

**From:** Nicholas Smith <nicholas@nicholassmith.ca>  
**Sent:** Wednesday, May 13, 2020 7:18 PM  
**To:** PDR Land Use Admin  
**Subject:** Support for ORD 2020-103, -104, -105

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Hello,

I support ORD 2020-103, -104 and -105 to rezone certain properties, designate as commercial and priority streets and change certain zoning requirements, particularly around the Carver and Science Museum areas and urge the Planning Commission and City Council to do so as well. These changes will help support the already adopted Pulse Corridor Plan and create housing and businesses in a walkable, bikeable, transit-friendly area. The potential infill development will help house students and others who want to live in such a neighborhood, relieving pressure on the cost of housing of nearby areas.

While not part of this proposal, staff and elected officials should note the lack of a Pulse station at Broad and Lombardy. This large gap between stations will be ever more important to fix as development in this area increases. As part of the Pulse construction project, station costs averaged about \$500,000 per station in 2016, so for just over \$1 million today the city could provide much better transit access to the potential new residents and shoppers of this area, not to mention the current ones. This one-time investment would also actually save money, as it would obviate the need for the proposed extended version of the Broad Street local bus, which would cost an extra \$700,000 per year to run (see this short thread: <https://twitter.com/SmithNicholas/status/1228074338194280451>). The Administration and City Council should strongly consider changes to the Capital Improvement Plan budget to add this station and help this neighborhood succeed.

One thing that PDR and DPW can and must look into is dealing with the disappearing sidewalk on the east side of Lombardy just north of Broad, where the Dollar Tree building juts out, eliminating the sidewalk. More and more people are going to be walking here, and it's just not compatible with an urban environment.

While we're at it, the Lombardy bike lane, which will get more traffic as the Brook Road bike lane is completed, really needs to be extended at least to Grace, and really to Park, for better access to the Fan and other neighborhoods. That merge southbound at the light is always uncomfortable!

Thank you for your support of this piece that will help grow Richmond sustainably, equitably and cost-effectively.

Sincerely,

Nicholas Smith