

From: [Correspondence Group, City Clerk's Office](#)
To: [Frank s.22\(1\) Personal and Confidential](#)
Subject: FW: Vancouver City Council - Frank Jameson - Rezoning 6361 Cambie - Opposed
Date: Monday, March 11, 2013 2:21:10 PM
Attachments: [RezApp-Cambie-6361.doc](#)

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: Frank [s.22\(1\) Personal and Confidential](#)
Sent: Monday, March 11, 2013 1:59 PM
To: Correspondence Group, City Clerk's Office
Cc: GBL Architects
Subject: Vancouver City Council - Frank Jameson - Rezoning 6361 Cambie - Opposed

This is a great location for anyone who does not own a car.
The proposed parking should be reduced 50% by deleting the lower parking floor

which would still leave only 20 suites for non-car owners.

Please read the supporting logic attached

Frank Jameson

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Rezoning 6361 – 6385 Cambie

Opposed to having so much parking at this ideal pedestrian location.
Proposed bylaw should be amended by reducing to one floor of parking.

This location is:

- a 5 minute walk to Langara college with many employees;
- a 1 minute walk to the Canada line, 12 minutes to pacific centre, 14 to CBD;
- a 1 minute walk to 49th avenue crosstown, 30 minutes to metrotown, 30 to UBC;
- a 1 minute walk to the 15 cambie local service trolley;
- a stroll from Oakridge;
- adjacent to the residential area west of cambie which is a virtual walking park;
- inside the car2go serving area, and a good prospective location for modo;
- 500 yards from the 1st tee at Langara, a golfer's dream.

From www.Langara.bc.ca

We encourage you to take transit, ride your bike, or *walk* to Langara.

Pay parking is in effect at Langara lots.

Employee pass program for monthly transit passes.

When someone requests a dramatic upzoning, there should be some justification. Presumably the justification for this request is the Canada line station. If that is not the basis for the request, what is? If 6361 cambie is eligible for upzoning, why not also 6361 ash, or 7371 ash, 7361 cambie. What makes this property different?

If the development integrates with the Canada line, then there is solid logic. If the proposed development conflicts with the Canada line and 49th avenue, as this one blatantly does, then it should be flatly rejected.

This proposal is in direct conflict with the Canada line. It in no way encourages transit use, it actively discourages anyone taking a bus. It merely adds more cars to the most congested city (3 way tie per tom-tom) in north america. Our 'Greenest City' will soon have one motor vehicle per two people, children included, thanks to bylaw 6059 and the weekly rubber stamping of CD1 projects with a parking to suite ratio of 1 to 1 ratio or more.

Few things are less green than the urban sov. Critics around the world will trash Vancouver's greenest city claim because of our addiction to the automobile.

The building right next door has been approved for 56 suites and 72 total parking places. Maybe too late to stop that one now, the hole is dug. So let the people who insist that their personal sov is important enough to justify flooding granville island sooner than necessary, buy there. Keep this building for people who choose to make a bit lighter carbon footprint. This proposal is for 80 parking spaces. If this building has 63 suites and 40 parking, the combination, 119:112, would still be a ridiculous 1:1.

If the proposed bylaw is amended to remove P2, there would be 40 suites for sale with parking, and 23 for sale without parking. Any party wanting to have two cars can live next door at the building currently under construction.

People who prefer not to own a car should be allowed that option.

The Canada line was built in anticipation of a more pedestrian oriented approach to development. \$2 billion was spent with no commitment from the City of Vancouver to generate the traffic for the subway. And Council is doing nothing to direct people to transit.

Canada Line is running at 60% peak capacity. It's capacity can be further increased by 1/3rd by extending the peak from 90 to 150 minutes.

Vancouver Council and City Planning are diligently turning the 'Cambie corridor', which is already polluted with automobile noise, into six solid lanes of SOV's, by adding more cars, more cars, more cars. The direct route downtown for all these new cars is right past city hall. Cambie from 16th to the creek can't take any more cars. Do Council and Planning not see this when they come to the hall?

Reminder, bylaw 6059 does not set any minimum parking for CD1's.

Frank Jameson

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