

Schedule 1 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>

From: Badyal,Sara
Sent: May 21, 2020 4:18 PM
To: 'derek74@gmail.com'
Cc: CityClerk
Subject: 5491 No 2 - Development Permit - DP 19-866690

Follow Up Flag: Follow up
Flag Status: Completed



Hello Derek,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to share some information with you. The DP staff report is published on the City's website at: [https://www.richmond.ca/shared/assets/5491 No2Rd DPP 05272056274.pdf](https://www.richmond.ca/shared/assets/5491_No2Rd_DPP_05272056274.pdf)

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

Regarding the driveway to the site, it will be located generally along the north property line of the site with a portion of the driveway entrance accommodated on the neighbouring site to the north to ensure adequate and safe movements to/from the site can be accommodated. The No. 2 Road frontage will be improved through a required Servicing Agreement. This includes improvements to the road geometry which will improve the sightline of southbound traffic travelling on the No. 2 Road Bridge.

I can also share some information with you regarding your other concerns that are not regulated through the City's development permit application process. Regarding site location and transit service, the site is located in a residential neighbourhood and close to the developing City Centre Oval Village neighbourhood. Staff anticipate that the development will fit into the neighbourhood similar to any other multi-family apartment building. The site is served by existing bus service on Westminster Highway, with a bus approximately every 7 minutes in the peak hours. Both No. 2

Road (south of Westminster Highway) and Westminster Highway have been identified in Richmond's Official Community Plan as "Frequent Transit Routes", which indicates that, in collaboration with TransLink, it is anticipated that transit services will be improved in the future along these corridors. I can also let you know that transit use is monitored and improved by Translink and customer feedback can be provided to Translink directly (<https://feedback.translink.ca/>).

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP
Planner 2
Development Applications Department
City of Richmond
604-276-4282
www.richmond.ca

From: Derek <derek74@gmail.com>
Sent: May 14, 2020 12:54 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Development Permit - DP 19-866690

Hi, I am just have a few questions about this development

1) Where are residents expected to park in this neighborhood when they and visitors are not parking in the building? You are adding 80 units, putting in 50% parking. The parking on Dover Crescent is already full and now there is potential for even more cars taking up space. That is a recipe for a parking disaster and a mistake to remove 41 spaces. What is the reasoning behind this other than to save the developer and the city money and dumping this issue on current residents.

2) Is there a blueprint on how the driveway is going to be positioned from 2 road?

3) This complaint is way too late but why would this lot be used for this type of residence when there are no options for transit other than a single bus station on Westminster Hwy versus building close to Canada Line. There are no jobs, grocery stores or other conveniences in this area which means residents will need to use a car or the single bus station to get anywhere

Just look at any realtor website and at the scores for the neighborhood and this is where the city decides to put this building.

Shopping 6
Groceries 5
Pedestrian 5
Cycling 4
Transit 4
Cafes 3

Thanks for your time,

Derek