



## Development Permit Panel

Wednesday, February 29, 2012

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, Chair  
Robert Gonzalez, General Manager, Engineering and Public Works  
Dave Semple, General Manager, Parks and Recreation

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

### 1. Minutes

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, January 25, 2012, be adopted.*

**CARRIED**

### 2. Development Permit 10-556907

(File Ref. No.: DP 10-556907) (REDMS No. 3471989)

APPLICANT: KENNETH E. KING Architecture + Planning

PROPERTY LOCATION: 6311, 6331, 6351, 6371 No. 4 Road

INTENT OF PERMIT:

1. Permit the construction of twenty-six (26) 2½- storey residential townhouse units at 6311, 6331, 6351 and 6371 No. 4 Road on a site to be rezoned "Low Density Townhouses (RTL4)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) Increase the maximum 40% lot coverage to permit a 43% lot coverage;
  - b) Reduce north side yard setback from 3.0 meters to 0.0 meters to locate a screened recycling/garbage enclosure;
  - c) Allow a tandem parking configuration in seven (7) units for a total of fourteen (14) stalls.

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**Applicant's Comments**

Kenneth King, Kenneth E. King Architecture + Planning provided the following details regarding the proposed residential townhouse units on No. 4 Road;

- the site is located on the west side of No. 4 Road, between Alberta and Ferndale Roads, a site that is currently vacant;
- to the west are townhouse units, to the south is a single-family residence, and to the east is a church, as well as single-family residences;
- surrounding developments, open space, and road patterns have all influenced the site planning for the proposed project, with respect to siting, orientation and massing;
- the architectural design has been developed to maintain the texture and character of the neighbourhood;
- the proposed development consists of 26 ground oriented 2<sup>1/2</sup> storey townhouse units, arranged on either side of a proposed lane; units toward the end of the structures are pulled toward the street, to present a strong edge and to reinforce the rhythm of the streetscape;
- there is a courtyard feature at the back of the subject site, on the second level, and units at that location are 2 stories;
- access to the subject site is along No. 4 Road, on the northern edge of the site, an existing driveway has been upgraded, an emergency exit exists, and there are provisions for a new lane;
- a large existing Sequoia Tree is being retained on the site;
- there are some walkways that bind the scheme together, and also provide easy, secure and convenient access to all units, as well as to the amenity area, the mailbox area, and the recycling/garbage enclosure;
- the buildings have been designed in a traditional "heritage style" with facades that feature gabled porches, verandahs, hip and gabled roofs, and bracket features;
- the individual units are L-shaped, and each flows out onto a patio;
- walkways for residents and visitors provide easy access to the lane;
- access for vehicles is from the lane, and directly into the units' double garages;
- the lower level of the exteriors is finished in Hardi-plank and stone based columns, with some vinyl siding above the ground level;
- the colour scheme includes a green tone on doors, and each unit is individualized with either a blue or brown colour scheme; and
- one unit per block of townhouses includes convertible features.

Meredith Mitchell, DMG Landscape Architects, provided the following details regarding the proposed landscape design:

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- there is a 10 meter Agriculture Lane Reserve buffer on the No. 4 Road frontage, and plants have been chosen to provide screening and buffering for adjacent agricultural operations on the east side of No. 4 Road;
- small and medium-sized shrubs will be planted along walkways, and on private outdoor spaces;
- a lighting strip, and other lighting elements, will enhance wayfinding on the site;
- the front outdoor amenity areas have been integrated with the pedestrian walkway, and designed to be slightly screened from No. 4 Road; the outdoor amenity area includes an active area and a passive space;
- the existing Sequoia Tree on No. 4 Road is lower than the sidewalk, and a tree well will be created with a low retaining wall;
- decorative concrete unit pavers added to the front of the amenity space will avoid an appearance of a road;
- the units' patio areas will be elevated and feature retaining walls; and
- three entry points along the front walkway will be separated with trellis work, and there will be a double trellis at the entry of the outdoor amenity area.

In response to a query from the Chair, Mr. King advised that there is an emergency access from No. 4 Road.

**Panel Discussion**

A brief discussion ensued between the Chair and the architects, during which the following advice was provided:

- the landscape scheme was presented to the City's Agriculture Advisory Committee, and suggestions such as a mix of coniferous and deciduous trees, a permanent hedge, a lawn area, native grasses, and to avoid fruit bearing species, were included in the landscape plan;
- to mitigate the noise from busy No. 4 Road, the sidewalk goes directly up to the property line and there is a picket fence with plant materials located in front of it, as well as behind it;
- besides gaining access to townhouse units through garage doors, residents also have a main door into their unit; and
- attention was paid to the private space for each of the rear units, with attractive entry features.

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**Staff Comments**

Brian J. Jackson, Director of Development, advised that the requested variances reflect the amount of landscaping particular to this project. Staff support the application and the requested variances, including a slight increase in the lot coverage and a reduction of the north side yard setback to locate an architecturally treated recycling/garbage enclosure, complete with an ornamental fence for screening.

Mr. Jackson added that the Sequoia Tree is a good specimen of the species, and staff is happy with the applicant's effort to retain it on site.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

The Panel commended the architect on the design.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of twenty-six (26) 2½- storey residential townhouse units at 6311, 6331, 6351 and 6371 No. 4 Road on a site to be rezoned "Low Density Townhouses (RTL4)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - a) *Increase the maximum 40% lot coverage to permit a 43% lot coverage;*
  - b) *Reduce north side yard setback from 3.0 meters to 0.0 meters to locate a screened recycling/garbage enclosure;*
  - c) *Allow a tandem parking configuration in seven (7) units for a total of fourteen (14) stalls.*

**CARRIED**

**3. Development Permit 11-577719**  
(File Ref. No.: DP 11-577719) (REDMS No. 3256988)

APPLICANT: Westmark Developments (Woodwards Pointe) Ltd.

PROPERTY LOCATION: 9900 No. 2 Road and 6011, 6031, 6051 & 6071 Williams Road

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**INTENT OF PERMIT:**

1. Permit the construction of 23 townhouse units at 9900 No. 2 Road and 6011, 6031, 6051 & 6071 Williams Road on a site zoned Medium Density Townhouses (RTM3); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) Reduce the minimum Williams Road setback from 6.0 m to 4.5 m;
  - b) Reduce the minimum Parsons Road setback from 6.0 m to 4.5 m for the ground floor of Building No. 2;
  - c) Reduce the minimum road setback to landscape structure from 2.0 m to 1.5 m for trellises located along the No. 2 Road and Parsons Road frontages at the dead ends of the internal drive aisle; and
  - d) Allow a total of 36 tandem parking spaces in 18 townhouse units.

**Applicant's Comments**

Taizo Yamamoto, Yamamoto Architect Inc. advised that the subject site for the proposed townhouse units is narrow, and spans two lots at No. 2 Road and Williams Road. He provided the following information:

- large trees along the perimeter, and in the centre of the site, are going to be preserved;
- as a result of concerns regarding access to the site, raised at the March, 2011 Public Hearing, access to the site was moved from Parsons Road to Williams Road, where a right in/right out access is provided;
- the outdoor amenity area is provided in a central location; narrow stripes of pavers go east and west from the centrally located outdoor amenity area, toward the pedestrian entries to the site from Parsons Road and No. 2 Road;
- the site layout includes 23 townhouse units in seven separate buildings, and massing appropriate for the adjacent duplex is achieved by including a mix of two-storey and three-storey townhouse units; there is minimal shadowing from the three-storey units;
- street fronting townhouse units at the end of each building block are stepped down to give the appearance of a single-family residence;
- the scale of the buildings is complemented by the large trees being retained along Williams Road and No. 2 Road;
- the residential streetscape is enhanced by a mix of gable roofs, hip roofs, and entrance porches; individual townhouse unit facades reinforce a look of individual units;
- due to the raising of the site, there are localized lower spots, but trees are lower, and privacy is created where yards are adjacent to the road;

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- the children's play area is secure with an opportunity for passive surveillance; the area includes slides and climbing equipment for children aged two to six years, there are benches around the perimeter, as well as some lawn space;
- due to the narrow nature of the subject site, there is no walkway to the rear of the site for the rear units, but the central walkway has been widened somewhat;
- small street fronting yards are a feature of the front units, with small patios with pavers, some lawn, and a few trees;
- sustainability features include energy efficient appliances, low flow fixtures and low-E glazing;
- one convertible unit has been incorporated into the design of the project, with all other units featuring aging in place features such as blocking for grab-bars in bathrooms and lever handles for doors; and
- brown and tan colours are planned for some of the buildings, while grey tones are planned for other buildings.

**Panel Discussion**

Discussion ensued between Mr. Yamamoto and the Panel, and the following information was provided, in response to queries:

- at the northeast corner of the site, yards are low to preserve the existing trees on the adjacent site; a fence six feet high, coupled with plants and an existing hedge, will ensure privacy is maintained;
- all street fronting units have entrances off the street, but because the rear of the site is shallow, the entrances for the rear units are adjacent to the drive aisle
- the traffic management plan will be submitted to the City's transportation division as part of the Building Permit;
- on-site visitor parking is located throughout the site, and beside the drive aisle;
- a Cedar and a Fir tree are being retained within the centre of the site in the outdoor amenity area, and the area also features a ramp for wheelchair accessibility, a landscaped buffer zone, a fence, some bench seating, a trellis, and wood chips are proposed for the play area surface.

**Staff Comments**

Mr. Jackson acknowledged the challenges presented by the site. He noted the applicant had responded to concerns expressed by neighbours during the March, 2011 Public Hearing, regarding access off Parsons Road, and that the applicant's response to the stated concerns resulted in efficiencies as well as the retention of trees within the subject site and along the periphery of the site.

Mr. Jackson advised that staff supports the application and requested variances.

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In response to queries from the Chair, Mr. Jackson advised that Parsons Road residents, at the March, 2011 Public Hearing, expressed concern regarding: (i) the removal of trees, but that seven trees are being retained on the site, with a further 11 being retained along the periphery; and (ii) the height of the proposed three-storey townhouse units being taller compared to existing houses in the area, but the applicant has responded by significantly reducing interface units to two stories.

**Gallery Comments**

Rosemarie Schlossarek, 9940 Parsons Road, advised that she had signed a petition that was presented at the March, 2011 Public Hearing, and that she saw the access had been removed from Parsons but remained concerned regarding the parking provisions. She stated that instead of shuffling their cars into the provided tandem parking spaces, people would opt to park on the street, and that Parsons Road was too narrow to accommodate parked cars.

She noted that accidents were bound to happen due to on-street parking and drivers unable see other drivers who turn onto Parsons Road.

In response, the Chair advised that vehicle access to Parsons Road had been eliminated and that the applicant has designed one pedestrian access for residents of the proposed development on Parsons Road, and another pedestrian access on No. 2 Road. He added that the neighbours' concerns were heard at the March, 2011 Public Hearing, and that the applicant had acted on many of them.

Mr. Jackson advised that the application meets the requirements for parking as outlined in the City's zoning bylaw. He added that pavement on Parsons Road is currently 8.8 metres wide, and that as a result of the proposed development it will be increased to 11 metres, that no space will be taken away, and that lanes will be wider and feel safer.

**Correspondence**

None.

**Panel Discussion**

The Panel thanked the applicant for addressing the neighbours' concerns through landscaping and other design details.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of 23 townhouse units at 9900 No. 2 Road and 6011, 6031, 6051 & 6071 Williams Road on a site zoned Medium Density Townhouses (RTM3); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*

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- a) *Reduce the minimum Williams Road setback from 6.0 m to 4.5 m;*
- b) *Reduce the minimum Parsons Road setback from 6.0 m to 4.5 m for the ground floor of Building No. 2;*
- c) *Reduce the minimum road setback to landscape structure from 2.0 m to 1.5 m for trellises located along the No. 2 Road and Parsons Road frontages at the dead ends of the internal drive aisle; and*
- d) *Allow a total of 36 tandem parking spaces in 18 townhouse units.*

**CARRIED**

**4. Development Permit 11-593925**

(File Ref. No.: DP 11-593925) (REDMS No. 3456923)

APPLICANT: Cotter Architects

PROPERTY LOCATION: 14000 Riverport Way

**INTENT OF PERMIT:**

Permit the construction of a mixed-use six storey building with 55 market rental apartments, approximately 78 m<sup>2</sup> commercial space, approximately 83.6 m<sup>2</sup> community amenity space, and an associated two-level parking structure on a site zoned "Low Rise Apartment (ZLR14) - Riverport".

**Applicant's Comments**

Simon Ho, Architect, Cotter Architects provided the following information regarding the proposed mixed-use six-storey building, with associated two-level parking structure, at 14000 Riverport Way at Steveston Highway.

- the intent is for the proposed mid-rise building to create a 'landmark building' that differs from the ornately designed existing four-storey buildings in the area, and will deliberately set the proposed building apart from the other buildings;
- the proposed building celebrates geometry, has a clean design, and features wood-framed construction;
- access to the subject site is a shared driveway, with one parkade link;
- the two-level parking structure is divided into one level of underground parking and one level of at-grade parking;
- for security purposes the underground parking level is secured;
- one of the two indoor amenity spaces is for residents of the proposed building, with the second amenity space available to residents of the Riverport waterfront neighbourhood;
- a small office earmarked for the building manager is located at the 'prow' of the proposed building, at the corner of Riverport Way and Steveston Highway;



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- the parking structure is screened with trellis details and vine planting, and the roof is pulled back along Riverport Way to soften the appearance;
- a lighting engineer will ensure that the interior of the parkade be appropriately lit, but to mitigate any light pollution, appropriate lighting levels will be applied in the different areas of the parking structure;
- berms will be featured along the Fraser River frontage;
- of the 55 market rental units, 3 are adaptable;
- balconies are designed to be kept within the building footprint to keep the clean lines of the geometry intact;
- a vertical strip featured on the building's exterior is being explored as a public art element with colour and light; and
- the outdoor amenity space is located on the second floor parking structure podium roof and features: (i) a children's play area; (ii) a barbeque pit; and (iii) a sitting area overlooking the Fraser River.

Mark Synan, Landscape Architect, Van Der Zalm and Associates Inc. provided the following information regarding the landscape scheme for the proposed development:

- the landscape scheme is separated into two levels, with the lower street level facing Steveston Highway, Riverport Way and the Fraser River, and the upper level amenity area providing a semi-private space for residents;
- the landscape scheme uses high quality landscape materials, and strong banding elements to: (i) create strong patterns; and (ii) replicate the strong geometric emphasis of the architecture;
- the children's play area contains a small sandbox, along with play equipment designed for children two to five years of age; and the barbeque pit surface features high quality pavers;
- glass dividers on balconies take advantage of views across the Fraser River;
- a generous combination of ornamental grasses, low shrubs and ground covers are a feature of the landscape scheme; and
- there are existing street trees along Riverport Way, while the side facing the dike features a significant planting belt of ornamental grasses and asphalt path with concrete border.

A brief discussion ensued and the following advice was provided:

- in addition to a walkway along the Fraser River frontage, soft trellis features as well as screening plantings soften the parkade exterior wall; and
- there are two elevator shafts and two ground level lobbies, and residents can use both elements to easily gain access to the dike and river.

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**Panel Discussion**

In response to queries Mr. Ho and Mr. Synan advised that:

- no solar panel installations will be applied to the roof, but environmentally sensitive materials will be a feature on the roof of the penthouse, the amenity space features an intensive green roof, and the horizontal banding provides partial solar shading for the glazing; and
- the children's play area surface is recycled rubber.

**Staff Comments**

Mr. Jackson stated that the exaggerated design of the prominent corner, or 'prow', of the building, with its large balconies, provide shading on the sunny southwest corner of the structure.

Mr. Jackson advised that the rental building situated to the north of the subject site was constructed by the developer, is now open, and is a very high quality building. the corner building will be different in its approach to architectural design, and it too will be wood-frame, not concrete.

**Gallery Comments**

None.

**Correspondence**

XXX, XXXXX and XXX XXXX, XXXXX XXXX, XXX (Schedule 1)

Mr. Jackson advised that the Davies family was opposed to the application, and some of their concerns were related to rezoning issues, not form and character issues.

In response to a query from the Chair, Mr. Jackson confirmed that the zoning text amendment application from the proponent is at third reading. He also confirmed that, with regard to the Davies' concerns with parking and congestion, the applicant's net parking provision of 1.19 spaces per resident unit, along with the applicant's TDM contribution towards a bus shelter and bus pad at the existing bus stop at Steveston Highway and Entertainment Boulevard, the development application meets the requirements of the City's zoning bylaw.

Mr. Jackson added that: (i) the City's transportation staff reviewed, and approved, the applicant's transportation plan; and (ii) as part of third reading Council accepted the transportation plan.

**Panel Discussion**

The Panel noted the innovative quality of the design.

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**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the construction of a mixed-use six storey building with 55 market rental apartments, approximately 78 m<sup>2</sup> commercial space, approximately 83.6 m<sup>2</sup> community amenity space, and an associated two-level parking structure on a site zoned "Low Rise Apartment (ZLR14) - Riverport".*

**CARRIED**

**5. Development Permit 11-594513**

(File Ref. No.: DP 11-594513) (REDMS No. 3456922)

APPLICANT: Sandhill Development Ltd.

PROPERTY LOCATION: 11000 No. 5 Road

INTENT OF PERMIT:

Permit the construction of two (2) Commercial Retail buildings at 11000 No. 5 Road on a site zoned "Auto-Oriented Commercial and Pub (ZC26) – Ironwood".

**Staff Comments**

Mr. Jackson advised that Sandhill Development Ltd. had, in the past, investigated a hotel proposal for the site, but that application had lapsed and the application being presented to the Panel was for retail development.

**Applicant's Comments**

Andrea Scott, Architect PJ Architect Ltd., provided the following information.

- the subject site is a vacant area to the south of the existing Sands Plaza commercial development on the same property;
- the proposed buildings are reminiscent of the architecture of the existing retail buildings on the site;
- the proposed building materials, Hard-board and batten, Hardi-shakes, Hardi-trim, cultured ledge stone are consistent with the existing buildings;
- a colour pallette of red and green also mimic the colour scheme of the existing buildings;
- the drive aisle areas, and parking areas, feature special paving treatment, including some parking stalls with permeable pavers;
- the landscape scheme for the subject site carries on the landscape scheme featured in the existing Sands Plaza development; and

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- there is a slight increase in grade between the existing development and the subject site, and the two proposed buildings will be raised above the existing stores to achieve the flood construction level requirement, with landscape treatment providing assistance in the transitioning.

**Staff Comments**

Mr. Jackson stated that staff supports the application.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the construction of two (2) Commercial Retail buildings at 11000 No. 5 Road on a site zoned "Auto-Oriented Commercial and Pub (ZC26) – Ironwood".*

**CARRIED**

**6. Development Permit 11-596454**

(File Ref. No.: DP 11-596454) (REDMS No. 3466780)

APPLICANT: Paul Chiu, Architect

PROPERTY LOCATION: #380 - 9100 Blundell Road

INTENT OF PERMIT:

Permit the construction of an expansion to an existing Shoppers Drug Mart at 9100 Blundell Road on a site zoned "Community Commercial (CC)".

**Applicant's Comments**

Paul Chiu, Architect, Urban Design Group Architects Ltd., accompanied by his client, Terry McPhail, provided the following information regarding the proposed expansion of an existing Shoppers Drug Mart structure at the southeast corner of 9100 Blundell Road, a site that currently contains a shopping centre:

- the intent of the application is to increase the floor area of the existing Shoppers Drug Mart by extending the rear of the store that is sited at the southeast corner of the mall at Blundell and Garden City Roads;

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- the idea is to expand the store's pharmacy, and to incorporate storage space into the proposed extension;
- the entry façade of the Shoppers Drug Mart store will not change and no new signage areas are being proposed;
- new stores built by Shoppers Drug Mart have approximately 20,000 square feet, while the current store at the Blundell and Garden City mall has only 9,000 square feet;
- some existing parking stalls, at the rear of the store; and along the periphery of the site, have to be removed in order to accommodate the proposed expansion;
- the removal of these parking stalls has little impact on the landscaping at the back of the store, with only three small landscaping islands to be removed, thereby removing two trees;
- the parking stalls planned for removal are used by the store's staff, but no customer parking stalls will be affected or removed;
- the construction of the expansion of the store will take place without the store ever having to close for business, and a phased construction plan will accomplish this; and
- the wall to be erected at the back of the store, as part of the extension, is a plain masonry block wall with integrated colour band which will be replaced with a plain light weight EIFS wall comprising a stucco finish, and its appearance is enhanced by a horizontal strip of colour.

A brief discussion took place between the Panel and Mr. Chiu with regard to the appearance of the back of the store, and Mr. Chiu advised that the view of the extension from the homes of residents on Heather Street and Dixon Avenue will be of a landscaped buffer

Landscape Architect, Meredith Mitchell, DMG Landscape Architects, provided the following details regarding the landscape scheme:

- where the site interfaces with Heather Street, existing conifers provide an effective buffer, and where the site interfaces with Dixon Avenue, additional deciduous trees and infill hedge will be planted to create an effective buffer;
- newly planted materials have been chosen to match the existing hedge and existing shrubs on the Dixon Avenue interface; and
- three or four new trees to be planted along the southern edge of the site will plug 'gaps' that exist there now.

### **Panel Discussion**

In response to Panel's queries, Mr. Chiu advised that:

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- despite the removal of some staff parking stalls, the number of available staff parking stalls exceeds the parking requirements as outlined in the City's rezoning bylaw; and
- a series of yellow bollards placed near the wall of the proposed extension will ensure that the wall is not damaged by vehicles.

**Staff Comments**

Mr. Jackson stated that staff supports the application. He added that staff anticipates that the applicant will shortly meet the \$5,000 landscaping security, a condition, and that the application will proceed to a March, 2012 Council meeting.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the construction of an expansion to an existing Shoppers Drug Mart at 9100 Blundell Road on a site zoned "Community Commercial (CC)".*

**CARRIED**

**7. New Business**

**8. Date Of Next Meeting: Wednesday, March 14, 2012**

**9. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 5:01 p.m.*

**CARRIED**

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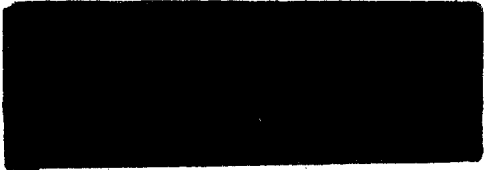
Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, February 29, 2012.

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Joe Erceg  
Chair

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Sheila Johnston  
Committee Clerk



<b>To Development Permit Panel</b>	
Date:	WED. FEB. 29 / 12
Item #	4
Re:	DP 11-593925
_____	

Director, City Clerk's Office  
 Richmond City Hall

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February 29, 2012

**Schedule 1 to the Minutes of  
 the Development permit  
 Panel Meeting of Wednesday,  
 February 29, 2012.**

Dear Director,

Our family is strongly opposed to the land use proposal at 14000 Riverport Way, and our concerns are as follows:

**1) PARKLAND**

We think parkland or green space is much more appropriate for the land use. It will help present a much more open and inviting space for the rental residents and the public alike, and encourage public use and enjoyment of the riverfront.

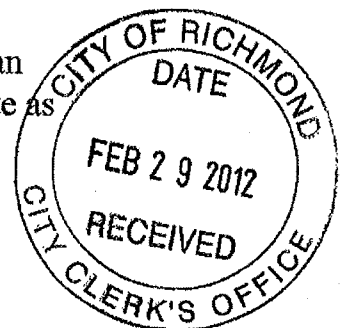
**2) FOUR STORIES, NOT SIX**

If the land is to be developed, we believe that four stories, the height of the neighbouring buildings, would be more appropriate for the location and much more suitable to the setting. A tower will reduce the level of light entering the street, make less light available to residents in the other buildings, and will contribute to a fortress-effect that will be less inviting and will discourage public access to the river.

**3) MARKET HOUSING, NOT RENTAL**

If the land use must be housing, we strongly suggest that market housing would be more appropriate than rental and would provide greater stability and balance to the area.

As landowners, we have already seen the very poor performance sales have made in the five or so years that our development has been in existence. At best, our units are valued slightly more than what we originally paid, whereas the rest of Richmond has seen large increases, often 100% to 200%. We are very concerned that an imbalance towards rental housing will effectively seal our fate as





landowners. If the developers wish to buy our property for fair market value, we would gladly sell to them and move away.

**4) UNSUSTAINABLE PARKING & CONGESTION**

Parking on Riverport Way is already at capacity. In the evenings it can be very difficult for current residents to find parking on the street. It has been our practical experience that street parking needs are much greater than the levels anticipated by planners. And now, with the rental building recently built, the situation will be unsustainable. We simply cannot add another fifty-five more units, as proposed. The situation will be intolerable for everyone. And what about visitors to the riverfront and park: where will they park? And what about customers of the proposed commercial space: where will they park? The area will become impossibly congested.

**5) EXCESSIVE DENSITY**

We believe that the proposed density for this beautiful recreation area is already greater than it should be, and that the parking and living congestion will reduce our quality of life to an unnecessarily uncivilized level.

Thank you very kindly for giving the contents of this letter your thoughtful consideration.

Sincerely,

A large black rectangular redaction box covering the signature of the sender.A black rectangular redaction box covering the address of the sender.