



City of Richmond

Report to Council

To: Richmond City Council
From: David McLellan
Chair, Development Permit Panel
Date: November 21, 2001
File: 0100-20-DPER1
Re: Development Permit Panel Meeting Held on October 24 and November 14, 2001

Panel Recommendation

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

- i) a Development Variance Permit (DV 00-179925) for the property at 7931 McLennan Avenue;
- ii) a Development Permit (DP 01-189869) for the property at 10491 Springhill Crescent;
- iii) a Development Variance Permit (DV 01-193298) for the property at 5580 & 5600 Parkwood Way;

be endorsed, and the Permits so issued.

David McLellan
Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered one development variance permit and two development permits (one of which was referred back to staff) at its meeting held on November 14, 2001. In addition, a development variance permit considered by the Panel on October 24 can now be considered by Council in conjunction with its associated rezoning.

DV 00-179925 –INDERJEET K. DHA – 7931 MCLENNAN AVENUE

The proposal to vary the road standards in conjunction with a subdivision proposal for this lot on the west side of McLennan Avenue where it terminates north of Blundell Road generated comment from one of the neighbours. The neighbour expressed opposition to the subdivision proposal. The Panel was concerned that the design proposed only marginally addressed concerns raised previously by the Panel, including putting trees at the end of the road allowance and creating a circular turnaround to clearly show that the road would not be extended. Despite the shortcomings of the design the Panel was of the opinion that the absolute minimum had been achieved and recommended approval on that basis.

The Panel recommends that the permit be issued.

DP 01-189869 – KAYLEEN DUECK – 10491 SPRINGHILL CRESCENT

The proposal to construct a new home adjacent to the west dyke generated comment from only one of the neighbours. The proponent advised that he consulted extensively with the neighbours and the submission was evidence of that as it expressed support for the design. The Panel was satisfied that the environmentally sensitive area would not be compromised by the design presented.

The Panel recommends that the permit be issued.

DV 01-193298 – CLARICA LIFE INSURANCE COMPANY – 5580 & 5600 PARKWOOD WAY

The proposal to vary the maximum building height and the parking requirement for this site adjacent to the Auto Mall, did not generate any public comment. The variances proposed are very similar to others previously approved by Council in this area. The Panel was satisfied that these were appropriate for these sites as well, given local characteristics.

The Panel recommends that the permit be issued.

DJM:dj



DEVELOPMENT PERMIT PANEL

Wednesday, November 14, 2001

Time: 3:30 p.m.

Place: Council Chambers

Present: David McLellan, General Manager, Urban Development, Chair
Jeff Day, General Manager, Engineering and Public Works
Cathryn Volkering Carlile, General Manager, Parks, Recreation and Cultural Services

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

1. MINUTES

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on October 24, 2001 be adopted.

CARRIED

2. DEVELOPMENT PERMIT DP 01-189869

(Report: October 17/01 File No.: DP 01-189869) (REDMS No. 545613,520746)

Applicant: Kayleen Dueck

Property Location: 10491 Springhill Crescent

Intent of Permit:

To allow the construction of a single-family dwelling, a new bulkhead and landscaping in a manner which protects the adjacent Environmentally Sensitive Area (ESA).

APPLICANT'S COMMENTS

Mr. Warren Dueck, the husband of the applicant, provided, and reviewed for the Panel, written notes which are attached as Schedule 1 and form a part of these minutes.

STAFF COMMENTS

Mr. Holger Burke, Development Co-ordinator, reviewed the report.

In response to questions from the Panel the following information was provided: i) the Cherry tree would be replaced with a substantial tree; ii) the backyard elevation was to be raised approximately three feet which was of no concern to the neighbouring properties; and iii) the perimeter drainage would be to City standard.

GALLERY COMMENTS

None

CORRESPONDENCE

Mr. Ken Takeuchi, 10520 Springhill Crescent – Schedule 2.

PANEL DISCUSSION

The Chair expressed the City's appreciation of the application as presented.

PANEL DECISION

It was moved and seconded

That a Development Permit be issued for a property at 10491 Springhill Crescent that would allow the construction of a single-family dwelling, a new bulkhead and landscaping in a manner which protects the adjacent Environmentally Sensitive Area (ESA).

CARRIED

3. DEVELOPMENT PERMIT DP 01-189599

(Report: October 16/01 File No.: DP 01-189599) (REDMS No. 518579, 545610)

Applicant: Interface Architecture Inc.

Property Location: 5971 Arcadia Road

Intent of Permit:

1. To allow the development of a 64-unit congregate housing project on a site zoned Comprehensive Development District (CD/75); and
2. To vary the regulations in the *Zoning and Development Bylaw* to:
 - increase the maximum building height from 14.03 m (46.03 ft.) to 18 m (59.055 ft.);
 - reduce the length of parking stalls from 5.5 m (18.045 ft.) to 5 m (16.404 ft.);

- reduce the minimum drive aisle from 7.5 m (24.606 ft.) to 6.7 m (22 ft.); and to
- reduce the width of two (2) of the four (4) handicapped parking spaces from 3.7 m (12.139 ft.) to 2.65 m (8.694 ft.).

APPLICANT'S COMMENTS

Mr. Ken Chow, Interface Architecture Inc., with the aid of a model, site plan and elevations, reviewed the project. Mr. Chow said that this project was very similar in configuration to the project submitted to the Development Permit Panel, and approved, several years ago. With a slightly reduced area, the proposed building was for four storeys set above a first floor common usage area. Parking, density and setback bylaws had been met.

Mr. Chow identified the four small variances requested: i) a height variance; ii) shortening of the parking stalls; iii) a reduction in the aisle width; and iv) a reduction in the width of two handicapped parking stalls. The design, form and character of the project fit well into the neighbourhood.

Mr. Chow provided the information that congregate housing does not provide licenced health care but rather a number of services.

STAFF COMMENTS

The Development Co-ordinator, Mr. Holger Burke, reviewed the report with the note that the subject site had been rezoned to CD/75 in 1998 for the specific purpose of allowing the development of a congregate housing project. However, the Development Permit had been cancelled earlier this year by the applicant.

Mr. Burke then responded to the concerns put forth in the correspondence received on this application, as follows:

1. The height of the building. The variance requested, for the elevator shaft, mechanical rooms and small sitting room, was within the zoning requirement.
2. Parking. The twelve spaces provided was consistent with the CD zone requirements.
3. The number and size of the units. Mr. Chow responded that determination of the unit size was derived from the experience of the owner with input from a social planner and the Richmond Health Department. Mr. Chow also provided the information that, based upon the new set of guidelines based upon a unit size of 280 square feet, the 370 square foot units proposed exceeded the standard.
4. The appearance of the building. As noted in the staff report a more residential character was desired. Staff were not totally satisfied with the design, however, the design guidelines had been met. The project was considered by staff to be superior to the previous application.

5. The lack of green space. The 53% lot coverage and 12 parking stalls provided for in the CD zone did not allow for abundant green space. The applicant was noted to have endeavoured to retain and protect the trees on the west side. Street and onsite property improvements have been offered by the applicant to compensate for this. The requested reduction to the drive aisle width was to allow for a buffer along the north property line.
6. Setbacks. The setbacks are consistent for the neighbourhood.
7. Access. Access will be provided from Arcadia Road only with the access point located as far from Westminster Highway as possible.

GALLERY COMMENTS

Mr. Michael Moore, 8651 Westminster Highway, spoke against the height of the proposed building. Mr. Moore also questioned where the rear fire lane was located and also mentioned the dead foliage on the subject property.

Ms. Nora Wright, 10587 Ackroyd Road, said that while she welcomed the facility into the neighbourhood she was concerned about the height of the building. As the majority of the neighbouring buildings were four storey in height, Ms. Wright was concerned the proposed five storey height would be obtrusive and not a good fit. Ms. Wright also referred to the lack of green space.

Mr. M. Polak, 5700 Arcadia Road, provided statistics on the health hazards encountered by individuals living in small areas. It was Mr. Polak's opinion that the minimum unit size should be 500 square feet.

A resident of a neighbouring complex expressed her concern about the proposed height of the building. In response to another question about the rear fire lane, the Chair advised that a rear fire lane was not required due to the double exposure to the street.

Mr. Peter Mathews, Arcadia Street, questioned whether consideration had been given to the noise and air pollution the residents would encounter.

CORRESPONDENCE

Ms. Nora Ann Wright, 105 – 8700 Ackroyd Road – Schedule 3.

D. Hohlacov, 202 – 5700 Arcadia Road – Schedule 4.

Mr. M. Polak, Suite 113, 5700 Arcadia Road – Schedule 5.

PANEL DISCUSSION

A discussion ensued on the feasibility of increasing the footprint of the building in order that the building height be reduced. Also discussed was the style and character of the building.

As a result of the discussion, the Chair indicated that he would be in favour of the application being deferred to a future meeting of the Development Permit Panel in order

that more information could be provided on the issues of building height, the resulting effect on cost to seniors if the building height were reduced, and the condition of the existing trees on the property. Mr. McLellan further suggested that input be requested from the Richmond Seniors Advisory and the Richmond Committee on Disability. The Panel members concurred with this suggestion.

PANEL DECISION

It was moved and seconded

That the application for a Development Permit be issued for 5971 Arcadia Road be deferred to a future meeting of the Development Permit Panel in order that :

- 1. possible alternatives to the building height could be explored. This would also include the possible effect a reduced number of units would have on the cost to seniors.***
- 2. a further report on the condition of the existing trees be provided;***
- 3. the Richmond Seniors Advisory Committee, along with other advisory bodies, be requested to provide their input.***

CARRIED

4. DEVELOPMENT VARIANCE PERMIT DP 01-193298
(Report: October 23/01 File No.: DP 01-193298) (REDMS No. 513814, 545614)

Applicant: Clarica Life Insurance Company

Property Location: 5580 and 5600 Parkwood Way

Intent of Permit:

To vary the maximum building height in the Business Park Industrial District (I3) from 12m (39.37 ft) to 16.154m (53 ft) for two new three-storey office buildings and which would vary the off-street parking requirement from 4 spaces to 3.22 spaces per 100m² (1076.43 ft²) of gross leasable floor area of building.

APPLICANT'S COMMENTS

Mr. Geoff Heu, Manager, Real Estate Division, 1140 West Pender Street, introduced himself, Mr. Bill Reid, architect, and Mr. Brian Wallace, N.D. Lea and Associates, to the Panel.

Mr. Heu reviewed the project with the note that the design was in keeping with the high tech area and also the retail feel of the Richmond Auto Mall.

Mr. Wallace, with the aid of an aerial photoboard, site plan and landscaping plan, provided additional comments.

STAFF COMMENTS

Mr. Holger Burke, Development Co-ordinator, reviewed the project.

In response to questions information was provided that the rooftop mechanical area would be screened from the Knightstreet Bridge upgrade and that bicycle parking would be included in the project.

GALLERY COMMENTS

None

CORRESPONDENCE

None

PANEL DISCUSSION

The Panel supported the variance requests.

PANEL DECISION

It was moved and seconded

That a Development Variance Permit be issued for 5580 and 5600 Parkwood Way which would vary the maximum building height in the Business Park Industrial District (I3) from 12m (39.37 ft) to 16.154m (53 ft) for two new three-storey office buildings and which would vary the off-street parking requirement from 4 spaces to 3.22 spaces per 100m² (1076.43 ft²) of gross leasable floor area of building.

CARRIED

5. **ADJOURNMENT**

It was moved and seconded

That the meeting be adjourned at 4:50 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, November 14, 2001.

David McLellan
Chair

Deborah MacLennan
Recording Secretary

**Development Permit Panel
November 14, 2001**

Introduction

- Property Ownership – Kayleen L. Dueck
- Representation – Warren L. Dueck
- Property Address – 10491 Springhill Crescent
- Property Location – West Richmond dike, south of CBC radio towers and north of Steveston Highway

Plan

- Demolish existing home
- Rebuild a single family home on the site

Design

- John Henshaw, Architect
- Vagelatos & Associates, Landscape Architects

Planned Home and Landscape Design conforms with:

- Building code
- Setback requirements
- Environmental specifications
- Prior to applying for development permit, all of neighbours within 50 meters of our lot were contacted for input and to allow them to comment on our plans

No variance from City of Richmond is being requested

Development permit is required because our development plans include the following changes to the area within 15 meters of the ditch:

- Building a new retaining wall along the ditch
- Raising the grade of the lot, including the associated retaining walls
- Proposed home's west wall is 1 meter within 15 meter area

Reason for the changes within the 15 meters of the ditch are:

- Existing retaining wall is over 35 years old and is in poor condition, the replacement wall is in conformance with the Engineering Dept.'s specifications.
- The lot's grade is being raised to maximize the area utilized by disabled persons accessing this area from the west side of the house.

- The raised grade would not alter the proposed home's height limit.
- City staff suggested an **alternative of building a larger deck** rather than raising the grade:
 - larger deck would be inconsistent with the City's environmental objectives as it would **prevent natural plantings** in the deck area;
 - the raised grade in the lot would allow for natural drainage and would not restrict the use of **natural plantings**;
 - we have agreed with the City that **100% of the plantings** on the western boundary of the lot, owned by the City would have plantings native to Richmond and that at least **50% of the plantings** in the 15 meter area would be native to Richmond;
 - the raised grade in the rear allows for a natural transition from the east to the west side of the lot, particularly as it relates to the proposed **wheel chair access to the home on the northeast side** of the lot. The alternative wheelchair access would require an unsightly and institutional wheelchair ramp or wheelchair lift.
 - The **cost of a deck** would be more expensive than raising the property's grade and provide for a smaller utilizable area, particularly as it relates to **disabled individuals**.
- The position of the house on the site is a reflection of the **buildable area** allowed by the City and the **building envelope**. All of these are within the City's requirements.
- In addition to native plantings, the proposed home would **remove an above-ground swimming pool** whose deck is partially situated on City property, its removal would assist promote the City's objective associated with the area adjacent to the ditch to restore its natural environment.
- The changes to the property will include **drainage** in accordance with City requirements and will be facilitated by the removal of the pool.
- As of yesterday, the City has formally agreed to allow the **existing cherry tree** identified in the City's Staff report to be replaced

Thank you for your time and consideration of our application.



City of
RICHMOND
PUBLIC WORKS

**REQUEST FOR TREE REMOVAL
ON CITY PROPERTY**

ADDRESS OF REQUEST

10491 SPRINGHILL CRESCONTACT PERSON
PHONE NUMBERWarren Duck
(604) 448-0200

DESCRIPTION OF TREE(S), SHRUB(S) OR HEDGE(S) FOR REMOVAL:

1, med-lg Cherry Tree

NOTE: TREES, SHRUBS OR HEDGES OTHER THAN THOSE DESCRIBED ABOVE ARE NOT TO BE REMOVED.

REASON FOR REMOVAL:

Tree is not healthy and not
feasible to move. It has some bad
pruning also over the years.

SITE REVIEW:

APPROVED BY

It is
C. Johnson

BY:

DATE:

ALL COSTS OF REMOVAL AND COMPENSATION ARE BORNE BY THE REQUESTER.

IN ORDER TO COMPENSATE FOR 1 FOR THE TREES LOST:

(NUMBER OF TREES) 1 (TREE SPECIES) substantial WILL BE
PLANTED (LOCATION) tree adjacent to current tree location to

SPECIFICATIONS OF COMPENSATING TREES:

facilitate construction of new driveway

RECEIVABLE

DAMAGE DEPOSIT

I HEREBY AGREE TO THE TREE COMPENSATION ABOVE.

SIGNATURE OF REQUESTER

DATE

To Development Permit Panel
Date: Nov. 14, 2001
Item # 2
Re: DP-01-189869

cc. ☒ Holger
☐ to City Clerk. ~~cc~~ attn.

CITY OF RICHMOND	
DATE	
NOV	9 2001
RECEIVED	
URBAN DEVELOPMENT	

Deborah MacLenn

November 2, 2001

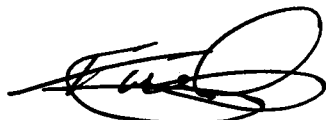
Schedule 2 to the Minutes of the
 Development Permit Panel meeting
 held on Wednesday,
 November 14, 2001.

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

Re: Notice of Application for
 Development Permit DP 01-189869

This correspondence is submitted in support of the above application. The Dueck's (Applicant) have been very conscientious in meeting with their surrounding neighbours to explain their intent. We appreciate their efforts to inform any potentially affected parties and see no negative effect on the area in question nor on the surrounding neighbourhood. We wish them well with their application.

Respectfully submitted,



Ken Takeuchi
 10520 Springhill Crescent
 Richmond, BC V7E 1W9

cc. Kayleen Dueck

Schedule 3 to the Minutes of the
Development Permit Panel meeting
held on Wednesday,
November 14, 2001.

105 - 8700 Ackroyd Road
Richmond BC
V6X 3G2

Development Permit Panel
City Clerk
Richmond City Hall

To Development Permit Panel
Date: <u>Nov. 14, 2001</u>
Item # <u>3</u>
Re: <u>DP 01-189599</u>

Re: 5971 Arcadia Road proposed 64 unit congregate housing unit

While I am in support of the utilization of the land at the corner of Arcadia and Westminster Highway as at the present time it is a real eyesore, I do have the following concerns:

1. The height of the proposed building should not be allowed to be in excess of the height of the apartment blocks and townhouses in the neighbourhood
2. I have a concern with the access and egress from this complex and trust this has been adequately addressed
3. There seems to be an inordinate number of units for this proposed building on such a small parcel of land
4. On street parking on Arcadia Road is already heavily utilized and this new complex will only add to the problem already being experienced by current residents in the area.

I would really like to have seen some green space on this parcel of land instead of another high density housing complex but I guess land equals money and so the concrete jungle continues to expand.

Your consideration of the above 4 points in relation to the variance to the Zoning and Development Bylaw would be very much appreciated.

Yours truly,

N.A. Wright

Nora Ann Wright



To Development Permit Panel
November 14, 2001
Item 3.

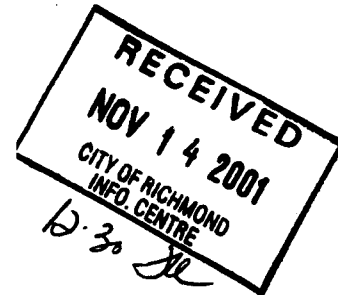
November 14, 2001

RE: Notice of Application for a Development Permit DP 01-189599

CLERK'S

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

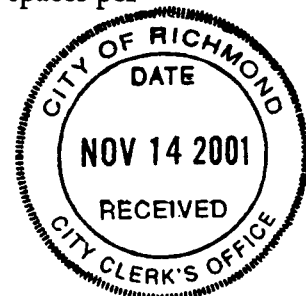
Schedule 4 to the Minutes of the
Development Permit Panel meeting
held on Wednesday,
November 14, 2001.



Dear Sir or Madam:

Herewith are my comments and suggestions re the proposed congregate housing development on the northwest corner lot of the intersection of Westminster Hwy and Arcadia Road.

1. The overall height of the building should be kept at 14.03 m, as stated in the CD/75 to comply with the existing buildings in the neighborhood, thus preserving the look of that whole area and preserving non-obstructed views.
2. The total number of stories of the building should be limited to ideally 3 stories, and to maximum of 4 stories to match the neighboring area's buildings, which is the only way to fit this proposed development in the existing buildings' milieu without disruption and without disturbing the look and feel of the area's architecture.
3. To reduce the 64 proposed number of units by 25% to a maximum of 48 units. This is necessary to achieve a manageable and human oriented seniors' caring facility, given the available size and location of the lot. This will also be necessary in order to achieve the above stated propositions 1 and 2
4. The required minimum total number of parking spaces should be 24, instead of proposed 12 in order to at least get close to the requirement stated in Division 400 that asks for 0.65 parking spaces per unit in a Congregate Housing Building. The proposed 12 parking spaces per 64 units works out the provision of only 0.19 parking spaces per unit, which is 236% less than as required per Division 400. This proposition asks for the provision of 24 parking spaces for 48 units, which equals the provision of 0.50 parking spaces per unit. While 0.50 is still 28% below the normally required 0.65 parking spaces per unit, it is much better and more reasonable provision than the proposed 0.19 parking spaces per unit that is by all means far below any acceptable norm for parking. In case that applicant/developer wants to keep the proposed number of parking spaces at 12, which is equal to the CD/75 minimum number of required parking spaces, then the number of units should be reduces from the proposed 64 units further and below the above suggested 48 units to 24 units in order to meet at least the 0.50 parking spaces per unit ratio.



November 14, 2001

5. The proposed building's appearance should be enhanced to look more like neighboring residential buildings, which are townhouses and 3-story apartment buildings. The proposed look of the building is more "warehouse" like and it shouldn't be that way, not only for the reason of fitting it into the surrounding area's buildings, but also for the reason of the very human nature of the function and purpose of the proposed building.
6. The proposed location of the building and the proposed setbacks from property lines to the south (Westminster Hwy) and east (Arcadia Rd). The proposed setbacks to the south and east are less than setbacks of the neighboring buildings, thus again corrupting the look of the neighborhood area. The proposed location of the building is too close to Westminster Hwy, which is a very busy road that generates lots of noise. Given the intended use of the building, beside the notion that the seniors' home is far better off if located in quieter area of the city, moving the building further to the back and away from Westminster Hwy will somewhat reduce the negative impact of the Westminster Highway generated noise.
7. The proposed landscaping should include more green space (bushes, flowers, trees and lawns) to make the place more human centered and give some eye pleasing site for the seniors living there, given the unfortunate location (almost on the curb of the busy highway).


Given the noble cause of helping senior people in need of affordable place to live, the proposed development should follow with the building that is appropriately scaled for the intended use. Given that the location is not suitable for the intended purpose, the proposed development should try to minimize the downsides of the location such as small lot, noise and lack of green space.

The other important aspect is to try to come up with the building that fits well within the surrounding milieu in terms of size, height, architectural features and exterior look.

I hope that the above stated concerns and issues will be taken into account and resolved to the benefit of our neighboring community, as well as our future neighbors and the applicant/developer.

Thank you for your time and consideration. Looking forward to hearing back from you.

Sincerely,


Djordje Hohlacov

Resident/Owner
202-5700 Arcadia Road
Richmond, BC V6X 2G9

TEL. 604 244 5835

MARIO W. POLAK M.Sc., P.Eng.
CONSULTING ENGINEER (retired)
5700 ARCADIA ROAD SUITE 113
RICHMOND BC V6X 2G9
CANADA

To DP Panel
November 14, 2001
Item 3.
FAX. 604 244 5807

13 November 2001

DP-01-189599

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

Schedule 5 to the Minutes of the
Development Permit Panel meeting
held on Wednesday,
November 14, 2001.

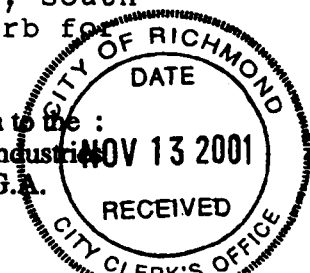
Dear Sir :

Re : Application for a Development Permit DP 01-189599
Interface Architecture Inc.
Location : 5971 Arcadia Road

Objections to granting a Development Permit to the Applicant
are hereby made based on the following grounds:

- A personal review and inspection of the architectural plans of the proposed building reveals that :
- 1.0 The proposed building has no architecture whatsoever, the exterior looks like a prison, and at best, like a shipping wharf warehouse which, you will see many of at the Vancouver waterfront.
 - 1.1 The present architecture of the entire length of Arcadia Road apartment buildings, on both sides of the road, are of pleasing architecture, conforming to renaissance structural styling and mediterranean roof lines. Anything else, would be totally unacceptable.
 - 2.0 The Applicant asks for a Permit to construct a 5-storey building, in an area and on the street where, all the buildings present, are only 3-storey high. In order to preserve existing maximum height, the requested variance should be denied.
 - 3.0 This Applicant endeavours to pack into a small area as many occupants as possible, each of the 64 units is approximately 35 sq.m. (377 sq.ft.) which is very close to the area of prison cells. Notwithstanding that the proposed building is for handicapped, who require all the room and space for wheelchairs and other medical appliances, the proposed size and shape of the units is impractical and dangerous to the occupant. Based on this argument alone, the Application should be rejected.
 - 3.1 It is this writer's opinion that, the Applicant has little or no knowledge of certain specific requirements governing accommodation and other facilities thereto suitable for handicapped person's occupancy. Based on this argument, the Application should be rejected outright.
 - 4.0 With respect to parking spaces on Applicant's location, it must be noted that Westminster Hwy. is a trunk highway on which, no parking on either side is allowed. On Arcadia Road, street parking is very limited for the proposed development, south of the proposed driveway, there is space along the curb for

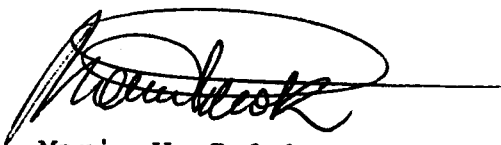
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Feasibility Studies, Economics, Engineering, Development and Construction Supervision to the :
Petroleum & Gas, Mining, Oil & Gas Pipelines and Thermal Electric Power Generation Industries
Member of : A.S.M.E., Inst. of Petrol., A.S.T.M., E.I.C., C.I.M.M., A.P.E., C.I.P.G.A.



just 1 car on the south of the driveway, and on the north side of the driveway, there is space for 2 cars, making it, a total legal street parking of just 3 cars outside the location. Within the property, the Applicant proposes just 12 parking spaces, in contravention of City Bylaws, which specifies a ratio of 0.65, which relates to a minimum of 41 parking spaces. At this juncture it must be noted that, times change, and what was acceptable 25 years ago, is not valid anymore.

- 4.1 Cognizance must be given to the fact that, to-day many of handicapped or disabled persons own and proficiently drive their automobiles. Under the proposed condition, this will be impossible.
- 4.2 Based on the aforementioned argument, the Application should be rejected for reasons of insufficient parking spaces for the number of proposed units.

Sincerely yours

A handwritten signature in black ink, appearing to read 'Mario W. Polak', with a large, sweeping flourish extending to the right.

Mario W. Polak