

Hi all...Bill Hanna here [7115 Nancy Greene Dr.](#)

I would like to jump in and express some of my thoughts and concerns on the proposed development.

First and foremost, I believe this project is far too large for the size of this property and location. There are a number of practical considerations I believe RMOW has neither considered or overlooked.

#### -DENSITY

The number of units is simply too high thus increasing problems concerning density, envelope, parking, traffic, architecture, neighbouring set backs and habitat destruction among others. Our single family residences, for example, conform to a relative density of .35. Fits Walk is higher at approximately .60 but this is accommodated due to the size of the property and it's ability to accommodate all parking under ground including under walkways and internal open space. This new proposed development would require a relative density of about .90. This represents a balance totally out of line with the property size and location.

#### -PARKING

This should be a significant concern to us all. The developer is suggesting not all parking need be satisfied as some tenants would not want or need a vehicle due it's proximity to the village. Our village stretches along some 18km and to suggest some living there needing to visit family, friends, the hardware store in Function or ski from Creekside would chose to take a bus, walk or ride their bike? This proposal is so out of tune with reality, it's preposterous. For evidence, this same theory was applied to areas in Rainbow and Chekamus. I would invite anyone to take a drive though these areas after [5:00pm](#) or weekends and see the quantity of cars and trucks lining the streets, driveways and public park areas. They are packed and chaotic. The same will apply here...but where?

#### -TRAFFIC

The entrance/exit to this development will be a another significant issue. The proximity to the flashing light intersection, Nancy Greene Dr., Blackcomb Way and the anticipated volume especially during winter ski season, will result of traffic nightmares. It's obvious a fully operational traffic light will be required but the ensuing traffic volume will be both chaotic and potentially dangerous. Again, the proposed relative density of this project and the ensuing parking problems will fuel this problem and I really wonder if council is clear on this.

#### -ARCHITECTURE

I'm a big believer in architectural creativity and function. Simply erecting a big tenement style box so visible along the highway to our village and an entrance to our community needs careful thought, creativity and consideration. We lived in Fitz Walk for a year while building our home and the design of Fits Walk and most surrounding homes display strong architectural and design features which both enhances the overall appeal to our neighbourhood and adds to its value. For the most part, pride of ownership is evident and all of this adds both to its intrinsic and economic value. This also includes thoughtful landscaping, lighting and exterior materials. I see little

evidence of any of this in the proposed development and if this proceeds in its current form, I believe, will impact the valuation of our real estate investments.

#### -ECONOMICS

I don't see the economic viability as my concern. I prefer to stick to issues that impact me/us. This property is zoned single family and most likely sold for its zoning value and I have trouble believing a 35 unit project is justifiable for a 'reasonable' return on investment. The developers primary concern is maximizing this ROI, thus increasing density and minimizing developmental costs.

In conclusion I see this development is far too large to adequately address all of the above concerns. I also fully understand RMOW's concern for addressing additional housing and agree. There is however, an existing situation we're living with today that most likely will result in a less panicked housing dilemma. I believe a much smaller development, perhaps a building consisting 18-20 units, or a cluster of duplexes, fourplexes or any mixed development accommodating fully adequate parking, traffic flow and design can be accomplished and indeed fought for.

Bill Hanna