

To Public Hearing	
Date:	OCT. 20, 2008
Item #	13
Re:	Bylaws 8427 + 8428

From: Webgraphics [webgraphics@richmond.ca]
Sent: Monday, 20 October 2008 12:23 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #424)

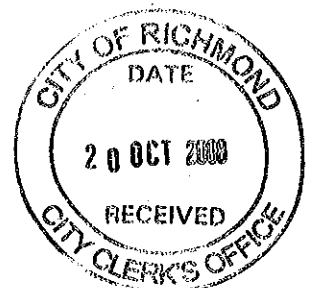
Send a Submission Online (response #424)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/CM/WebUI/PageTypes/Survey/Survey.aspx?PageID=1793&pagemode=Hybrid
Submission Time/Date:	2008-10-20 12:21:55 PM

Survey Response

Your Name:	John Lee
Your Address:	700 - 5951 No 3 Road
Subject Property Address OR Bylaw Number:	5891, 5931 No 3 Road Bylaw 8427 and 8428
	<p>It is encouraging that the design incorporates at least two terraced building heights to provide some visual diversity. Some relief from the standard rectilinear cookie cutter buildings Richmond has experienced in recent years. Although, when you view the No 3 Road profile, you can still see the huge mass fronting the main No 3 Road. So you will then have the Acqua, this development and London Plaza Office building providing a huge curtain wall along this short stretch of No 3 Road. Will a windtunnel effect negatively affect pedestrians on windy or stormy days? Will this turn into the canyon profile of Georgia Street in downtown Vancouver? Why not have the terrace slope down towards the No 3 street level (maybe at the lower levels) to provide some more interest and maybe some windtunnel relief to the pedestrians that you wish to encourage? The best Richmond example of building and space design is the city hall building with its human scale space (the setbacks), transparency and greenery. For providing street animation, I see that there</p>



Comments:

might be some similarity to Acqua's development, but I hope that the standard will greatly exceed the Acqua's sterile concrete space, grass and trees fronting No 3 Road, which gives the impression of being an after-thought on Acqua's part. I see that the architect for this current development stated that there would be a variety of space and water features "which provide sanctuary to residents from the bustling and vibrant City Centre of Richmond". Well, the architect has a sense of humour. But it appears that the views of the landscaping and the amenities are blocked by the concrete walls rather than enjoyed by passersby. Does the concrete act as a barrier to protect the residents from the outsiders? Do pedestrians see or enjoy any sense of human activity behind the concrete facades? But in any case, although the stepping back of the building mass might generally contribute to "architectural expression", how much does this stepping back contribute to the Firbridge Road profile? It's already a narrow road, with the concrete backsides of London Plaza and Capri. Consider that you wish to encourage public transit access from No 3 Road. Interesting to see that the Quintet has enough space for their parking garage and the landscaped amenity area but seems to have less space for the walkway along Firbridge. Is a 2 meter wide sidewalk and no pedestrian lighting a welcoming path for students and users of the community centre, especially at night or in the rain? With trees, will there be enough street lampposts to provide better comfort for some brave souls? With daytime and evening students and users of the community centre, will there be enough parking spaces and car passenger drop-off spaces? I suppose you wish to encourage use of the school and the community centre and also encourage public transit, but it is very likely the Quintet visitor park spaces will be always used and that the adjacent free parking spaces at Capri, Cronos and London Plaza will be borrowed, especially by driving students who commute from outside the immediate area and outside Richmond or even elderly users who will drive or be driven. What about child users and their chauffeuring parents? I imagine that certain classes or special events might attract attendees who will drive, especially in the evening. What can be done to ensure that

there is parking for residential visitors, school and centre staff and their short-term and fulltime users of the facilities? Or is the cost and frustrations pushed onto the neighbours? In terms of traffic congestion, I hope that the construction traffic on Firbridge will be minimized by having the trucks and suppliers use the phase 2 lot for parking and unloading. The congestion at Firbridge and Minoru intersection will suffer if left turns are not restricted during construction and there- after. Pedestrians who are crossing Firbridge already are at the mercy of turning and/or aggressive drivers. I am hopeful that perhaps if the developer or its architect spent more time walking along Firbridge, they might have a better conception of the concerns of the users and neighbours of their development. I appreciate the opportunity to offer my observations and opinion. It is a very interesting concept development with the public use, huge and yet there is a chance for it to become a good neighbour. Yours truly
John Lee