

**Date:** Tuesday, February 26, 2002  
**Time:** 3.00 p.m.  
**Place:** Council Chamber, City Hall

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**PRESENT:****Board**

F. Scobie Director of Development Services (Chair)  
L. Beasley Director of Current Planning  
B. MacGregor Deputy City Manager  
T. Timm Deputy City Engineer

**Advisory Panel**

W. Francl Representative of the Design Professions (Urban Design Panel)  
J. Hancock Representative of the Design Professions  
J. Leduc Representative of General Public  
M. Mortensen Representative of General Public (from 5.15 pm)  
R. Bruce Scott Representative of General Public

**Regrets**

P. Kavanagh Representative of Development Industry  
J. Ross Representative of Development Industry  
D. Chung Representative of General Public

**ALSO PRESENT:**

S. Hein Development Planner  
V. Potter Project Facilitator  
M. Thomson City Surveyor  
P. Pinsker Parking & Development Engineer

**Item 3 - 4101 West 29th Avenue - DE406100**

C. Brook Brook Development Planning Inc.  
A. Grant Director, St. George's School  
C. Nicoll Director of Finance & Administration, St. George's School

**Clerk to the Board:** C. Hubbard

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**1. MINUTES**

It was moved by Mr. Timm, seconded by Mr. Beasley, and was the decision of the Board:

THAT the Minutes of the Development Permit Board and Advisory Panel Meeting of February 18, 2002 be approved with the following amendments:

p.3 and p.4 to correct references to **minimum** floorplate size of 6,500 sq.ft. to **maximum**.

**2. BUSINESS ARISING FROM THE MINUTES**

None.

**3. 4101 WEST 29TH AVENUE - DE406100 - ZONE RS-5  
(PRELIMINARY APPLICATION)**

Applicant: Brook Development Planning, Inc.

Request: Additions and alterations to the existing St. George's Senior School to provide new teaching facilities, including 5 new classrooms and a number of renovated classrooms, social spaces, a maintenance building containing two caretakers' units and an additional 41 surface parking spaces.

The Chair noted the application is for phases 1 and 2 only of what was previously presented as a three phase project. Phase 3 is not before the Board today for decision.

**Development Planner's Opening Comments**

The Development Planner, Scot Hein, introduced this preliminary application and reiterated that Phase 3 will require separate approval from the Development Permit Board. Mr. Hein made reference in his presentation to the Development Permit Staff Committee Report dated January 23, 2002. He briefly reviewed the site context, referring to an aerial photograph, and described the history of the project, as outlined in the report. Referring to the Dunbar Community Visioning exercise and the Vision Directions described on p.9 of the report, Mr. Hein noted that some of the challenges associated with this site relate to the fact that it is on the edge of Dunbar and not close to major transportation routes.

Paul Pinsker, Parking & Development Engineer, noted that traffic has been a focus of concern of residents in the neighbourhood for many years. Since the Dunbar Visioning process of the late '90's the City has given considerable attention to neighbourhood traffic concerns, and a consultative process resulted in the installation of the many speed humps on West 29th Avenue and Crown Street. The applicant's traffic consultant has provided evidence that about 70 percent of the traffic on West 29th Avenue, just west of Camosun Street, in the morning peak hour, is attributable to St. George's. Staff conclude that through traffic is relatively light and a major contributor to the high traffic volumes on West 29th Avenue is St. George's. Efforts to reduce the traffic on West 29th Avenue should therefore focus on St. George's. To this end, staff have been working with St. George's for well over a year to develop a suitable transportation management plan (TMP) to reduce reliance on the automobile and to make commuting safer for all students and staff, regardless of their modes of commute. With the proposed additions and alterations, the consultant has identified that, without changes in habits, another 35-40 vehicles may be expected to come to the school in the morning peak hour, about a 7 percent increase. However, this would be offset by even the modest mode shift improvement targets in the current draft TMP. There are also provisions for funding for traffic calming measures. Some issues remain to be addressed, including determining the feasibility of a commuter school bus service and whether further sidewalk provisions are required. There also needs to be further work on transportation related provisions within the construction management plan (CMP), in particular the routings for large construction vehicles and locations for parking of construction workers' vehicles. Finally, the facilities management plan (FMP) must include a strategy to minimize impacts from summer school activity, including traffic. Staff will continue working with the school to produce acceptable final versions of all three plans prior to the complete

development application. Mr. Pinsker tabled a clarification amendment to condition 1.6, to change "main entrance" to "westerly entrance".

Mr. Hein noted the major issues identified by staff, namely, parking and traffic impacts, the proposed residential use for caretaker and visiting faculty accommodation, and anticipated enrolment increase and related impacts. Given the issues and the scope of the application, Staff Committee supports the application. It is believed there is the opportunity to secure some physical improvement of the neighbourhood infrastructure and, with the transportation management, construction management, and facilities management plans as proposed under a Good Neighbour Agreement, staff believe it will form the groundwork for some new patterns of activity and operations on the site, particularly in terms of how St. George's continues to liaise with the community to jointly problem solve. Mr. Hein briefly reviewed the major recommended conditions of approval contained in the report.

### Questions

The following points were clarified by staff and the applicant:

- current school enrolment is 698 students. Total projected enrolment will be capped at 750;
- the applicant will be required to meet the Parking By-law requirements;
- there are approximately 625 vehicle trips to/from the school, which is about 70 percent of the traffic on West 29th Avenue west of Camosun Street. This is high compared to public secondary schools in the city which have less than 50 percent of students arriving by automobile, although the public schools are generally larger than St. George's school so the number of vehicles may not be much different. It was noted that private schools draw from a much wider area which limits the mode of transportation for many of the students;
- the current school policy which does not permit senior students to drive other students to school, is under review.

### Applicant's Comments

Chuck Brook, Brook Development Planning, introduced the applicant team.

Andrew Grant, St. George's Board of Directors, addressed the Board on behalf of the school building committee. He noted the proposal is a long term plan that will evolve over time, and they are projecting long terms needs of the school. As a result of consultation with the neighbourhood, phase three was removed from the application and the decision made to proceed with the more near term requirements in phases one and two. He stressed St. George's is an educational facility and their plan has evolved through an extensive consultation process with their neighbours and the City. Mr. Grant stressed they have also realised the importance of their management plans and the Good Neighbour Agreement, noting the latter is unprecedented for schools in the city. In response to neighbourhood concerns, the school has addressed in its plans, traffic, enrolment and field use issues. The plans include street upgrades, driveway changes, on-site parking, on-site caretaker, and the relocation of storage, maintenance and tennis courts to a less contentious location. If the plans do not proceed then the components that address neighbourhood issues cannot be implemented. He assured the Board the school is aware of the neighbourhood issues and they realise that applications for future phases will be considered, in part, in how they address the concerns of the neighbours. Mr. Grant briefly reviewed the history of the school on this site, noting the presence of independent schools in this neighbourhood pre-dates most of the residential development in Dunbar. St. George's, which has been in existence since 1931, is the largest land owner in the area and its school use has been an active and visible part of the community since 1912. He noted almost 40 percent of their students reside in the Dunbar/Southlands area. He stressed the density and size of the buildings at the school remains very low, particular relative to other secondary schools in the area. Nevertheless, they are still prepared to offer their commitment to the neighbours of an unprecedented enrolment cap that will be embodied in the Good Neighbour Agreement. Phases one and two seek a modest addition of 18,000 sq.ft. to address programmatic needs and their response to neighbourhood issues. He urged the Board to give the application fair and reasonable consideration.

Chris Nicholl, Director of Finance & Administration, Transportation Manager and Community Liaison Officer, St. George's School, described the history of the school. He noted the school is recognized both locally and internationally as a premier academic school. He described their needs for the expanded facilities, which he stressed are not related to enrolment expansion but rather in addressing programmatic needs. He stressed St.

George's school is committed to Vancouver and to the Dunbar neighbourhood. Their request for development is modest and they have, and will continue to make the effort to find and implement solutions to issues and concerns raised by their neighbours.

Mr. Brook noted the revised preliminary application being considered today consists of phase one and two only. Phase three, which contains most of the floor area including over 28,000 sq.ft. of underground parking space, is shown for illustrative purposes only. Phase three will be the subject of a separate development application at some point in the future, when funding permits. The existing usable floor area of the school at present is 143,363 sq.ft. This proposal is to add 18,577 sq.ft., an additional 13 percent. It facilitates an increase of four classrooms and one science room. Over the course of phases one and two, school enrolment is anticipated to increase by a maximum of 50 students. This, in combination with the additional teaching spaces, will result in a reduction in the number of students per home room to an average of 20 rather than the current 23.3. It has been a long term goal of the school to reduce the number of students per home room in order to provide an optimal teaching environment. Mr. Brook noted the voluntary cap of 750 students will also apply to phase three. The management plans prepared by the school in cooperation with neighbours and City staff, will be implemented as part of the development approval process. They address issues of traffic and transportation, school and community use of facilities, and construction. Measures to improve drop-off and pick-up operations have already been initiated at the suggestion of the neighbours. Referring to the Staff Committee Report, Mr. Brook advised the major conditions are satisfactory to them. In conclusion, Mr. Brook said they believe that for a very modest 18,000 sq.ft. infill application the community and the city are in return receiving a very comprehensive set of management plans and benefits.

### Questions

The following items were clarified by the applicant team and staff:

- enrolment in the summer program is divided amongst a number of different locations. On any given week at the senior school, the total would be comparable to the total school enrolment (between 600-800 students);
- existing school policy for Grade 12 students to not drive other students to school was implemented for safety reasons, based on statistics which indicate there is a higher rate of accidents when there is more than one student in a car. However, this policy is being reconsidered in favour of promoting car pooling, with parental involvement and permission;
- staff expect more work to be done on the plans described in Appendix F of the report. Final plans are anticipated at the complete application stage of phase one;
- staff are prepared to continue their involvement in the Good Neighbour Agreement as well as take on a monitoring role, particularly given the circumstances of this site with the "locked-in" residential enclave directly to the west.

*The meeting adjourned briefly for Board and Panel members to review the model and posted drawings. There was also a 15 minute recess at 6.15 pm.*

### Comments from Other Speakers

The following speakers addressed the Board in opposition to the application:

William Bees, 4008 West 31st Avenue  
Roy Silverson  
Marlene Karnouk  
Lissa Forshaw, 3750 West 30th Avenue  
Harvey West, 4085 West 27th Avenue  
Tim Martin, 4310 Kevin Place  
Larry Flader, 4244 Doncaster Way  
Herb Reesor, 4041 West 29th Avenue  
Laurie Richards  
Peggy Schofield, Dunbar Residents' Association  
Ken Hewett, 4166 Doncaster Way  
Pat Norris, 4485 Wallace Street  
Alice Wong  
Dora Martin

Mr. Bees and Mr. Reesor also referred to a petition that was presented to the Mayor, to limit St. George's junior and senior enrolment to current levels, to limit the senior school premises to school-related (non commercial) activities, and to stop the summer school programs until the neighbours agree to solutions to the current problems.

The concerns raised included:

- the school does not specifically serve the Dunbar area;
- public schools are not considered an intrusion in a community but many Dunbar residents regard St. George's as a commercial activity which is an intrusion in the neighbourhood;
- St. George's has a higher than normal traffic problem due to its out of area students;
- there is no confidence in the neighbourhood that St. George's can control its traffic problem;
- it is unreasonable to apply RS-5 regulations to a private school;
- phase three must be considered as part of phases one and two;
- the Board should consider what is best for Dunbar rather than how the school can adjust its design to fit the zoning regulations;
- expanded outdoor uses on the school grounds are noisy and disruptive, particularly the summer program events from May to September;
- the summer program is a commercial venture, is an extreme burden on the neighbourhood and it should not be considered part of the school's normal operations;
- if the City is going to approve institutional uses in residential neighbourhoods it should limit their growth;
- in recent years, the school has not acted in good faith and will continue to test the limits at the neighbours' expense;
- while some of the programs take place elsewhere, pick-up and drop-off for the summer program takes place at the school;
- up to about 920 spaces per day are available at the summer school;
- a number of other institutional uses in the area are not identified in the Staff Committee Report, including Immaculate Conception Parish which has approval for additional development;
- the traffic management plan lacks detail and does not address specific targets;
- delaying this application would allow time to address the following unresolved matters:
  - institutional use policy in residential neighbourhoods within the framework of the Dunbar Vision;
  - examination of the City's Zoning and Development By-law to fully address the definition of school;
  - effectiveness of the recently developed Good Neighbour Agreement;
  - it would also allow time to consider the benefit of this development to the neighbourhood
  - it would allow time for a comprehensive traffic management and vehicle reduction plan
  - allow St. George's to prove their willingness to honour their word
- it is inappropriate to move the maintenance facility given the existing problems with its operation have not been solved;
- the buffer zone is inadequate at less than 30 ft.;
- there is no requirement for retention of existing mature trees and shrubs;
- in enhancing its facilities the school should not be allowed to destroy the quality of life of its neighbours;
- there are no compulsory requirements or sanctions in any of the staff recommendations if the targets are not met;
- the application should be deferred or refused to force St. George's and the neighbours to address the dangerous traffic situation;
- St. George's should be required to provide more on-site parking;
- the consideration items in the report should be mandatory;
- GVRD cooperation on the south side of West 29th Avenue should be a requirement;
- it is important that the residents have input in the Good Neighbour Agreement;
- Dunbar residents are generally opposed to changes that would incur densification, traffic, noise and congestion which would ultimately diminish the quality of the neighbourhood and erode property values;
- Dunbar residents are opposed to institutional expansion in the area;
- traffic generated by the junior and senior schools, and particularly by the summer program, is uncontrolled;
- 125 members of the Dunbar Residents Association voted in opposition to this application;
- traffic impact studies must be undertaken and recommendations made in serious consultation with neighbourhoods;

- in spite of the Vision exercise it seems that future building permits will continue to be approved prior to public consultation, whether they are viable or not, and communities will continue to be negatively affected unless some basic changes are made in the permit process. The Dunbar Residents Association is recommending an overhaul of the process for all zones;
- any neighbourhood agreement should spell out how it is to be enforced and receive the prior approval of the neighbourhood;
- there are already two existing garages in the northwest corner of the site which are accessory buildings. The plan should clearly state that these existing buildings and works yard are to be removed if the maintenance building is developed;
- the existing tennis courts should be removed if additional courts are constructed;
- the buffer should be increased to 50 ft. wherever possible, and the addition of an acoustic barrier on the westerly side;
- alternative locations for the parking should be considered, namely, on the east side where underground parking is proposed in phase three;
- consideration should be given to widening the existing fire access road on the east side, to lessen the burden of cars using the west side.

The following residents spoke in favour of the application:

May Brown  
Jack Rush  
Doreen Lau  
David Stockton, St. George's student  
Cyrus Chee, St. George's school captain  
John McCormack

Supporting comments included:

- the school administration has always shown consideration for the area;
- all schools generate traffic at specific times of the day;
- a suitable plan must be worked out with regard to increase in traffic;
- St. George's is an excellent school, well known across the country; the students' conduct is exemplary;
- the school has worked closely with its neighbours to minimize traffic congestion;
- most of the extra space is for much needed social space;
- the underground parking in phase three will improve traffic and parking problems;
- the school teaches community spirit and gives a lot back to the community;
- there is no question that the expansion plans will be a great benefit to the school and the community;
- St. George's has been part of the Dunbar community for over 70 years;
- the facilities are in need of upgrade;
- the existing auditorium can accommodate only half the school population;
- traffic congestion has improved considerably in recent months as a result of the school's efforts.

### Questions

In response to a question from Mr. Beasley regarding the proposed buffer area, Mr. Hein explained there is a pinch point at the northwest corner where a width of only 15 ft. is possible. It is expected the situation will be addressed through more detailed landscape design. If the applicant was required to maintain the buffer fully at 30 ft. it would have implications on the playing field size.

Mr. Hein confirmed the existing maintenance building and courts are not referenced in this application and it is assumed they are to be removed. Staff will seek confirmation of their removal at the complete application stage.

Mr. Grant advised the caretaker's supervision not only relates to the courts but to the fields and should give some assurance to the neighbours that 24 hour supervision is provided.

### Panel Opinion

Mr. Francl advised the Urban Design Panel unanimously supported this application and was in general agreement with the disposition of the major components on the site. Relocation of the tennis courts to a more easterly location where they will cause less disturbance to the neighbours was seen as a positive move. The general massing of the building was considered as unobtrusive as possible, gaining valuable programmatic space without impacting the general volume of the building. Phases one and two were thought to have virtually no impact on any of the neighbours. The Phase three auditorium was also felt to cause relatively little impact on the neighbourhood given the amount of space around it. The Panel was more concerned about its negative impact on the architectural quality of the building. The caretaker's unit was considered to be a good addition because it provides the ability to monitor activity in and around the school. The Panel recognized that the western buffer zone is of interest to the neighbours and agreed it needs to be dealt with sensitively. Mr. Francl added, it might be appropriate to seek clarification as to what the applicant proposes along the east side of the building before submission of the complete application.

Mr. Hancock commented the Phase one and two application is fairly modest in its impact. It is well absorbed into the project and adds the potential for fifty more students, which is a very modest enrolment increase. Staff have clearly gone a long way to try to address the issues of the neighbours, and there appears to be willingness on the part of the school to address them. The traffic management plan probably needs more massaging and some added strength. The Good Neighbour Agreement is a good concept as long as there are implications if any of the initiatives are not followed through. Mr. Hancock commented that in some ways it is fortunate Phase three was deleted from this application because its approval could be conditional upon how well some of the operational items are addressed. With respect to the conditions, Mr. Hancock recommended 1.7 and 1.8 be requirements rather than consideration items. Regarding the landscape buffer, Mr. Hancock agreed that 30 ft. will be difficult to achieve in some places but he would expect an acoustic barrier to be put in place. He recommended approval in principle.

Ms. Leduc commended staff for trying to solve some of the problems between the neighbours and the school. She commented, it is not so much this proposal that is causing concerns but other issues, such as the summer school, which hopefully the Good Neighbour Agreement and management plans will go a long way to address. As well, the fact that this is a preliminary application will allow time for some of the issues to be resolved, noting there seems to have been some improvement already in recent months. She urged that solutions be sought for the traffic problems. The caretaker's unit will provide welcome security on the site. Ms. Leduc said it is encouraging that phase three is not proceeding at this time because it will allow people to judge how well the issues are resolved in the first two phases. She noted that this development permit will result in many improvements that would not otherwise be made. She recommended approval of this preliminary application, with the consideration items being made requirements.

Mr. Scott said it is clear the neighbours are very unhappy with a number of situations, but many of the issues relate to operations which will not necessarily change with this development. However, most of the problems can be overcome if all the parties work together on the Good Neighbour Agreement. Mr. Scott commented that West 29th Avenue needs all the help it can get to deal with the traffic problems, and he strongly supported the recommendation for sidewalk improvements. In closing, he said compromise is key to making things work in this neighbourhood. He supported the application.

Commenting on references made to CityPlan, Mr. Mortensen said he would not expect anything in the city to remain static; nor does the entire citizenry support or expect that neighbourhoods will remain frozen. He felt many of the operational issues raised by the neighbours can be addressed in the spirit of reasonable neighbourliness and compromise. He supported the application and noted it is well absorbed on the site. Provision of a resident caretaker is an excellent proposal which addresses a lot of the concerns. With respect to traffic, consideration might be given to restricting on-street parking to help the flow of traffic. He also recommended that the consideration items be requirements.

#### **Board Discussion**

Mr. MacGregor said it is clear the neighbours want improvements to the situations described. He stressed the Board can make a decision on the application. It provides the opportunity to promote change in the community to address some of the issues that the residents are concerned about. With this application, the school gains 18,000 sq.ft. and a maximum of 52 additional students, and the school is willing to cap total

enrolment. The community gains the traffic management plan, the facilities management plan and the construction management plan. This is very comprehensive when compared with very minor additions to the facility. Traffic is an issue with every school in the city. Commenting on the Good Neighbour Agreement, Mr. MacGregor said it is really a framework for cooperation which outlines the expectations so that there is no confusion. It has been a successful tool in achieving good relationships within communities. In moving approval in principle, Mr. MacGregor noted it is a preliminary application and the complete application will be dealt with by the Director of Planning.

Mr. Beasley noted the applicant has agreed to a variety of conditions that are quite significant given the amount of development under discussion, which illustrates a cooperative attitude towards solving the problems. He suggested some neighbours' opinion of the school administration of the past may not be applicable to the administration of the present. As well, the Good Neighbour Agreement provides a good framework for many of the issues that have been raised. Mr. Beasley agreed with the Advisory Panel that the neighbours' concerns are not so much about the scale of development being proposed but more about operational considerations. The Good Neighbour Agreement and the attitude of St. George's bodes well for the issues to be finally addressed. Mr. Beasley stressed, however, that the Good Neighbour Agreement is not about legalities but depends on cooperation. To this end, the neighbours must participate in a process of further discussion with the school administration to follow up on the issues and to seek ways to resolve them. In subsequent development applications the Board will certainly look for evidence of how well the school has performed with respect to the Good Neighbour Agreement. He added, the school administration may have to dedicate itself at a level of detail that it may not have done in the past, for example in addressing issues around noise and nuisance. It is unlikely that less activity would be discussed for any school in the city because the trend is to increase use and activity on school grounds given the high cost of providing alternatives. He urged that a way be found, at a very detailed level, for the school and the neighbours to relate to one another. Mr. Beasley supported Mr. MacGregor's amendments to the conditions.

Mr. Beasley added, there remains the challenge of further development in the future on both St. George's sites and other institutional sites in the neighbourhood. He said he did not believe the solution was to go back to the Visioning. The institutions and the residents must find a way together to cooperate and consider the larger issues in the whole neighbourhood. Finally, he said he strongly supported the application, noting the quality of the educational environment will be significantly improved by the modest changes being proposed.

Mr. Timm acknowledged the concerns raised by the community, notwithstanding the Board's approval of the application. He noted the application represents a minor amount of additional development but has the potential to provide significant benefits to the neighbourhood. He suggested that past experience may be colouring the residents' attitude towards any proposal from St. George's. He supported the Board's decision to approve the application. He added, he would not expect the applicant to submit final plans without a fairly significant consultation process with the community on the Good Neighbour Agreement and working with Engineering Services on the details of the traffic management plan.

Mr. Scobie noted there is some confusion around the issue of trying to apply the regulations of a single family zoning to institutional uses. He said it is not possible to remove churches and schools from residential zoning without creating very site specific zoning, so the City continues to deal with the challenge of applying residential zone regulations to school sites. Commenting on suggestions that the Board should defer this application until the community has some policy in place to deal with institutional use, Mr. Scobie explained the Development Permit Board is a quasi judicial tribunal which must deal with applications within the context of the existing regulations and Council approved policy, i.e., the Board is obliged to consider applications in today's framework. He sympathized with the concerns expressed about the impact of the summer program and noted the public school system also offers continuing education programs outside normal school hours. He added, it is likely there is a significant unmet demand for summer programming that is not being fulfilled by our public schools but is being offered by St. George's. He agreed there is not yet a good relationship between the residents and the school. However, the City is unable to provide communities with certainty by means of enforcement or regulation; rather it depends to a great extent on cooperation between neighbours. It is to be hoped that the Good Neighbour Agreement will help to achieve a better level of communication, cooperation and compliance on the part of the participants. He said he supported the Staff Committee's decision to put forward conditions 1.7 and 1.8 as consideration items, but understood why the Board has made them

requirements. He added, this community should understand that the Board has gone further than has been normal practice in the past in attaching an approval to a requirement that extends to off-site improvements. Finally, he noted the complete application will be dealt with by the Director of Planning, as recommended by the Staff Committee.

#### Motion

It was moved by Mr. MacGregor and seconded by Mr. Beasley, and was the decision of the Board:

THAT the Board APPROVE Development Application No. 406100, in accordance with the Development Permit Staff Committee Report dated January 23, 2002, with the following amendments:

Amend 1.1:

provision of a "Good Neighbour Agreement" to the satisfaction of the Director of Planning and the General Manager of Engineering Services to *confirm school enrolment maximum of 750 students*, clarify building and playfield operations and *provisions for* appropriately managed parking, traffic and construction impacts to ensure they are minimised;

Amend Note to Applicant in 1.3, to delete the first two sentences;

Amend 1.6:

provision of a permanent street treatment with impervious surface (curbs/ gutters/ and street repairs) for the 29th Avenue frontage from the corner of 29th and Camosun to the *westerly boundary of the school property* school's main entrance;

Amend 1.7:

~~*initiate and convene*~~ consideration of a role in initiating and convening discussions on an on-going basis, in consultation with the General Manager of Engineering Services, the Director of Planning and the neighbourhood, with the GVRD to identify improvements to the south side of West 29th Avenue (Pacific Spirit Park) to improve safety, increase parking opportunities on the street, identify park pathway requirements, and opportunities for implementation and cost-sharing;

Amend 1.8:

~~*provide consideration of providing*~~ a 5 ft. wide standard concrete sidewalk for the entire West 29th Avenue frontage (north side only) and the entire Camosun Street frontage (west side only);

Amend A.1.4 to read:

*enter into a legal agreement (contract), to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, to implement transportation management measures as outlined in the N.D. Lea Consultants' traffic study dated October 25, 2001, with revisions as may be approved by the General Manager of Engineering Services;*

Amend A.2.9 to read:

*all bollards, existing or proposed, must be located fully on the site;*

#### 4. OTHER BUSINESS

None.

There being no further business, the meeting adjourned at 9.10 pm.

C. Hubbard  
Clerk to the Board

F. Scobie  
Chair

/ch

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