

From: [Correspondence Group, City Clerk's Office](#)
To: [Franks.2](#)
Subject: RE: Rezoning of 4533 Cambie in Vancouver - O P P O S E D . . . to 3 floors of parking, one floor of parking would be great.
Date: Monday, March 04, 2013 11:11:19 AM

Thank you for your comments.

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

Thank you

From: Frank [s.2](#) [.22\(1\) Personal and Confidential](#)
Sent: Monday, March 04, 2013 8:59 AM

[s.22\(1\) Personal and Confidential](#)

Cc: Correspondence Group, City Clerk's Office; Drobot, Dwayne

Subject: Rezoning of 4533 Cambie in Vancouver - O P P O S E D . . . to 3 floors of parking, one floor of parking would be great.

Re: Rezoning application for 4533 Cambie etc in Vancouver, Canada.

Please tell me the rationale on which you justify a request for this upzoning.

If this property is to be upzoned why not also

4533 main, 4533 oak, 4533 willow, and 4533 Ontario?

Let me guess. This property is on the "Cambie Corridor"
the route of the Canada line subway.

Cambie is one of the most congested arterial streets in a city which is

... tied with Los Angeles and San Francisco for the worst traffic congestion in North America.

Houston TX, a freeway nightmare, doesn't even make the top 10 on TomTom's list.

This is THE choice address on the cambie corridor for anyone who chooses to defer the inundation of Vancouver's waterfront by opting for human powered travel and transit, instead of owning a personal automobile.

4533 is right at the intersection of midlothian avenue, with a major new community centre, badminton/squash club, indoor lawn bowling, etc etc, within five minutes walk.

Equally as close is B.C. Childrens hospital, a major employer.

Right across the street, Queen Elizabeth Park, with its destination grade beautiful quarry garden, several tennis courts, and a multi-acre greenspace.

The adjacent streets to the west of Cambie are a virtual park themselves, ideal for walking, cycling, pushing a baby stroller, or traveling by wheelchair.

Yes, this seems to be a great location for two hundred apartments, Who wouldn't enjoy living there? Very centrally located.

Why then have a ratio of greater than 1:1 cars to apartments? There is simply no need for a person living here to own a car. It's an opportunity for people to break that addiction just as so many have broken the smoking addiction.

60,000 people commute into the downtown core of Vancouver by transit in the a.m. peak 90 minute period daily.

Hundreds of thousands of Vancouverites choose not to own cars. Are they not prospective purchasers as well?

Both an arterial trolley (15) and a crosstown route (33) pass the front door. The platform to platform time from king edward to hastings street is 12 minutes.

The crosstown 25 is nearby as well.

Vancouver is not San Diego or Irvine. American cities are addicted to the SOV.

Vancouverites balance sea level rise and the supposed convenience of owning a car in an urban environment differently to a majority of Americans.

I lived in Houston for 2 years,

if you did not own a car, you were barely a person.

which is somewhat justified by the intolerable climate.

Not so in Vancouver with a pedestrian friendly climate

Nor is it Calgary with land unlimited in all directions.

The density of Vancouver's downtown peninsula is European scale.

There does not seem to be mention of parking for car sharing,

which is growing rapidly in Vancouver

with modo, car2go, and Zipcar, plus smaller ones.

Car2Go are established in Calgary and San Diego,

did not Intergulf's developments recognize this?

One shared car replaces 15 personally owned automobiles

and reduces traffic congestion enormously by

shifting people to transit, human powered movement, and village living.

May I bring to the Developer's attention that bylaw 6059

does not apply to CD-1 rezonings!

At the end of section 4 detailing parking requirements the words

"A development must meet the Parking By-law regulations in effect

at the time of issuance of the Development Permit,

unless there are alternate regulations in

a CD-1 By-law that apply to the site, in which case it must meet

those."

Council therefore can approve this upzoning with only the 36 parking places on P1,

eliminating P2 and P3, and accelerating construction.

This is the logical thing to do.

Or, Council could make a symbolic gesture to reduce parking by approving with P1 and P2, eliminating P3, still a ridiculous ratio for this location of 0.87, but a bit less so.

So the question remains,
if the developer has no intention of taking advantage of the tremendous opportunities immediately adjacent, and a Canada line station, 2 crosstown routes, and a local service trolley at the front door, then why should this particular property be eligible for upzoning?

A question to Vancouver City Planning,
how does a parking ratio of 1.14 for such a choice pedestrian and transit location ever get past City Planning?
What kind of city are we building with this hideous traffic congestion?

Tomtom will soon be ranking us a clear first in North America.

No longer tied for the worst traffic, we will be **the** worst.

Frank Jameson

www.Vancouver.ca Info@

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number of parking places proposed.

Thank You.

Frank Jameson

Additionally,

I cannot understand why the number of parking places proposed is not not in the

From: [Correspondence Group, City Clerk's Office](#)
To: [ken](#)
Subject: RE: REZONING - 4533-4591 Cambie Street and 510 West 29th Avenue
Date: Monday, March 11, 2013 12:13:54 PM

Thank you for your comments.

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Thank you.

From: ken 5.22(1) Personal and Confidential
Sent: Monday, March 11, 2013 11:58 AM
To: Correspondence Group, City Clerk's Office
Subject: REZONING - 4533-4591 Cambie Street and 510 West 29th Avenue

Dear Mayor and Council,

As I walked up and looked at the Rezoning board at 4533 - 4591 I noticed the following:

The main building on Cambie Street wraps around the corner and continues to the lane. Residents that live within this area were told again and again that projects would include a "sensitive transition" between the 6 storey building and the town homes to be located at the rear of the projects (lane side) or a tiered approach.

This rezoning does not satisfy the "sensitive transitions" and needs to be changed to remove the wrap around and keep the 2 building types separate and distinct from each other.

Regards,

Ken Moscovitz

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