

From: [Correspondence Group, City Clerk's Office](#)
To: s.22(1) Personal and Confidential
Subject: FW: City of Vancouver - Rezoning Application 475 Howe, 819-29 Pender - Public hearing October 30
Date: Tuesday, October 30, 2012 9:33:23 AM
Attachments: [Rezone-Stock-Exchange.doc](#)
[Downtown-Peninsula-Buses.xls](#)

Thank you for your comments.

All public comments submitted for the public hearing that are received not more than 15 minutes after the close of the speakers list for that public hearing will be distributed to members of Council for their consideration. The public comments must include the name of the writer.

In addition, these public comments will also be posted on the City's website (http://vancouver.ca/ctyclerk/councilmeetings/meeting_schedule.cfm).

Please note that your contact information will be removed from the comments, with the exception of the writer's name. Comments received after the start of the public hearing should not exceed 1500 words.

Public comments submitted for the public hearing that are received more than 15 minutes after the close of the speakers list, will not be distributed until after Council has made a decision regarding the public hearing application and the related bylaw is enacted, if applicable.

For more information regarding Public Hearings, please visit vancouver.ca/publichearings.

Thank you.

From: s.22(1) Personal and Confidential
Sent: Monday, October 29, 2012 10:04 PM
To: Correspondence Group, City Clerk's Office
Cc: selwyn@iredale.ca
Subject: City of Vancouver - Rezoning Application 475 Howe, 819-29 Pender - Public hearing October 30

City of Vancouver - Rezoning Application 475 Howe, 819-29 Pender -
Public hearing October 30

Enclosed are my comments regarding this application.

I will be speaking to them at the hearing.

Francis Jameson

s.22(1) Personal and Confidential



October 30, 2012

Mayor and Council, City of Vancouver
cc Iredale Group

Rezoning the Old Stock Exchange and 819 - 829 West Pender

This location is within an easy five minute walk of 38 arterial bus routes:
2, 3, 4, 4, 5, 6, 7, 7, 8, 10, 14, 14, 15, 16, 16, 17, 19, 19, 20, 22, 22, 44,
50. 135, 160, 210, 211, 214, 240, 241, 246, 247, 250, 251, 253, 257.

It's also a stroll to the expo line, Canada line, seabus, west coast express;
helijet, and harbour air; plus taxis. Connectionless travel to anywhere
from horseshoe bay to central Surrey to mission; one connection to
Tswassen, Ocean Park, or Langley.

Peak hour transit priority on granville and burrard streets, all the way down
georgia to lions' gate, on the ironworkers approach.

Twenty minutes walk to denman or yaletown. It's on the Hornby bike lane.

65,000 spaces for commuters to ride home each evening.

Logically, the stock exchange is in the most traffic congested area in the
region. Howe and pender is choked with cars now. Driving to the
east, south, or west, the motorist will be fuming at the back of the line.

A person taking skytrain would be at broadway and commercial or cambie
before an SOV'er from P7 could merge with the traffic on howe and
make it even to robson.

Why would anyone who does not have a personal chauffer or a wheelchair
want to drive an sov to or from the Exchange location when they can
so conveniently travel by transit? Habit? Or is it an addiction?

Every commercial parking place added in the downtown peninsula increases
the time taken for every other motorist to get to and from. Every
direction is running at capacity plus backups. Improving sov access
from the downtown peninsula requires less cars on the streets, not

Francis B. Jameson

s.22(1) Personal and Confidential



more.

Every commercial parking place also impedes bus travel. Example lions' gate traffic which absolutely chokes robson and davie streets to the extent that it takes 20 minutes to get from nelson and denman to granville and pender by bus, just the same as actual walking time.

Adding 164 commuters' cars here, and hundreds elsewhere downtown, doesn't increase the number of cars exiting the downtown peninsula, it just puts more cars in the lineup.

Just three buses would carry 150 of these people conveniently and quickly across lions' gate, burrard, or granville bridges.

How can we have less cars downtown? Simple, less commercial parking.

To break even, anyone wanting to add new commercial parking, must remove at least as many existing commercial parking spaces somewhere in the peninsula. To improve the situation, for four new places, remove five.

For the old stock exchange development therefore, cut the parking to about 40 spaces, and arrange to have 50 spaces taken out of service elsewhere in the peninsula.

Council may say, "We can't make that drastic a change".

But with all the added commercial parking coming on stream at other current developments in the downtown peninsula, congestion will be so bad that the trucking industry, taxis, translink, and the public, will soon demand that steps be taken not only to stop the increase but to take parking out of service in large numbers, the very parking which is now being built. Decommissioning large numbers of parking places will be far more difficult than not allowing them to be built in the first place.

Francis B Jameson

#	Route	Trips	Capacity	65,200	
2	MacDonald to 16	16	60	960	
3	Main Stereet	17	80	1360	
4	4th ave ubc	11	60	660	
4	Powell	10	60	600	
5	Robson	21	60	1260	
6	Davie	21	60	1260	
7	Dunbar	10	60	600	
7	Nanaimo	9	60	540	
8	Fraser	20	80	1600	
10	Granville	24	60	1440	
14	ubc	12	60	720	
14	Hastings	13	60	780	
16	Arbutus	12	60	720	
16	Renfrew	12	60	720	
17	Oak	15	60	900	
19	Stanley Park	10	60	600	
19	Kingsway	10	60	600	
20	Victoria	17	80	1360	
22	macDonald	20	60	1200	
32	Dunbar	6	60	360	
44	4th ave ubc	8	80	640	
50	False Creek	8	60	480	
135	Hastings SFU	16	80	1280	
160	Port Coquitlam	5	60	300	
210	Upper Lynn	9	60	540	
211	Seymour	8	60	480	
214	Blue Ridge	2	60	120	
240	15th st.	10	60	600	
241	Upper Lonsdale	7	60	420	
246	Highland	11	60	660	
247	Upper Capilano	4	60	240	
250	Horshoe Bay	10	60	600	
251	Queens	4	60	240	
252	Inglewood	4	60	240	
253	Caulfield	4	60	240	
257	HorseBay exp	6	80	480	
	Canada Line	40	180	7200	
	Expo Line	60	400	24000	
	West Coast Express	5	1000	5000	
	Seabus	8	400	3200	

From: [Correspondence Group, City Clerk's Office](#)
To: s.22(1)
Subject: [City of Vancouver - Rezoning 475 Howe, 819-829 Pender - the Old Stock Exchange](#)
Date: Tuesday, October 30, 2012 1:02:07 PM

Confidential

Thank you for your comments.

All public comments submitted for the public hearing that are received not more than 15 minutes after the close of the speakers list for that public hearing will be distributed to members of Council for their consideration. The public comments must include the name of the writer.

In addition, these public comments will also be posted on the City's website (http://vancouver.ca/ctyclerk/councilmeetings/meeting_schedule.cfm).

Please note that your contact information will be removed from the comments, with the exception of the writer's name. Comments received after the start of the public hearing should not exceed 1500 words.

Public comments submitted for the public hearing that are received more than 15 minutes after the close of the speakers list, will not be distributed until after Council has made a decision regarding the public hearing application and the related bylaw is enacted, if applicable.

For more information regarding Public Hearings, please visit vancouver.ca/publichearings.

Thank you.

From: s.22(1) Personal and Confidential
Sent: Tuesday, October 30, 2012 12:40 PM
To: Correspondence Group, City Clerk's Office
Subject: City of Vancouver - Rezoning 475 Howe, 819-829 Pender - the Old Stock Exchange

I support the building with one huge qualification, as addressed in other correspondence.

But I dispute remarks in the comments of the DV BIA, and a private individual re residential.

This building is business only. It makes good use of a residual fragment of street frontage. Fine.

But please balance the district between business and residential.

Let's have the option of walking to work.

Hastings and granville is the heart of Vancouver's financial district, but it dies at 6 o'clock daily.

Just east of richards, on the shoulder of the business district, entire city blocks are begging for the bulldozer to come and flatten them.

New developments should be on a much larger scale taking advantage of

the size of these properties.

Wall centre is an example of what can be done with an entire civic block.

Developments and even individual buildings should include both business and residential.

As employees from the lower floors are going down the elevators at 5 p.m.,

residents are heading up to their apartments on the higher floors.

This supports village commercial at street level and prevents the "Houston Syndrome".

The street remains alive until 9 or perhaps 11, instead of dying at 6.

People should go to Houston Texas, an economic powerhouse of fifty story buildings

concentrated so closely that they are linked by pedestrian 'tunnels' to avoid the humidity.

At 6 p.m. daily the entire downtown of Houston empties, it's a barren wasteland.

Everyone from the offices heads for the freeways.

There are no Jameson Houses within miles of downtown Houston.

City policy needs to be changed

"CBD and CBD Shoulder

Rezoning Policy to intensify job space in the Central Business District (CBD), and to mitigate against additional residential speculation, within the City's key commercial area." as quoted by Mr. Gautier.

Francis Jameson

s.22(1) Personal and Confidential

