costs of extending Princess Lane to accommodate the development of John White's property, by providing access for his Dyke Road lots.
- My application has been before you since September 29, 1998, nearly 3 years.
- All changes to my application have resulted from suggestions by City Staff.

All I want is simple sub-division of the Vacant Portion from my Developed Portion of my property, so that future development, rezoning or sale of the vacant portion can be reviewed and considered (see attached Ariel photo).

Your requirement to provide another 4.0 meters from my property is:

- Unfair (I have already provided more property for roads than anyone).
- Un-necessary (widening a road that is about to be closed).
- Un-usable (since it contains a hydro transformer).
- Available from property on the other side of the road, (which is also zoned industrial and will require rezoning and development permits before any development can proceed).
- Not required for any emergency vehicle use (6.0 meters is considered quite adequate by the fire, ambulance and police departments).
- Not required for our use (we have been using the existing width as access for more than thirty years).

The changing of property address of our existing buildings, that would be required to facilitate the closing of our Dyke Road Access, is not without substantial cost to me:

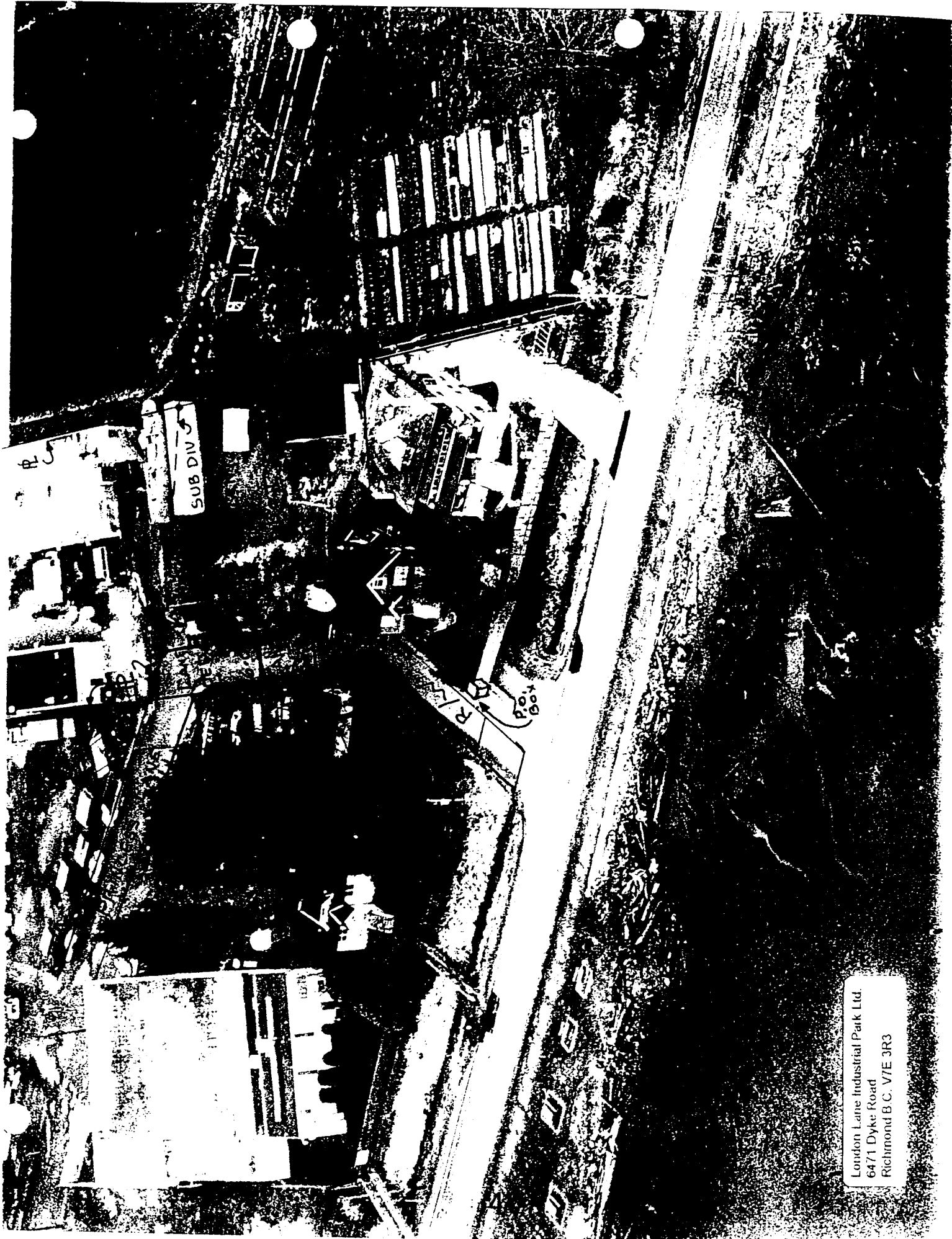
- The cost of relocating the Postal Box Unit is estimated at \$3,000.00.
- The cost of repainting the lettering on my buildings estimated at \$ 1,400.00.
- The cost of reprinting letterheads, envelopes, purchase orders, invoices, shipping bills, business cards and brochures for my nine (9) tenants businesses is an estimated cost of \$ 3,000.00 to \$6,000.00
- The cost of changes of address with the post office for the tenants is \$1,350.00 (9 @ \$150.00).
- The cost of changing brochures, artwork, yellow page advertising and computer reprogramming can not be estimated, but is a real cost.
- The legal cost involved in rewriting and reprinting all our standard lease agreements is \$2,000.00.
- The legal costs of altering the mortgage documents, loan security, Insurance and other documents is unknown, but is not expected to be negligible.
- The loss of the use of the property, consumed by implementation of an emergency vehicle R/W over our property, has some cost implications.

I was prepared to absorb the above costs of about \$10,000.00, and support the closure of our Dyke Road access, on the understanding that my sub-division would not be opposed or saddled with any other conditions, but would be approved and supported by staff.

I do not wish to suspend or withdraw my sub-division application, nor am I prepared to accept your suggestion that I agree that additional property be ceded by me to the City, in order that this application be heard.

London Lane Industrial Park Ltd.

Curtis C. Eyestone - President



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

London Lane Industrial Park Ltd.
6471 Dyke Road
Richmond B.C. V7E 3R3
Phone & Fax (604) 277-9553

Copus FYI
- Al Schmidt
- David Brownlee
- Joe Erceg.

City of Richmond
6911 No. 3 Road
Richmond B.C. V6Y 2C1
Attention: Holger Burke – Development Coordinator

Tuesday July 24, 2001

Re: Subdivision of Lot 1 Section 18 Block 3 North Range 6 West Plan LMP 33426 NWD (6451 Dyke Rd.)
File: SD 98-148724


Dear Sir;

Further to your letter of June 20, 2001 and my response to you dated June 25, 2001, please be advised that due to events that transpired at the Council meeting of July 23, 2001, it became apparent to me that I am not appraised of the City's intentions for development in this area.

Under the circumstances, I will take your advice and withdraw my subdivision application until such time as the potential of the area becomes clearer or the required road dedication is acquired from adjacent properties upon their application for rezoning or development.

Therefore this is your NOTICE that the application SD 98-148724 is hereby withdrawn.

Yours truly;
LONDON LANE INDUSTRIAL PARK LTD.


Curtis C. Eyestone
President

London Lane Industrial Park Ltd.

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

City of Richmond
6911 Number 3 Road
Richmond B.C. V6Y 2C1
Attention: Holger Burke – Development Coordinator
August 15, 2001

Re: Proposed Building #3000 – 6451 Dyke Road, Richmond B.C.

Dear Sir;

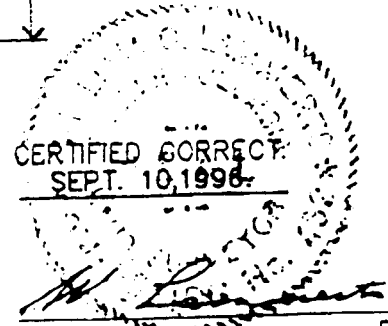
I am enclosing for your review and comment a proposal that may resolve many of the problems associated with development in this area.

Briefly I anticipate constructing an industrial building, in accordance with the current zoning, designed to be compatible with the trend in the area for rezoning industrial properties to residential and one that will be seriously sensitive to the needs of development in the area, namely:

1. To orient the building North and South to eliminate visual impact on future residential development and minimizing the industrial appearance of the new building #3000.
 2. To extend Princess Lane to connect to the Williamson's property by the dedication of 60.5 m² of our property to the City of Richmond for this road extension, thereby resolving the issue of access for the Williamson property.
 3. To provide a trail link to the dyke by dedication of 66.5 m² of our property to the City of Richmond for this trail link for public access to the Dyke and giving the City control over any future use of this property for use as an emergency vehicle access route if desired.
 4. Locate the building 17.8 m from the existing McKinney house rear property line to provide a reasonable distance buffer between the new building, the McKinney house and the Williamson property.
 5. Provide dense foliage buffer in front of the existing industrial buildings to minimize any visual observation of the industrial activity from any future residential area.
 6. Support closing of the industrial access to Dyke Road.
 7. Changing the current "6451 Dyke Road" address to a new address of "6451 Princess Lane".
 8. Relocating the postal delivery box to the area approved by the Post Office.
 9. Attaching the area now occupied by the postal unit to the Williamson's property, 6461 Dyke Rd.
- Trusting this would be heartily supported by you and staff as a good use of this property, yours truly;

Curtis C. Eyestone -President LONDON LANE INDUSTRIAL PARK LTD.

NOTE: WILLIAMSONS PREFER 3 LOT RESIDENTIAL



43



Received Aug 16.
Copy sent to file.
AB

London Lane Industrial Park Ltd.

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

City of Richmond
6911 Number Three Road
Richmond B.C. V6Y 2C1

Attention: David Brownlee

August 16, 2001

Re: Proposed closure of Dyke Road Access and change of address of 6451 Dyke Rd. to 6451 Princess Lane

Dear Sir;

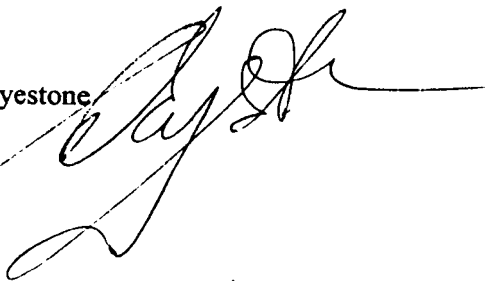
Enclosed please find a preliminary NOTICE I intend to send to tenants.

It is important that this bylaw include both the Dyke Road Access Closure recommendation and the proposed Address Change.

Please review this notice and advise if you have any changes you feel should be included.

Yours truly;
LONDON LANE INDUSTRIAL PARK LTD.

Curtis C. Eyestone
President



cc: Janet Lee

London Lane Industrial Park Ltd. 6471 Dyke Road Richmond B.C. V7E 3R3 (604) 277-9553

To: #1110 Taye Music Inc. Raymond Ayotte
#1130 Creative Workshop Products Milton Randall
#1140 C M Cabinet Makers Clive Maddocks
#2110 Bridgeport Sharpening Ltd. Bob Aleksic
#2120 R & P Products Ltd. Ron Poirier Jr. & Sr.
#2130 Robin's Distributors Ltd. Donald Prociuk
#2140 Terra Forge Ltd. Chris Charlton & Dean Holding
#2150 Creative Workshop Products Milton Randall
#2160 Jan Corkan Inc. Jan Corkan
#2170 Thunder & Lightening Etrprs David Byers

August 16, 2001

Re: Change of Street NAME – From 6451 Dyke Road to 6451 Princess Lane

Dear Tenant;

As you are aware this area is experiencing considerable development, new road construction and access to the area will be changing.

It is anticipated that effective approximately July 1, 2002 the access to the industrial buildings from Dyke Road will be closed to all traffic, with the possible exception of emergency vehicles, to prevent traffic from the new residential area to the west, from using the Dyke for entry into the area. The City wishes to direct this traffic to use Number Two Road for access to the area.

The driveway we now use is not a dedicated roadway, but is over private property. A new paved access is under construction along Princess Street and Princess Lane. In future we will be required to access our industrial buildings from this route. Access will no longer be available from Dyke Road.

In order that couriers, customers and postal delivery coincides with access via Princess Lane, the City proposes to change the "Legal Address" of the industrial park to **6451 Princess Lane**, and London Lane Industrial Park Ltd. will be required to move the mail boxes (to the pad at the corner of Unit #1110) where they were originally intended to be.

A Bylaw is expected to be presented to City Council before the end of 2001, to recommend closing of the access to Dyke Road and changing the property address. Once adoption of the Bylaw effecting the change is approved, a six (6) month period will be allowed before the change will be final.

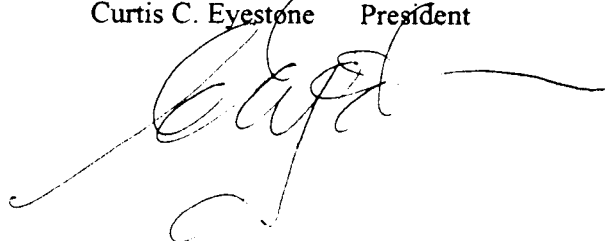
This **PRELIMINARY NOTICE** is intended to allow a smooth transition of this change of address. Please consider the new address when re-ordering quantities of business cards, letterheads, invoices, signs, advertisements in yellow pages, brochures, shipping labels and other correspondence.

Leases, insurances, telephone, electrical, gas services, customer services and permits and licenses will all have to be modified to reflect this change of address. Computer programming of estimates, invoicing etc; will also need revising. Building and vehicle signs will have to be changed. Notices will need to be sent to all your suppliers and customers of this street NAME change, once the Bylaw is adopted by City Council.

DO NOT make any changes until "FORMAL NOTICE" is issued by the City of Richmond.

LONDON LANE INDUSTRIAL PARK LTD.

Curtis C. Eyestone President



David McClellan
Planning Department
City of Richmond

August 17, 2001

Amber Williamson
6461 Dyke Rd
Richmond
(604) 241-1626

David,

I feel that it is necessary to again convey our feelings about the lane beside our house. Despite our attendance at planning committee and council meetings and meeting personally with many of the council members, this issue remains unresolved. We are very concerned with the increased flow of traffic past our house. We counted 22 vehicles (cars and large trucks) between 9 and 11 am Monday morning. I would like to yet again restate our position and give the reasons why this is the best option.

We support the closing down of the lane to vehicle traffic. On more than one occasion I have had to get out of the way of a speeding courier truck coming around the blind corner. For the safety of the many pedestrians using this lane we need to block the cars and trucks.

We know that if the lane is not blocked at both ends, then cars will still drive up to the barrier and either back out the way they came or park there and walk along the Dyke. The City has the right to block the lane at the Dyke end any time. The problem arises when we talk about closing the Princess Lane end. We have a right of passage agreement with London Lane that strictly prohibits anything being placed on the lane, blocking our movement over this property. We would like to discard this agreement in exchange for our actual access onto Dyke Road becoming our legal access. This is not a complicated procedure and does not result in any financial gain by us or loss by the City. We are currently using this access and have been for many years. The safety concerns about us driving on the Dyke are far outweighed by the increased safety on the pedestrian trail.

We hope this issue can be resolved soon and are happy to meet with you if you have any questions or concerns.

Yours truly,

David and Amber Williamson

Cc David Brownlee
Janet Lee
Council members

London Lane Industrial Park Ltd.

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

City of Richmond
6911 Number 3 Road
Richmond B.C. V6Y 2C1

Attention: Janet Lee – Area Development Officer & David Brownlee - Planner

August 23, 2001

Re: Proposed “Residential-Industrial” Option for 6451 Dyke Road, Richmond B.C.

Dear Janet & David;

Further to our meeting of August 15th I am enclosing for your review and comment a more detailed drawing of the 4 lot residential option that may resolve many of the problems associated with development in this area.

Alternatively to building an industrial building on the vacant portion of our property, we would consider rezoning a portion of our industrial property to residential and sub-dividing the area into four (4) lots as per the enclosed drawing, taking into consideration the B. C. Hydro requirement that the existing transformer remain on the industrial land. Underground service ducts, for use in servicing these residential lots, are already in place and would be available for supplying underground service to these new lots.

Our “residential – Industrial” option would be:

1. Retain the existing low impact, small unit industrial buildings, as they exist and developing the vacant land into four (4) single family residential lots of 348.6 m² (3,753 ft²) each.
2. A major consideration is whether or not Princess Lane needs widening? Probably not, if a suitable turning area was provided. We are prepared to dedicate land for this turning area.
3. Considering that three lots were created (6431, 6441 and 6461 Dyke Road) using the lane as primary access and at that time the lane was deemed to be of acceptable width, maybe the lane North-South leg could be left as it is, possibly by designating it “Princess Mews” or some similar defining special condition roadway, with a total of seven (7) lots fronting on it.
4. This would involve terminating Princess Lane at the East end, then as was suggested, having a turn-around at the lane end and curbing the mews entrance with a drop in the curb, either with or without North-South leg (the mews) being widened. Please review this consideration. . See attached drawing.
5. The land required for the rest of the turn-around could be obtained from the lot to the west when they apply for rezoning. Size of the turn-around is practically unlimited by existing structures.
6. Maintaining the North-South leg at 6.0 meters wide would definitely deter people from entering.
7. If lane widening was required we would delay our development until lane widening is completed from the adjacent property. If no lane widening was required we could proceed forthwith.
8. We will offer to extend Princess Lane to connect to our lot 5 and the Williamson’s property by the dedication of 60.5 m² of our property to the City of Richmond for this road extension, thereby resolving the issue of access for the Williamson property.

9. We will also offer to provide a trail link to the dyke by dedication of 66.5 m2 of our property to the City of Richmond for this trail link for public access to the Dyke and giving the City control over any future use of this property for use as an emergency vehicle access route if desired.
 10. We will locate the property line so as to clear the hydro box and underground ducts that serve the existing industrial buildings as required by B. C. Hydro.
 11. We will provide the recommended screen planting buffer to the existing industrial buildings to minimize any visual observation of the industrial activity from the residential area.
 12. We support closing of the industrial access to Dyke Road.
 13. We would require a change the current "6451 Dyke Road" address to a new address of "6451 Princess Lane", or another address, as you point out may occur.
 14. Eliminating Dyke access and applying new addresses would necessitate relocating the postal delivery box to the area approved by the Post Office. This box has sufficient capacity to accommodate all seven of these residential properties as well.
 15. Attaching the area now occupied by the postal unit to the Williamson's property, 6461 Dyke Rd.
- Trusting this would be supported by you, and staff, as a good "residential option" for this property.

I remain, yours truly;

LONDON LANE INDUSTRIAL PARK LTD.

Curtis C. Eyestone
President.

Encl. Sketch of 4 lot option and lane turning area.

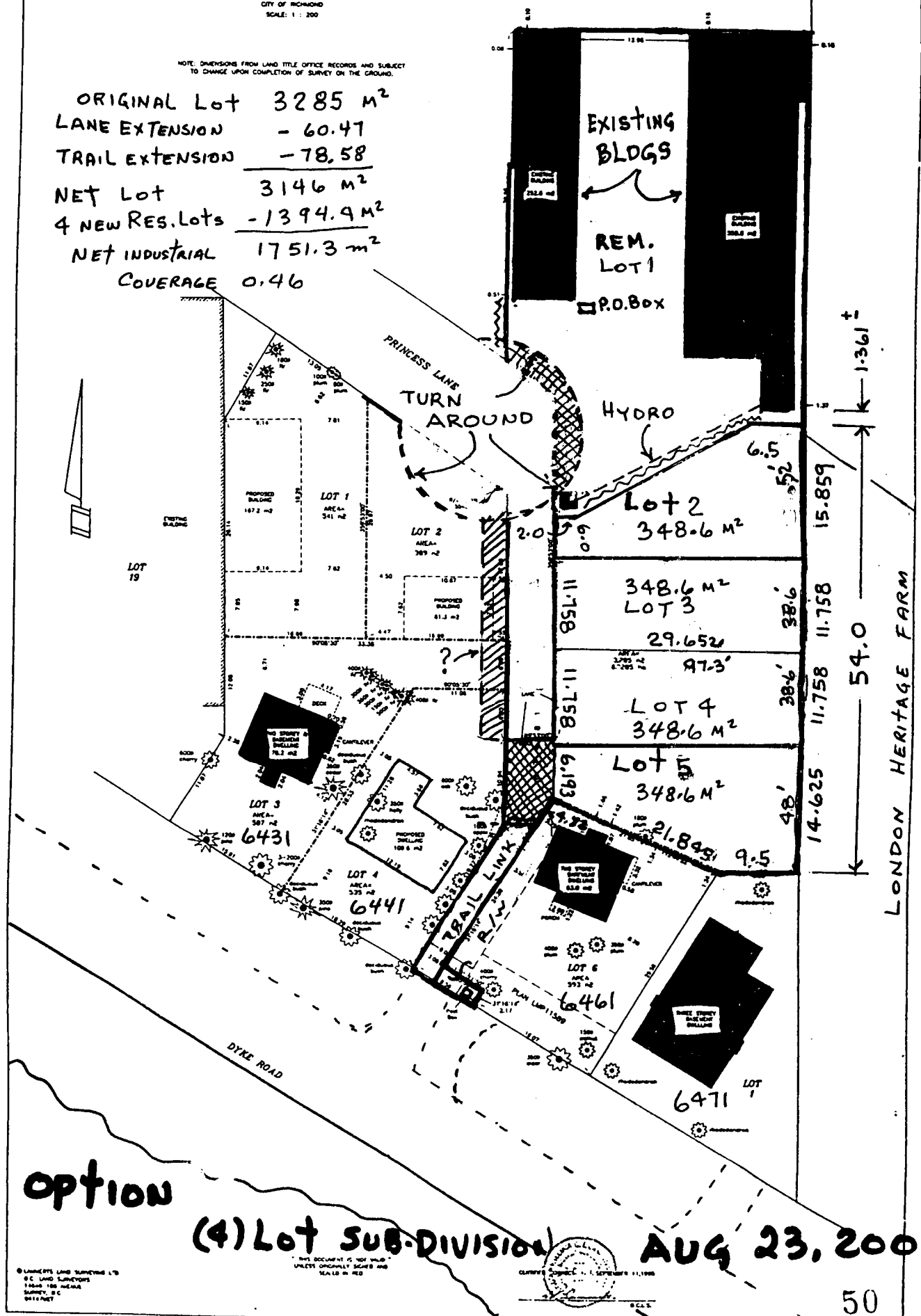
A large, stylized handwritten signature in black ink, likely belonging to Curtis C. Eyestone, is written over the signature block and extends across the middle of the page.

PLAN SHOWING BUILDING LOCATIONS AND PROPOSED SUBDIVISION OF
LOT 18 PLAN 34768 AND LOT "A" PLAN LMP4571 (EXCEPT PART S/D ON PLAN LMP11588)
SEC. 18 B 3 N R 6 W N.W.D.

CITY OF RICHMOND
SCALE: 1" = 200'

NOTE: DIMENSIONS FROM LAND TITLE OFFICE RECORDS AND SUBJECT
TO CHANGE UPON COMPLETION OF SURVEY ON THE GROUND.

ORIGINAL Lot 3285 M²
LANE EXTENSION - 60.47
TRAIL EXTENSION - 78.58
NET Lot 3146 M²
4 NEW RES. Lots - 1394.9 M²
NET INDUSTRIAL 1751.3 M²
COVERAGE 0.46



**London Lane Industrial
Park Ltd.**

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

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

Wednesday October 3, 2001

Att: David Brownlee/Holger Burke

Re: DRAFT REPORT Dated Sept 17, 2001 "Closing Dyke Road Access"

Dear Sir:

We support this report in its entirety, however there are two minor corrections we suggest so as not to introduce any confusion in the report.

- 1) Attachment 3a lane drawing is incorrect. The turn-around shown has been omitted and the lane was extended south toward the Dyke to provide access to 6431 & 6451 Dyke road from Princess Lane.
- 2) John White has sold all his property and is no longer a property owner in the area.

Sincerely,

London Lane Industrial Park Ltd.

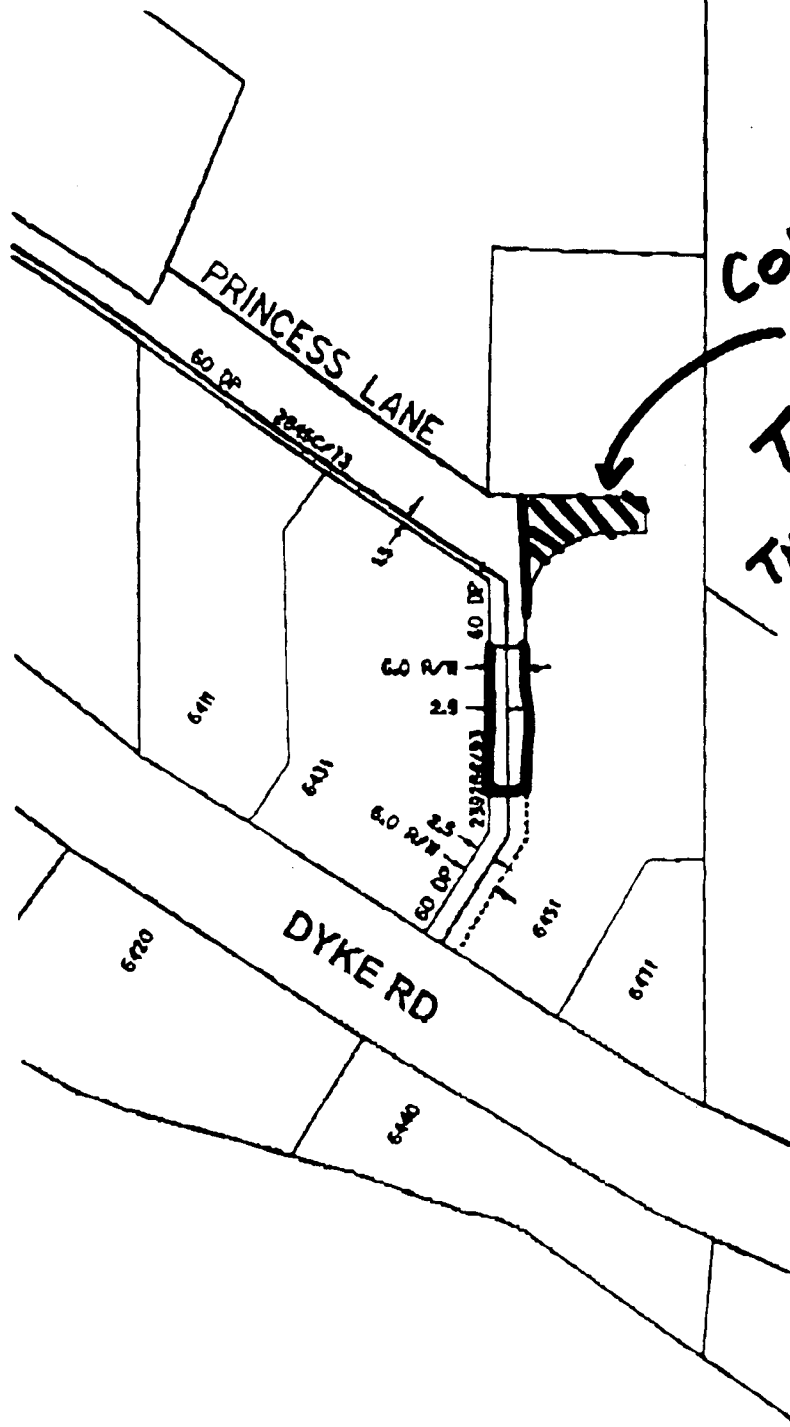
Curtis C. Eyestone - President

Attached: 1 pages 3a showing corrections to plan.

OCT 03 2001 08:59 FR CITY OF RICHMOND

604 276 4157 TO 96042779553

P.10/13



CORRECT/
OMIT
THIS DETAIL
THIS IS NOT
CORRECT
P. Eyestone
OCT 3/01



Gas Utility Attachment 3a

Original Date: 09/06/01

Revision Date:

Note: Dimensions are in METRES