

**From:** Diane [REDACTED] s.22(1) Personal and Confidential  
**Sent:** Thursday, April 05, 2012 6:02 PM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** Re: Regarding Rize development proposal at Broadway and Kingsway  
Hi,  
My name is Diane Bozic. Sorry for this omission... Just an honest error.

Thanks,  
Diane Bozic

Sent from my iPad

On 2012-04-05, at 3:20 PM, "Correspondence Group, City Clerk's Office" <[ccclerk@vancouver.ca](mailto:ccclerk@vancouver.ca)> wrote:

Thank you for your comments.

Your comments must include your name. All public comments, including the name of the writer, will be distributed to members of Council for their consideration in reaching a decision. In addition, comments will be posted on the City's website ([http://vancouver.ca/ctyclerk/councilmeetings/meeting\\_schedule.cfm](http://vancouver.ca/ctyclerk/councilmeetings/meeting_schedule.cfm)). Please note that your contact information will be removed with the exception of your name.

If you wish to submit further comments to Council during the Public Hearing - including graphics and videos, the comments must be submitted no later than 15 minutes after the close of the speakers list. The comments must not exceed 1500 words.

For more information regarding Public Hearings, please visit [vancouver.ca/publichearings](http://vancouver.ca/publichearings).

Thank you.

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**From:** diane bozic [REDACTED] s.22(1) Personal and Confidential  
**Sent:** Thursday, April 05, 2012 3:15 PM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** Regarding Rize development proposal at Broadway and Kingsway

To Mayor and Councillors,

I was born in Vancouver, raised in Mt. Pleasant and have lived here for most of my 41 years of life. My husband and I bought our first home here two years ago and are raising our two children here. We love living in Mt. Pleasant and feel fortunate to be a part of such a unique urban community.

I first learned about the Rize development proposal at Broadway and Kingsway a few months ago and was quite surprised to hear that high-rise luxury condos and a large grocery store are being considered for this site.

My main concerns are two-fold:

Firstly, I am **concerned about safety**... namely how increased traffic along the already congested Broadway, Kingsway and Main streets will affect the safety of pedestrians and cyclists. Wedged on a small space between three main arteries and a bike route, increased traffic volume will frustrate all modes of traffic in very busy area.

One block away from this site at Kingsway and Main, is the Mt. Pleasant community centre. I take [REDACTED] s.22(1) Personal and Confidential

[REDACTED] s.22(1) Personal and Confidential It is a fantastic amenity that is heavily used by members of the community, especially families with young children. Sometimes we drive or walk, but

mainly we take the bus there.

On our way home from the community centre, we board the bus at the #9 East bound stop on Broadway in front of this proposed development. Crossing the street at Kingsway and Broadway, in both directions to get to the bus stop currently makes me very nervous, especially when I am crossing with the kids. It is a wide intersection that takes little legs a long time to cross. Drivers are anxious at this intersection and willing to take risks just to get through it. Their frustration stems from so much stopping and starting at the lights prior to this intersection.

I worry that the addition of a high-rise and large retailer in this area, drawing in large trucks and increasing general car volume with shoppers and condo residents, would make an already treacherous intersection much more so for pedestrians. And the same could be said for the bike route on 10th avenue, where cyclists would be forced to share this route with the trucks and added vehicles making their way to loading bays and the underground parkade. The flow of traffic here is already stunted as the pathways are currently accommodating so many different forms of movement.

Secondly, I regard the high-rise as being the **antithesis of what Mt. Pleasant is about**. As one of the older neighbourhoods in this city, it has evolved to become a very distinct community. It is a street-level community where locals interact with each other daily. Our children play with each other on the sidewalks, we meet at local cafes, restaurants, the community centre and the grocery store. We run into each other at the parks, on the bike route and at various community events. Mt. Pleasant's diverse mix of residential homes, low-level apartments, condos and mainly small-scale retailers not only supply all the amenities and services residents need but make the residents of this community able to connect in the way they do. A high-rise is an alienating structure that is inherently removed from street-level community. This may not matter in other areas of the city, but it is not characteristic of Mt. Pleasant.

Many argue that creating more density will lower the astronomical housing prices in Vancouver and that this high-rise will help solve this problem. I see the opposite as having happened in Vancouver. An explosion of high-rise building has been going on in Vancouver for numerous years. Yet, housing prices have continued to rise. Clearly, building more high-rises has not made buying a home more affordable in Vancouver... the opposite is true. And according to a research paper from BTA Works from May 25, 2009 the majority of condos downtown are not owner-occupied but rented. Andrew Yan, the Researcher/Urban Planner at BTA concluded:

“If Vancouverism 1.0 is embodied by tall skinny towers and one bedroom, investor-driven condominium projects for Downtown Vancouver, then Vancouverism 2.0 needs to redress this imbalance by providing more affordable family-oriented housing units with great supporting amenities. Without this, the sustainable communities with opportunities to live, work and prosper that the City aspires to are likely unachievable.”

I agree with Bing Thom, principal of Bing Thom Architects when he said:

“Vancouver is often viewed as a global example of downtown residential development and we must work to ensure that what we are modeling for the world has substance with a commitment to affordable and suitable urban housing for families with children to stay and grow with our city.”

There is an opportunity here to create a real landmark for the community of Mt. Pleasant. I am not opposed to higher-density living (otherwise I wouldn't be living in Mt. Pleasant) but do NOT think the high-rise proposed in this development is appropriate. As such, my family and myself are **opposed to the Rize development as currently proposed**.

Thank you for the chance to speak. I see this as **joint proposal from the developer AND the City**. . . and I would like to **speak to the trade-offs and benefits aspect**.

I am a **near neighbour**: I live 3 blocks from the site. My name is Sylvia Holland and Mount Pleasant has been my home for 20 years.

Like everyone else in this process, I want to love what ultimately happens on this block. It's a complex scenario though, with many interests and constraints at play, and I recognize that trade-offs will be necessary . . . at least some of them uncomfortable for me as well.

I grew up on the Prairies, by the Rockies. I adore the sky. It would be a bit hard, personally, to adjust to any new development that blocks out both sky and mountain views as I walk north. But that is not my concern. One can get used to a lot. **It is much harder to get used to a painful schism in the community**. I think that schism is deepening because of **policy and process considerations being side-stepped**. **You can do something about that**.

Clearly, established policy does open the door to considering high-rise on this site. I was one of the 2,000 citizens who participated in the MP community planning process—and throughout it: I was a **volunteer** member of the Community Liaison Group for more than 3 years. In that role, I attended every public meeting but one. I also reviewed every workshop transcript and survey findings report to observe the patterns of input. I know that Section 3.4 about large site development implicitly captured majority awareness, at least amongst those who stayed reasonably involved in the plan creation, that rezoning was indeed anticipated for this site. **As a professional facilitator**, I was also contracted, some time after the MP Plan was adopted by Council, to provide assistance with one step of the community review led by the City's Rezoning Department: the workshop at the Salt Bldg. last year. That allowed me a yet closer look at all the interests at play in this development.

I am concerned that the staff report of January 31<sup>st</sup> (2012) on this rezoning application— whoever authored it—is strangely silent on **the conditional clauses** in the MP plan: the multiple ways in which sections 3, 4, 5 and 6 of the Mount Pleasant 30-year plan establish context for decisions of density and height. What I feel is missing is the spirit of the plan— **that redevelopment of the large sites in particular is to contribute to community building across Mount Pleasant as a whole**, not just deliver terrific amenities for buyers of new condos on the site.

The Mount Pleasant planning process, and the plan that resulted, both focused on **social planning as well as planning of the built environment . . . and integrating the two**. What services, public gathering spaces and other ways exist to integrate new residents with

existing residents . . . and vice versa . . . is a fundamental principle of practice for implementing that local area plan and reviewing related rezoning applications.

In opening presentations by staff at this Public Hearing, Scot Hein said that this site needed to do **HEAVY LIFTING**. Some of you present may have misinterpreted that. When the community agreed to increased density in principle while creating the plan, the foremost consideration was that protection of low and mid-rise massing was wanted for most of Mount Pleasant. People saw few sites, and this was one, that could do heavy lifting **in the sense of providing new community amenities as a result of rezoning agreements**. Community input didn't show convergence on maximum heights, but showed majority agreement on that.

Heavy lifting as in “getting the maximum number of units possible on the site” could improve the City's property tax coffers: I appreciate that. But that's not the spirit that was ever conveyed by residents to City planners. **This is not merely about “how high?”**—the question that many of you have asked, seeking the limit of community tolerance. You know, and I know: a standard as negative as mere tolerance won't suffice for reshaping the heart of a community. **Let's go for community appreciation**—and to get that, one thing that we surely need is a **stronger** public benefit agreement in place before changing so significantly the built form of this part of the neighbourhood.

Yes, consider surrounding scale and require that the urban design analysis be rigorous. But make the public benefit analysis equally rigorous—and the outcomes tangible.

Like some of the speakers last night (Margaret Sutherland, Nathan Edelson, Lance Berelowitz, Graham Garva, none of whom I know personally), I say: **Get the public benefits back into this deal.** I say this because I want a good result that is WIDELY supported here, not a schism in the community.

To what extent does this rezoning proposal produce **public amenities**? Now, this site proposal leads to real amenities **ONLY TO NEW CONDOMINIUM OWNERS WHO BUY IN.**

City departments and community must grapple with this shortfall from the objective set out in the plan. **It is not enough that** there is a statement of intent, on the City's part, to accept dollars from the developer and to spend them—somehow—in Mount Pleasant.

In asking City staff, I've been told that there is **NO** administrative mechanism for holding Mount Pleasant funds in trust . . . there is **NO** established inter-departmental team to see this through with local stakeholders. . . **AND** community engagement in these design

resolutions is another fundamental in our plan. There appears to be **NO precedent** where an inclusive process magically happens AFTER a Council just says “fine, we’ll take the money.” There must be a well thought out sequence here, led by the City. In such a process, the community could regain some of its sorely tested trust in its city government. You have the power to make that happen.

I ask that:

1. **Council require** that there be a process that re-engages City staff and developer team, **TOGETHER** with community members this time, in reviewing Community Amenity options . . . AND DECIDING exactly what the \$6.25 million will create.
  - Put ALL **OPTIONS** on the table, not just a space for the 5-10% of residents who are artists, not housing units alone.
  - Put neighbourhood **NEEDS** on the table. City planners have told us they’ve done that community amenity needs analysis in 2011: we just haven’t seen it. With the large artists’ amenity at 160 West 1<sup>st</sup> that the Playhouse Theatre Co. won’t be using after all, is artists’ space the most critical need?
  - Put **COSTS** and **FEASIBILITY CONSTRAINTS** for different amenities on too.
  - Make this process a **DELIBERATIVE** one, not a one-directional presentation or Q&A. Make it a **WEIGHTED CRITERIA**-based process. We need to decide together on the best allocation of CAC funds.
  
2. **Council defer** approval of density and height on this parcel until this clearer amenity creation recommendation, with an explicit measure of community support behind it, is embedded in a staff update.
  
3. Even if MOST of the CAC goes to create an amenity in another location, **get some public space back into this site too** – more than widened sidewalks, awnings, and street trees on the public realm edges of the site. Those I understand to be essentially development permit conditions. It’s too important a location to not have some greater public benefit right here.
  - Defer approval of rezoning until there are greater public benefits at **GRADE** level **ON** this central site . . . OR put a public space at the **TOP** of the complex, so that community at large can benefit from the new views achieved by building up.
  - If access or other cost to accomplish this is an issue, reduce underground parking requirements so money is saved there and can be reallocated.

- Use a charrette process that engages community representatives with the developer team in the design review, rather than having the developer and design team simply present its recommendations.
- Get more than one option into that review.
- **If the City cannot fund** such a design review as part of its rezoning process, require it of the developer. Or co-finance it. But do require it.
- **Don't be afraid to do this because some people fiercely oppose this development. That's why to do it.** We need a route to get to an acceptable design that is WIDELY SUPPORTED. This is not one force at work: it's market interests, City urban design goals, and community needs and preferences all interacting. That's healthy. It's just unfinished.
- **Require staff** from the City's urban design studio and Engineering dept. to be there, so that feasibility is considered openly in a way that educates the public. These technical specialists should ensure too that implications of particular options on neighbouring sites are openly considered.
- Then use an online process to do a wider review of the design refinement that comes out of such a charrette.
- We don't need endless meetings. We do need an improved process that is designed for resolution.
- **We need to KNOW, not speculate, what public benefits will truly emerge if height and density anywhere close to what is being requested is approved.**

4. **Going forward elsewhere, please also use a key lesson from this process.**

Widespread support for increased height and density will often be withheld IN THE ABSENCE of **factual information** that educates all stakeholders about actual housing needs and unmet demand. Developers' market interests and their assertions that "building up is smart growth" are **relevant . . . but not sufficient.**

- Require of City staff that an analysis of regional, municipal, and local area HOUSING NEEDS be presented AT THE FRONT END OF local area planning, **just as you have asked for yourselves in this hearing.**  
This **analysis** must answer: "What is the real need? Quantifiably? What's it for: aging-in-place units . . . more family-size units to accommodate young householders who want to stay in the area . . . or for new immigrants arriving . . . units with "work from home" potential? Rental units for those with income too low to buy in this City?"

- The terms “affordability” and “suitability” mean nothing if we are not **matching supply to unmet demand.**
- Lastly, make it part of the City’s standard operating procedures that **developers proposing SIGNIFICANT INCREASES IN DENSITY in their rezoning application must then include** AT THIS STAGE a commitment to particular **types and sizes of units**, not just a total units figure, . . . AND must show how **flexibility** is incorporated into the housing design so that it is not just meeting a short-term need.

Community members who care about the overall capacity and well-being of a neighbourhood are then not being asked to extend support in the dark.

Sylvia Holland

s.22(1) Personal and Confidential

A large grey rectangular redaction box covers the content of the page below the signature line.

**From:** Alyssa Myshok [alyssa@bluefishstudio.com]  
**Sent:** Thursday, April 05, 2012 6:00 PM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** 180 Kingsway - presentation from speaker 176

**Attachments:** #176 notes 180 Kingsway hearing.pdf; #176 180 kingsway hearing.pdf

Please find attached notes and visuals from my presentation at the public hearing for 180 Kingsway (speaker #176) as requested by Councilor Carr.

The density figures noted were calculated using information through VanMaps on the COV website and development/rezoning applications, along with a physical count of apartment suites and residences on every street within the mentioned areas.

Included in my notes & slides is a section I did not have time to present regarding the community planning workshop process which lead to the final Mount Pleasant Community Plan document. Over 1 1/2 years of workshops from April 2008 to September 2009 the Rize development was not mentioned at the community planning workshops until the final session in September 2009.

I am also including a link to Rob Adams lecture at SFU in the fall of 2011 which I referenced in my presentation.

<http://www.sfu.ca/continuing-studies/about/program-units/city-program/resources/videos/creating-places-for-people-the-melbourne-experiences.html>

--  
Alyssa Myshok bid rid idc, LEED AP ID+C

## **Presentation to Council – Mount Pleasant Public Hearing. 4 April 2012**

My name is Alyssa Myshok. I have lived in Vancouver for 20 years & have been a resident of Mount Pleasant for 5.

I am a graduate of University of Manitoba, faculty of Architecture, a registered interior designer, LEED AP & member of Heritage Vancouver. I am an advocate for density done right, public transit, heritage retention, the arts and artists. I believe in the strength of community and was an eager participant in the Community Planning Workshops attending all but one of the 13 sessions.

Having worked in the design and construction industry for 24 years I am not a stranger to big developments.

I do not support the rezoning of the Rize site, or this development in its current form.

The argument for density on this site does not add up, the massing is too heavy on the site and the scale is out of context with the character of the neighbourhood.

### **DENSITY - Where's the Math?**

How do we accommodate growth, responsibly increase density and still maintain livability within our cities?

Last fall Rob Adams, the Director of City Design for Melbourne, Australia gave a presentation as part of SFU's City Program which answers this question.

In 2009 Rob & his team won the prestigious Australian award for Urban Design for the research document: Transforming Australian Cities – which establishes the potential to transform metropolitan Melbourne to meet the projected population of 8 million by 2050 – double its current size of 4 million.

Through his years of experience and worldwide research he advocates for medium density development along arterial routes with a baseline of 120 persons/hectare ranging up to 400 persons/hectare and within a maximum height of 40 meters (131 ft).

To quote the “Transforming” document:

*“It is arguable that no new building needs to be higher than 6-8 storeys to achieve high density compact cities for the future. This built form is not only more sustainable but reduces the need for excessive embedded and operating energy;”*

A critical element of this document is its pragmatic methodology of 11 steps to define potential development sites along arterials and then using the results to calculate potential density growth along the arterials within a maximum height of 8 stories. Amongst these 11 steps – each one defining sites NOT to be considered for development - Remove sites without rear laneway access and remove 50% of sites within Heritage overlay.

It is noted City of Vancouver's EcoDensity Action plan calls for the study of the 6 to 8 story midrise model along arterial routes. “...mid-rise forms may be seen as more acceptable than higher building types outside of “special” areas.”

## **Questions for council**

*What density is the City of Vancouver striving for at the centre and along the arterial routes of Mount Pleasant?*

*What is the existing density of these areas?*

*What exactly is a "special" area acceptable for higher building types?*

I will answer the last 2 for you.

## **DENSITY & Mount Pleasant**

The perceived necessity to locate density at the Rize site should not be considered without reference to the immediate area and to the entire community of Mount Pleasant.

Within a comfortable walking distance of the Rize site - 4 blocks in any direction - roughly 68 hectares in area, the density calculates to 147 persons/hectare. This uses a multiplier of 2 determined by the number of baby strollers starting to crowd the streets. Comparatively the density of Olympic Village is 110 persons/hectare.

Focussing just on the transit corridors down Main & Kingsway from 12<sup>th</sup> to 5<sup>th</sup>, the density increases to 170 persons /hectare – already within Rob Adams defined range of a medium density livable neighbourhood.

It cannot be ignored that Mount Pleasant community includes South East False Creek where towers are popping up like spring tulips.

Between 2<sup>nd</sup> and Terminal, Main & Quebec a couple minutes walking distance from the "heart" are 4 market residential developments with 840 units or 1680 people between them in addition to a Supportive Housing building of 129 units. The approximate density of this area at the foot of the hill is 646 persons/hectare. The projected population of the South East False Creek area of Mount Pleasant when built out is stated to be 16,000 people.

Most definitely a "special" area within the context of the eco density agenda. THIS IS WHERE HIGH DENSITY AND HEIGHT BELONGS IN MOUNT PLEASANT - NOT AT THE HERITAGE HEART.

## **MASSING**

The City's EcoDensity Action document defines a large site as one of .8 hectares or more. The Rize site is .49 hectares – it is a small site.

Yardley McNeil noted at the beginning of the last public hearing the site was too small to accommodate an on grade public courtyard in addition to the extent of retail proposed and that all those trucks serving the retail tenants resulted in a good portion of the main floor being taken up with loading bays and manouvering space for the trucks.

This site is too small for the programmatic requirements being placed upon it resulting in over scaled massing on the small site which is in turn resulting in an out of context architectural language.

The scale of the columns along Broadway at 30 feet is not the language of the centre of our historic community - this are the language of the built environment in the business & financial district of the downtown core.

There are more innovative, creative, and palatable ways of increasing the density in the centre of Mount Pleasant than placing a 5.5 FSR elephant with a 215 foot tower at the heritage heart on a small site ..... and these alternatives are occurring naturally and quietly.

## **PROCESS**

The Mount Pleasant Community Plan has been referred to over and over again - I also wish to refer to it - but not the plan the process and extent of community consultation over the 1 ½ years given specifically to this development as included in the Community Plan.

### **In Workshop #1 on April 2008**

Only the redevelopment of Kingsgate Mall and Redevelopment of IGA Mall were referenced.

*(Transcript notes:*

*In the exercise which follows we will first look at enhancing and protecting existing shopping areas, then consider additional steps that could strengthen the area as a Neighbourhood Centre over the next twenty years. In so doing, we will also set **goals for the future of the three shopping areas: Uptown, Broadway West and Broadway/Fraser shopping areas respecting protection of their heritage and character....***

*28. **Uptown** should become more of a neighbourhood centre with the provision of additional housing. Additional housing is important to support shops and services, it could range from additional apartments above stores on major streets to more ground-oriented housing within walking distance of these streets. **Any new housing should be in keeping with the character and scale of the neighbourhood.***

*6. **Redevelop Kingsgate Mall** – program to include a greater range of services, street-fronting retail, along with a kids indoor play area – and improve the surrounding area with amenities.*

*7. **Redevelop the IGA Mall** to replace surface parking area with shops, services and restaurant, and provide 2 levels of underground parking.)*

### **Workshop #2 MAY 2008**

Reference was made to IGA and Kingsgate sites.

### **#3 June 14 2009**

Acknowledgement was made of the “Rize Site” but in the context of relating to development on the Kingsgate site. Within the diagrammatic board referenced during the workshop, the Rize site is still considered part of the “Four Quarters”

*Transcript notes:*

*Under Kingsgate Mall in transcripts*

**GENERAL COMMENTS**

*W. 10th/ Kingsway/ Watson/ Broadway (Rize site) acknowledged a development opportunity to be considered as companion to Kingsgate Mall. Further exploration of form/ density/ height/ scale to be explored subject to view and shadow impacts*

*Range of heights to be explored for Main/ Broadway/ Kingsway corridors noting that 2-4 storeys may not be supported by Council as aggressive enough given proximity to transit and other services. Density is acknowledged as an important strategy for heritage preservation.*

**#4 September 20, 2009**

It was not until the final workshop that the Rize development was introduced to the workshop participants.

***Comments from Maps and Drawings\* - recorded by facilitator***  
***\*NOTE: included description of proposed development by Rize Alliance Development Corporation on a site fronting Kingsway across from Kingsgate Mall***

To be rightfully included in the Mount Pleasant Community Plan this development and tower of 215 feet should have been presented at the outset of the process. NOT slipped in the back door after 1 ½ years.

**CONCLUSION**

Mayor, Councilors:

This site represents an opportunity to do something fantastic that has yet to be realized by developer and architect. Whatever is built here this city will have to love and live with for 100 years. Lets not screw it up.

**RESPONSIBLE DENSITY**

# TRANSFORMING AUSTRALIAN CITIES

FOR A MORE  
FINANCIALLY VIABLE AND  
SUSTAINABLE FUTURE

Transportation and urban design



May 2009  
Updated March 2010

## Steps in calculating developable sites along Urban Corridors

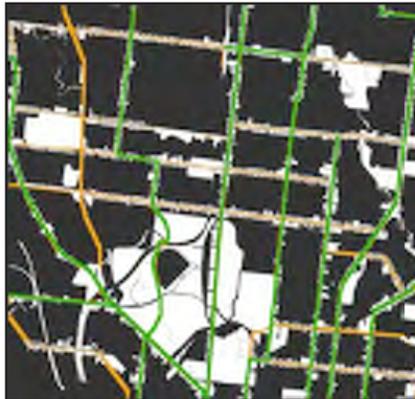
Refer to Appendix 1 for extended methodology



- 1** Identify cadastral parcels  
Melbourne metropolitan  
cadastral parcels: 1,571,532



- 2** Remove special building zones  
(CBD, Southbank, Docklands, St Kilda Rd)  
Total Melbourne  
metropolitan sites = 1,569,116

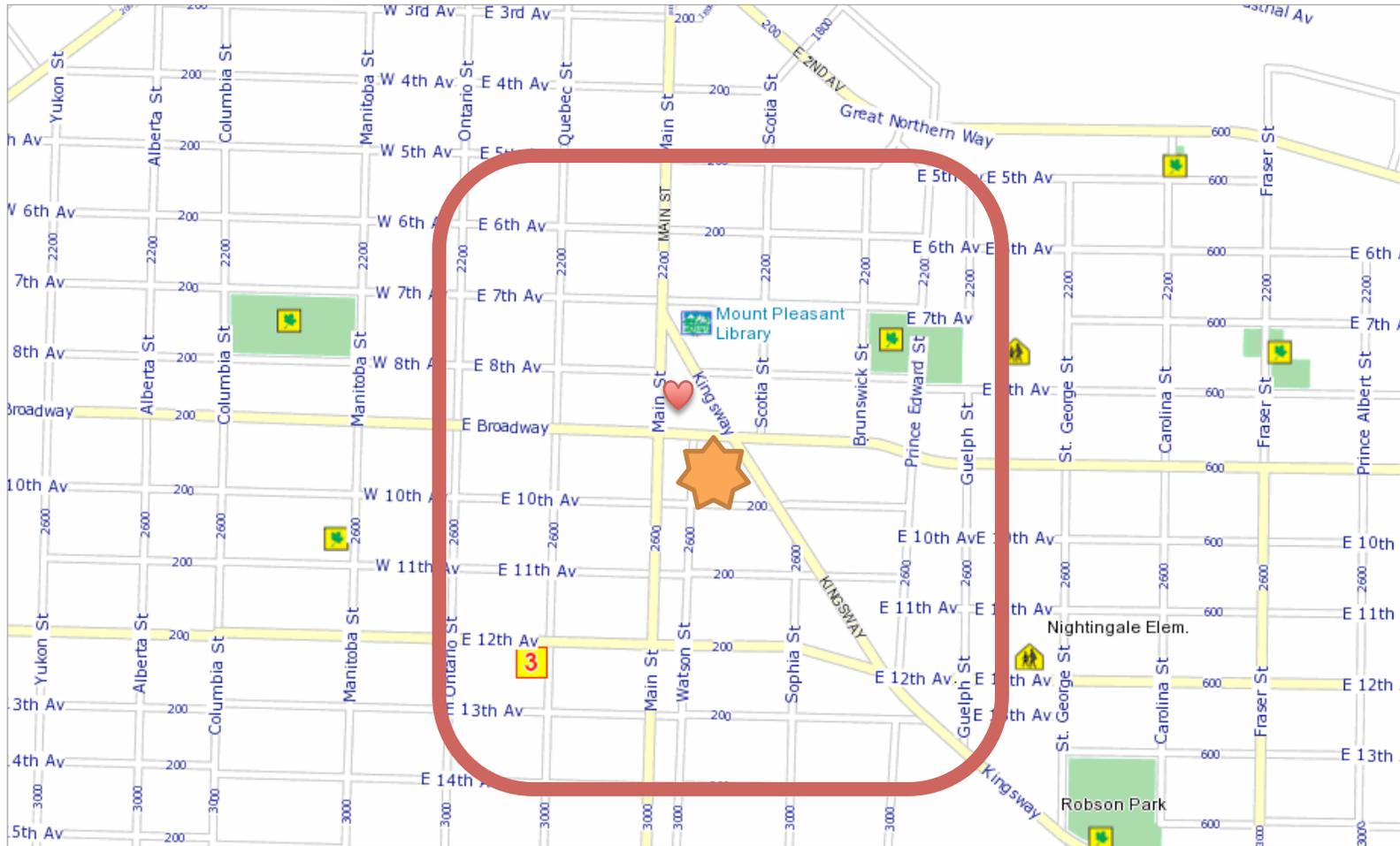


- 3** Then select parcels along tram  
and priority bus routes  
Potential sites (tram routes) = 27,156  
Potential sites (bus routes) = 98,132  
Total = 125,288

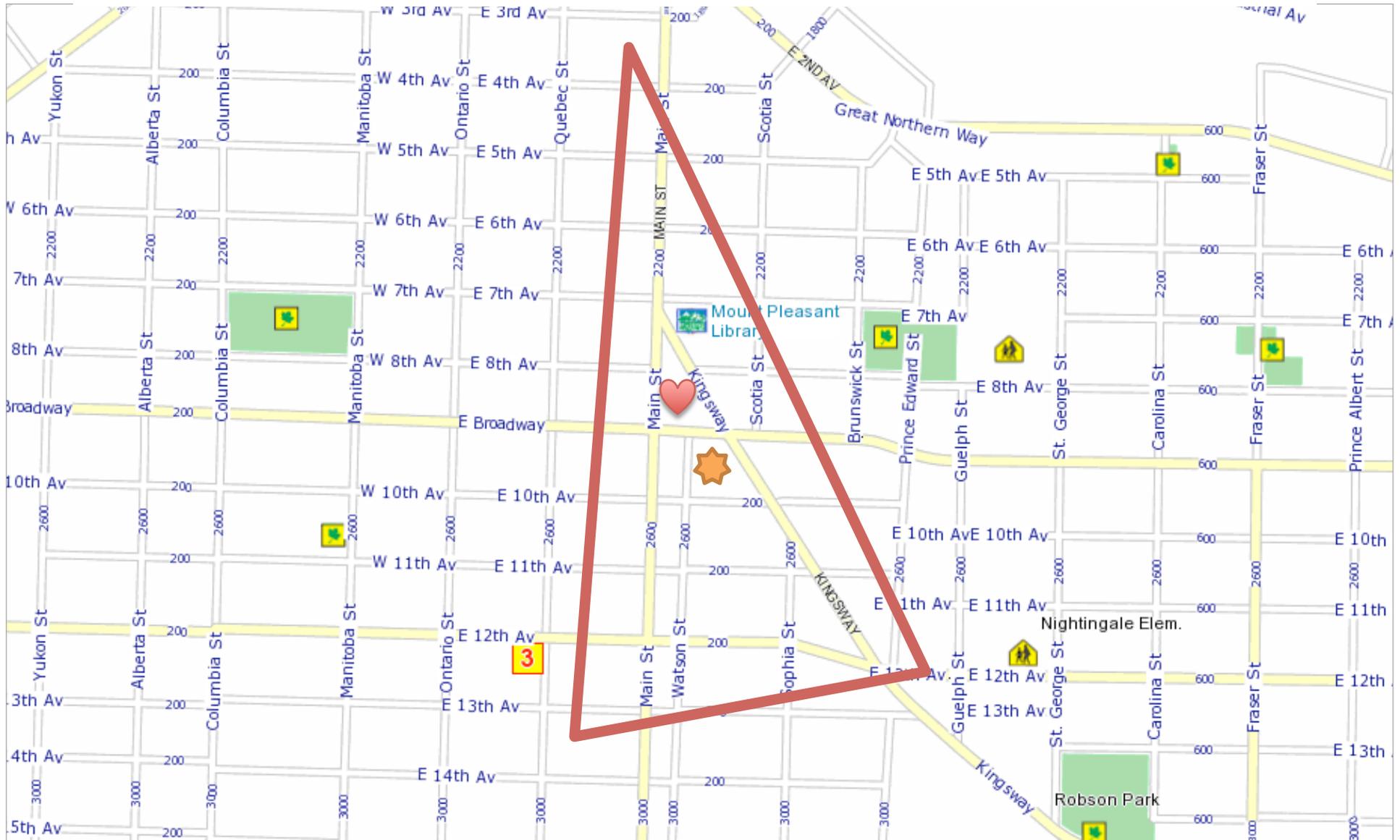


- 4** Remove areas in parks  
Potential sites (tram routes) = 23,505  
Potential sites (bus routes) = 95,450  
Total = 118,955

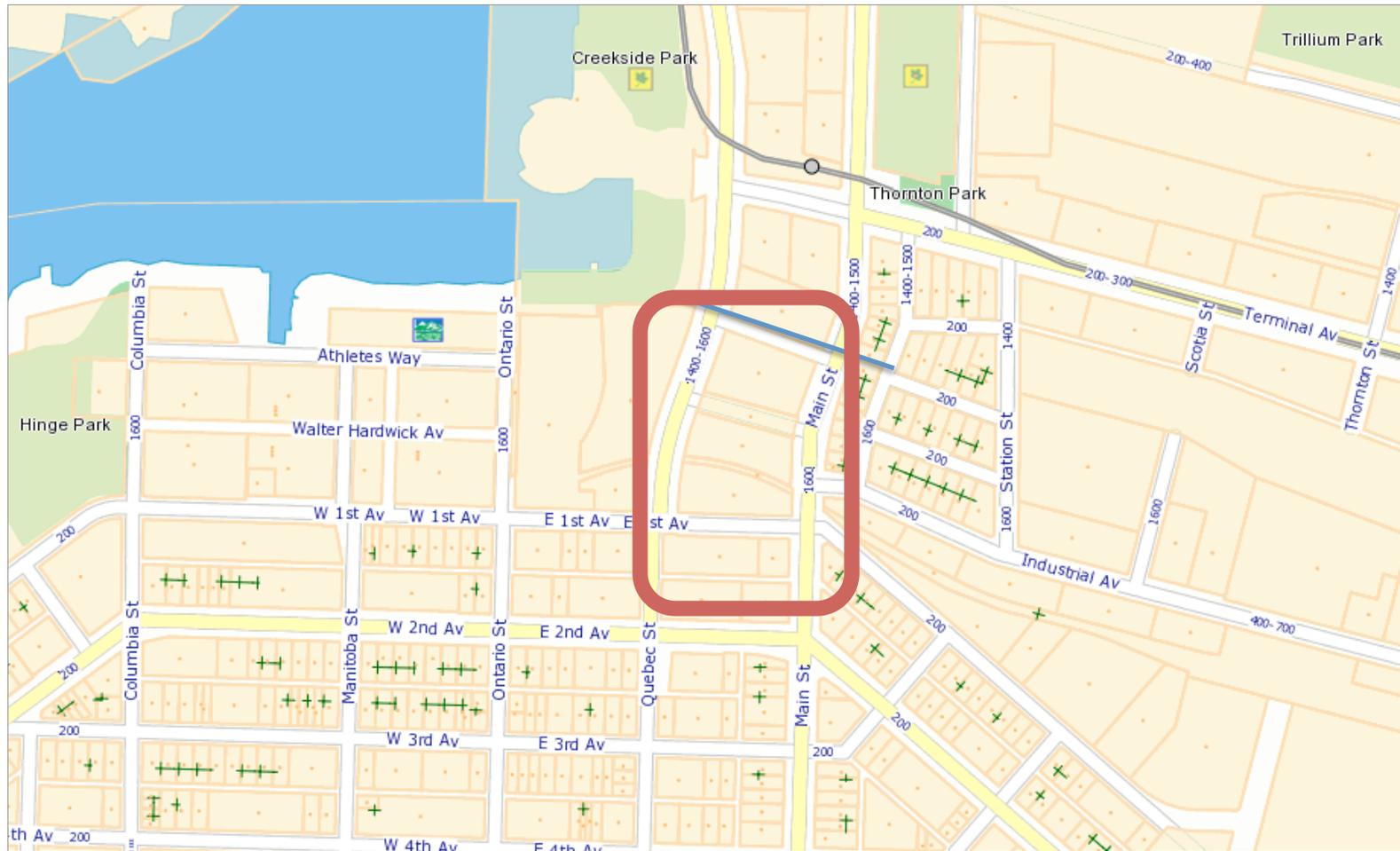
# DENSITY - RIZE AREA



# DENSITY – 12<sup>th</sup> to 5<sup>th</sup> arterial



# DENSITY - 2<sup>nd</sup> to Terminal



# MASSING & CONTEXT

# HUMAN SCALE?





# SOCIAL – 7<sup>th</sup> & Scotia



# 9 UNIT INFILL



Prior to commencement of the Work, the Contractor shall review and verify drawing dimensions, taking care to identify all discrepancies between information on this drawing and the actual site conditions, and to the remaining Contract Documents. The Contractor shall bring these items to the attention of the Architect for clarification before proceeding with work.

**CONTACT INFORMATION:**

Architectural  
**cornerstone architecture**  
cornerstone architects  
 408 - 611 Marine Street  
 Vancouver, British Columbia  
 Canada V6V 1G1  
 www.cornerstone.ca  
 Tel: 604 681-8888  
 Fax: 604 681-8889

**PROJECT:**  
**BRUNSWICK + 7TH**  
 VANCOUVER, B.C.  
 (Drawing: 54)

**DRAWING:**  
 ELEVATION EAST

**REVISION / ISSUE DATE:**  
 2/2/2012

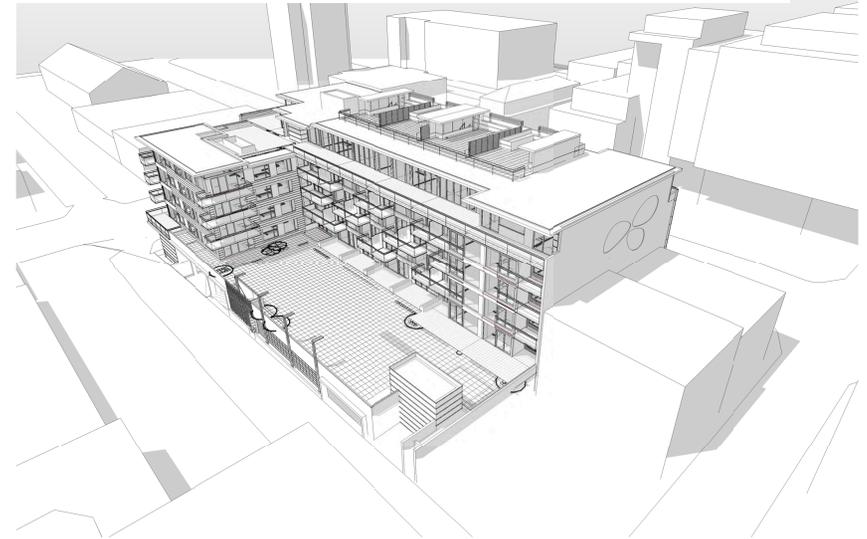
**DRAWN:**  
**REVIEWED:**  
**SCALE:** 3/16" (unless noted otherwise)  
**PLOT DATE:** FEBRUARY 03, 2012  
**PROJECT NO.:** **DRAWING NO.:**

**1119** **A4.0**  
**REVISION**

# ARTIST LIVE WORK -6<sup>th</sup> & Scotia



1 AERIAL PERSPECTIVE VIEW FROM SOUTHEAST



2 AERIAL PERSPECTIVE VIEW LOOKING SOUTH EAST



3 PERSPECTIVE VIEW FROM SOUTHEAST

**SHIFT**  
SHIFT ARCHITECTURE

This drawing is an indication of services provided by Shift Architecture Inc. and does not constitute a contract. It is the responsibility of the client to ensure that all information is accurate and complete. No liability is accepted for any errors or omissions. This drawing is the property of Shift Architecture Inc. and is not to be reproduced or used in any way without the written consent of Shift Architecture Inc.

| No. | Date     | Appr.       | Rev.          |
|-----|----------|-------------|---------------|
| B   | 11.11.18 |             | REVISED FOR C |
| A   | 11.09.22 |             | ISSUED FOR C  |
| No. | Date     | Issue Notes |               |
|     |          |             |               |

Project No: **PROPOSED D**  
273 East 6th Avenue

**IMANI**

Client/Owner: **Imani Develop**

Sheet No: **PERSPECTIVE**

Drawn By:  
Checked By:  
Approved By:  
Designed By:  
Scaled/Revised By:

Project Number: **1102**  
Plot Date:

Date:

Sheet Number:



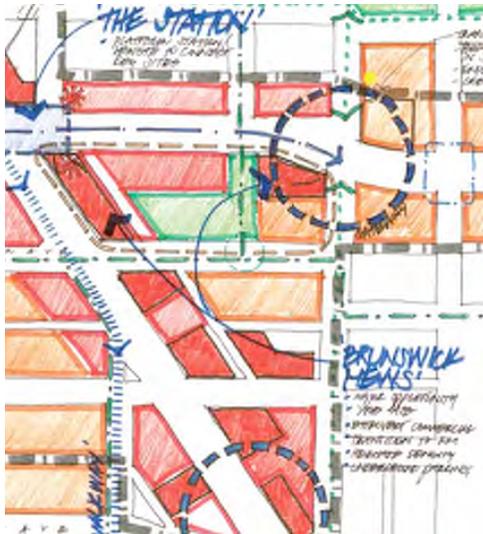
# COMMUNITY PLAN PROCESS

# June 2009

5

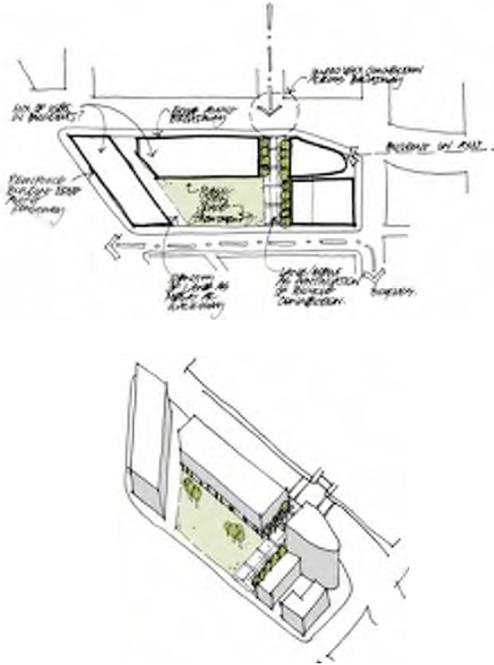
## KINGSGATE MALL

1:1500



MOUNT PLEASANT:

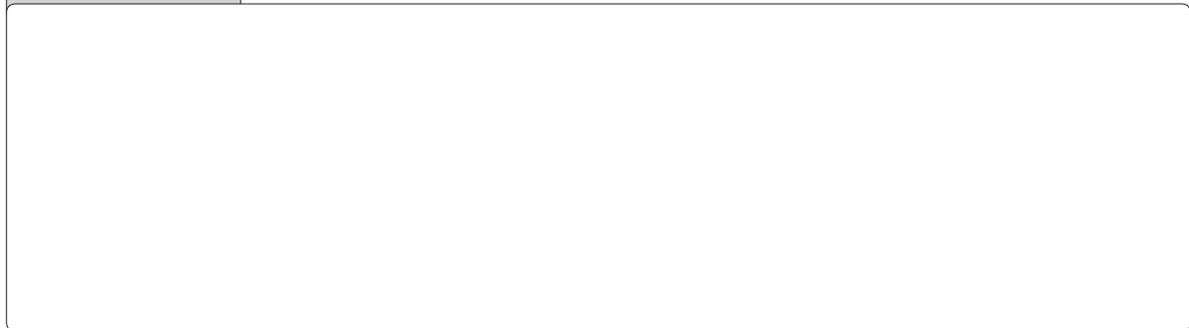
option 1



The concept explores the options around the Kingsgate Mall site. A mixture of uses (commercial, retail, residential, open space) is considered for this site, which has numerous opportunities along its edges - Kingsway and Broadway both have unique attributes that inform building geometries around the site, as do various pedestrian 'desire lines' that intersect the site.

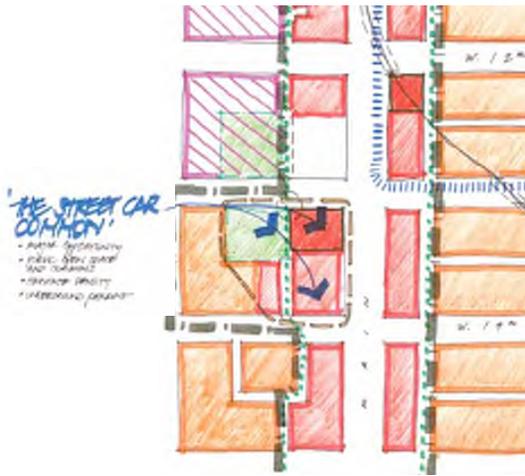
- Cultivate a sense of place
- Identify shopping area character and it's heart
- Mark transitions and points of departure
- Responsive new development
- Promote Mount Pleasant's heritage and culture
- Strengthen links within Mount Pleasant and to City-wide destinations

option ?



# June 2009

6 IGA SITE  
1:1500



MOUNT PLEASANT:

option 1

The concept examines the current IGA site which was the historic home of the streetcar. The key issues for this site are how to stage new development that makes best use of the site and one that also contributes effectively to the local neighbourhood conditions.

Another part of this concept is to investigate ways in which north/south pedestrian movement can be continued through the site by way of a new lane.

- Cultivate a sense of place
- Responsive new development
- Promote Mount Pleasant's heritage and culture
- Strengthen links within Mount Pleasant and to City-wide destinations

option ?

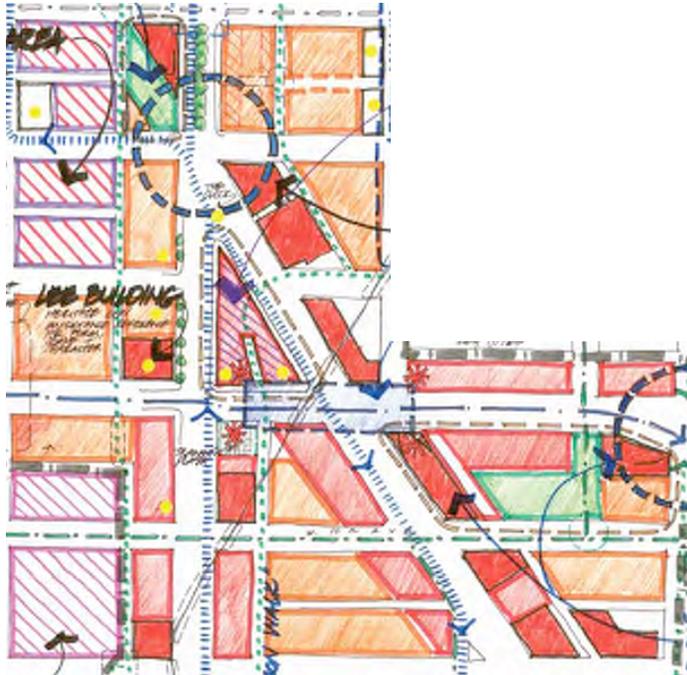
option ?

# June 2009

7

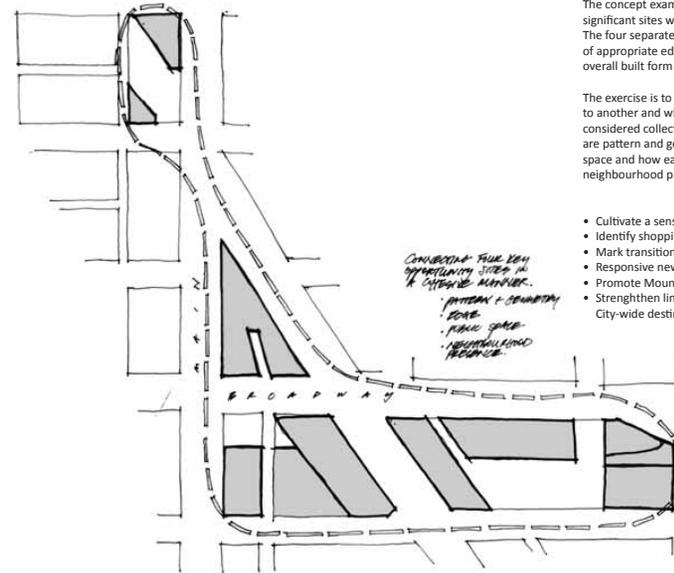
## FOUR QUARTERS

1:1500



MOUNT PLEASANT:

option 1

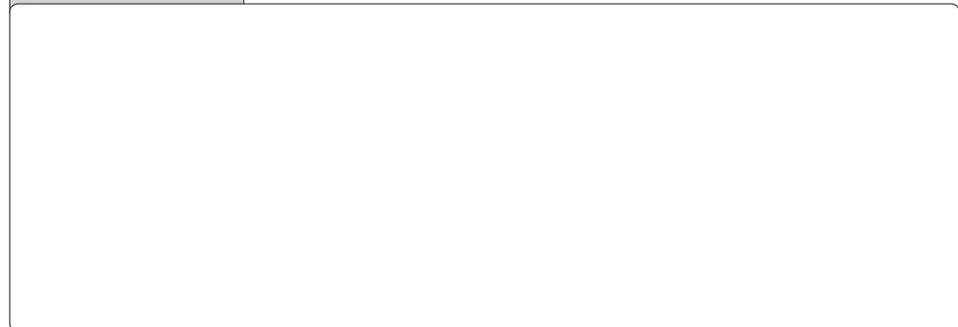


The concept examines broader connections between significant sites within the centre of Mount Pleasant. The four separate sites relate to one another in terms of appropriate edge and transition conditions, and overall built form legibility.

The exercise is to determine how each site responds to another and what key elements should be considered collectively or individually. Key elements are pattern and geometry, edge condition, public space and how each is connected, and broader neighbourhood presence.

- Cultivate a sense of place
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option ?



# City of Vancouver Ecodensity Charter

## CHARTER COMMITMENTS

The city of Vancouver therefore commits to:

Greener and livable design with a “sense of place”

Design all density with architecture and public realm that marries meaningful and significant ecological performance with lively, beautiful, accessible, **responsible, people-oriented design**, particularly as density levels increase.

**From:** Francis Roma [francis\_roma@yahoo.com]

**Sent:** Thursday, April 05, 2012 7:18 PM

**To:** Correspondence Group, City Clerk's Office

**Subject:** Rezoning Application at Broadway and kingsway - 228-246 East Broadway and 180 Kingsway

Dear Mayor & Council,

I'm all for densification and development. I think it can only serve to benefit the community. In fact I like the design of the rise building,. I think it looks great.

However, I don't think it would look great in Mount Pleasant. It seems more suited for downtown, in yaletown or other places with highrises. But having it in mount pleasant does not fit into the charm or identity of the neighborhood. There a not many places like Mount Pleasant and I believe we need to maintain it's vibrant culture.

If you consider kits, commercial drive, even yale town...and mount pleasant to name a few. They all have their own local cultures and identity and pride in their neighborhood. But when you start sticking big giant monoliths that I feel doesn't fit into the community then it's only the beginning. Eventually, it'll lose its current charm and sense of community and I'd hate to see that go.

I think you've heard it from all sides now - all our thoughts on the positive and negative impacts. And everyone has their own reasons for addressing this rezoning application. Myself, I have personal reasons for writing you.

I have a certain affinity for mount pleasant. I spent my childhood here. I went elementary school at St. pat's, attended St. Pat's high school; as a little boy my parents shopped at the salvation army on Sophia and twelve. And I live and work in mount pleasant. So I think I have a good sense of the character of mount pleasant. And I can tell that a 19 storey building does not fit the character of mount pleasant.

To clarify, I think having a building there is a good idea. However, I think having a 19storey building there is a very bad idea.

I'm not an expert but I believe there are alternatives, and I really hope you are all keeping an open mind about this and will consider other alternatives, whatever it might be.

So for the record I am against the current rezoning application.

Regards,  
Francis

Francis Roma, PE

**From:** Cindy Wags [wagcindy@yahoo.com]  
**Sent:** Thursday, April 05, 2012 7:21 PM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** wagcindy@yahoo.com  
Hi,

I am unable to make it to the council meeting tonight to speak, but I would like to send my comments.  
**I am opposed to this rezoning application in its current form!**

Although I do think that increasing the density in the mount pleasant area would be greatly beneficial to the community and businesses in the area BUT I do APPOSE the rise development for a number of reasons:

- 1) I will greatly obstruct my view as I live in the STELLA building on Sophia street.
- 2) I do ride my bicycle to work every day and the loading bay will affect the bike route on 10th and be dangerous for cyclist
- 3) The tall tower does not fit into the character of the mount pleasant area and is not iconic.
- 4) I also support small businesses and this building seems to be catering towards big box stores.

Please consider all these points.

Thanks,  
Cindy Wagner