

Schedule 2 to the Minutes of the Development Permit Panel meeting held on Wednesday, May 27, 2020.

CityCl

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 25, 2020 11:39 AM
To: 'k.f.ward@hotmail.com'
Cc: CityClerk
Subject: RE: Development Permit DP 19-866690 (5491 No. 2 Road)

Hello Kate Ward,

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 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.

Regarding the setback along No. 2 Road, the proposal is shifted 1 m towards No. 2 Road to increase the building separation from the neighbouring residential building located west of the site and to accommodate a more efficient and functional floorplan layout.

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 existing street trees along No. 2 Road, the developer of 5900 River Drive has agreed to relocate the eight oak trees at the developer's cost. The trees may be relocated to Brighthouse Neighbourhood School Park and Terra Nova South Park as they both have irrigation to aid in re-establishment and are located

relatively nearby. The exact location for the trees will be determined through the Servicing Agreement application process.

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 the safety of the building design, the detailed Building Permit application for the proposal will be designed by a professional design team, including geotechnical engineer, structural engineer and architect and is required to comply with the BC Building Code.

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
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Development Applications Department
City of Richmond
604-276-4282
www.richmond.ca

From: Kate Ward <k.f.ward@hotmail.com>
Sent: May 22, 2020 3:25 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Development Permit DP 19-866690 (5491 No. 2 Road)

Good afternoon,

My name is Kate Ward; I am the owner of unit 126 in 5880 Dover Crescent, two lots down from where GBL Architect's proposed building would be constructed. I have noticed quite a few problematic points in the Notice of Application sent to me this month. For simplicity's sake, I will respond point by point.

1. Permit contentions:

- a. There is no clear indication of where the entrance of this building will be on 2 Road, as the proposed area appears to be at the exact bottom of the bridge, which seems incredibly short sighted and dangerous. The other option would be for the bike through lane from Dover to 2 Road to be changed to a road: this would be very disappointing to see happen, as Dover is a quiet neighborhood, and would certainly turn into a thoroughfare for bridge traffic.
- b. There is also no clear indication of why any of these provisions should be varied.
 - i. For what purpose? Please see ii. for further thoughts on the building itself.
 - ii. This building could be mere metres (closer, if the developer gets their way) from a major piece of infrastructure. This building would also be in a zone rife with liquefaction risk. A strong part of mitigating that risk would be observing Richmond Zoning bylaws and not adding additional structure for no clear benefit. Should there be a geological event, how many extra square metres of debris and hazard would be on the proposed structure, coming down near residences, a daycare, and a bridge?
 - iii. The most problematic. There is already no clear indication of parkade access for this building. An 80 unit building could have anywhere from 80 to 160 cars - many families now have two cars. Parking on Dover Crescent is already quite slim, as many apartment

buildings on the block have families with multiple vehicles, and parking garages are full. As such, the street parking fills up quickly; there are rarely more than one or two spots available per cardinal direction of the street. Where would the surplus vehicles - potentially over 100 of them - park? Where would they be driving? How much pollution would be added to our park?

2. Where will the trees be going? How will the green space around the building be preserved? Will the developer or the taxpayers be funding this flora being moved?

This permit, quite frankly, seems like a clear cash grab by the developer, who would like to flout our Bylaws, lower the quality of life and beauty in our neighborhood, and add traffic to an already dense area. I hope the panel concerns the hundreds, if not thousands, of residents currently living on Dover who have created a respectful, clean, and close neighborhood.

Thank you,
Kate Ward
778.232.2942