

Schedule 10 to the Minutes of the Development Permit Panel meeting held on Wednesday, May 27, 2020.

To Development Permit Panel
Date: <u>May 27, 2020</u>
Item # <u>1</u>
Re: <u>DP 19-866690</u>

CityClerk

From: [REDACTED]
Sent: May 27, 2020 1:59 PM
To: CityClerk
Subject: Urgent: Notice of Application DP 19-866690 - Written Submission

Good afternoon,

I am writing to inform you of my opposition to the permit DP 19-866690. I understand The City has its obligations to support all of its citizens, but The City should be first showing their obligations towards existing tax paying members of the community.

I fail to see how the reduction of the parking spaces from 87 to 46 could benefit the neighborhood. I question the 3rd party traffic report. I'm assuming this company investigated the traffic and parking along Dover Crescent and Lynas Lane, however did they not conduct their investigation in the evenings or on the weekends when it is impossible to find parking on Dover Crescent?

As I write this letter to you now (noon on a weekday), I am currently walking outside [REDACTED] [REDACTED] I do not see any open parking spaces for at least 150 meters on the South Side of Dover Crescent. On any given weekend, when [REDACTED] parking is full, my friends and family are required to park their vehicles on Lynas lane south of Westminster Highway which is at least 500 metres away. Just because you subsidize someone's transit pass and grant access to bike shares as so forth as indicated on your supporting documents, this does not mean that an individual residing at this prospective building will not own a vehicle or two.

What will happened when, on a weekend, for example 10 units out of the 80, decide to have a gathering at their home with each gathering having multiple people drive to this building, where will these individuals park their vehicles? Their own visitor parking will be full and they will be forced to park on Dover Crescent. This will lead to a lack of parking for existing Dover Crescent residents, let alone increase the traffic in this family-oriented neighborhood.

The supporting documents to this application, appear to indicate that the subsidies of transit passes will offset the need of this building's residents of owning vehicles. A family member residing with me was offered a free transit pass, however it was never used it as we owned 2 vehicles. Furthermore, during a meeting with BC Housing, if that is the correct name of the Agency, a spokesperson indicated "usually people that live in these types of buildings cant afford vehicles". Is there any evidence to this statement?

Furthermore, I have an issue with BC Housing indicating that applying to reside at this building is open to anyone in BC. Why would The City not take care of its own citizens first? Why would they not bar those outside of Richmond from applying? Why should my tax dollars benefit other city's residents?

I am also greatly concerned at why low-income residents would be allowed in a family-oriented neighborhood, especially with an Early Childhood Development centre adjacent to this proposed building? After reviewing public source information, low income buildings in Richmond and across Canada bring a documented increase in crime and drug use. I am saddened that there is no mention of this or any study of this nature in any type of supporting documents.

My family's greatest fears are that the granting of this permit will lead to an increase in crime in our family-

oriented neighborhood and an unimaginable increase of vehicular traffic on Dover Crescent. I appreciate your time in reading my concerns and hopefully this will lead to you reassessing the permit application. Thank you for your hard work during these unprecedented pandemic times.

Best regards,

