

To Public Hearing	
Date:	SEPT. 9, 2009
Item #:	12
Re:	Bylaws 8521 + 8522

Mayor and Councillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: September 7, 2009 8:43 PM
To: Mayor and Councillors
Subject: Send a Submission Online (response #477)
Categories: UCRS Code FILE: 12-8060-20-8521

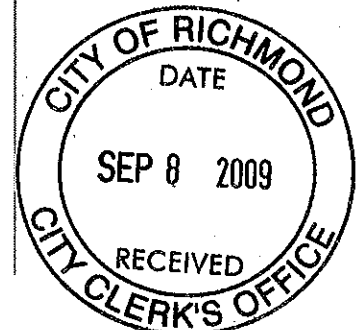
SCHEDULE 16 TO THE MINUTES
OF THE REGULAR MEETING OF
COUNCIL FOR PUBLIC
HEARINGS HELD ON
WEDNESDAY, SEPTEMBER 9,
2009.

Send a Submission Online (response #477)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/Page1793.aspx
Submission Time/Date:	2009-09-07 8:42:58 PM

Survey Response

Your Name:	Marion Smith
Your Address:	6580 Mayflower Drive
Subject Property Address OR Bylaw Number:	8521 and 8522
Comments:	<p>I am opposed to the rezoning of these properties from Industrial Storage District to Comprehensive Development District and SPU. This past spring, Richmond saw serious incursion into the ALR by Port Metro Vancouver when it purchased farmland near the South Arm of the river. The City of Richmond, as did other cities in Metro Vancouver, protested this incursion into the ALR. It does not make sense for City Council to decry the loss of farmland to industrial interests on the South Arm of the river, but allow the loss of industrial land to housing on the North Arm. It is very short sighted to allow this loss when in the near future, many businesses currently in the city centre corridor will be forced to relocate to make way for massive housing development. Industrial land will be the only appropriately-zoned land for many - but will Richmond have any available? In addition, we all know that waterfront land and views are highly prized and will sell quickly. However, it is irresponsible for this city to allow housing near the flight path,</p>



knowing the negative impact this will have on quality of life for those buyers. This isn't the first time Richmond has exhibited a buyer-beware attitude towards potential purchasers of similar properties. Such callous disregard for residents is not becoming for a city, nor its council. This housing development does not belong in this location. It is nowhere near the city centre. It is not near transit: contrary to the article that appeared in a local paper, most of the site is well over $\frac{3}{4}$ of a mile from the Bridgeport Station along a truck route. Most of the area is a half mile by crow to Bridgeport Road. Given TransLink's economic situation the area won't get local transit in decades. Residential housing is the wrong use for this property. It should remain as industrial land.