

Isfeld, Lori

From: Public Hearing
Sent: Wednesday, October 09, 2013 10:13 AM
To: s.22(1) Personal and Confidential
Subject: RE: October 24, 2013 Public Hearing scheduled for 1412-1460 Howe Street, 1410 and 1429 Granville Street, and 710 Pacific Street

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.

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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.

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

Thank you.

From: Correspondence Group, City Clerk's Office
Sent: Tuesday, October 08, 2013 12:12 PM
To: Public Hearing
Subject: FW: October 24, 2013 Public Hearing scheduled for 1412-1460 Howe Street, 1410 and 1429 Granville Street, and 710 Pacific Street

From: Rezoning Centre
Sent: Tuesday, October 08, 2013 9:31 AM
To: Helen Morris
Cc: Correspondence Group, City Clerk's Office; Hoese, Karen
Subject: RE: October 24, 2013 Public Hearing scheduled for 1412-1460 Howe Street, 1410 and 1429 Granville Street, and 710 Pacific Street

Thank you for sending your comments on the rezoning application for 1412-1460 Howe Street, 1410 and 1429 Granville Street, and 710 Pacific Street.

Once a rezoning application is referred to Public Hearing, all feedback is received by mayorandcouncil@vancouver.ca rather than the Rezoning Centre. By way of this email, I am forwarding your comments to the Correspondence Group, City Clerk's Office.

Regards,

Linda Gillan

City of Vancouver
Planning Department | Rezoning Centre
T 604.873.7038 | F 604.873.7060
rezoning@vancouver.ca

From: Helen Morres s.22(1) Personal and Confidential
Sent: October 7, 2013 7:14 PM
To: Rezoning Centre
Subject: Re: October 24, 2013 Public Hearing scheduled for 1412-1460 Howe Street, 1410 and 1429 Granville Street, and 710 Pacific Street

At the Open House held on this subject some months ago, area residents expressed unanimous and vociferous negative views on the proposed 49-story high-rise tower; not only its monstrous ugliness and the hyper density construction in a restricted space, but the over-shadowing of our park, the tunnel effect in an already windy area, and further traffic congestion caused by one-way traffic on Hornby Street to make a bicycle lane. The only effect of our serious objections appears to have been an increase in height of the tower to 52 stories! Further "public consultations" appear to be merely to satisfy some by-law regulation. The city has already determined to subject residents in this tight corner to mega construction over the next several years, in the interest of revenue generation, regardless of resulting drop in values of existing properties or residents' quality of life. On the evidence so far, attending more "public consultations" would appear to be pointless.

On Thu, Oct 3, 2013 at 12:07 PM, Rezoning Centre <rezoning@vancouver.ca> wrote:

You are in receipt of this email as a person who has expressed interest in the Rezoning Application for 1412-1460 Howe Street, 1410 and 1429 Granville Street, and 710 Pacific Street. Please see attached for information regarding the upcoming Public Hearing.

For more information on this application:
<http://former.vancouver.ca/commsvcs/planning/rezoning/applications/1412-1460howe/index.htm>

City of Vancouver
Planning Department | Rezoning Centre
T 604.873.7038 | F 604.873.7060
rezoning@vancouver.ca

Isfeld, Lori

From: Correspondence Group, City Clerk's Office
Sent: Tuesday, October 08, 2013 12:07 PM
To: Henrik Olsson
Subject: RE: 1412-1460 Howe

Thank you for your comments.

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Thank you.

From: Henrik Olsson s.22(1) Personal and Confidential
Sent: Tuesday, October 08, 2013 6:53 AM
To: Correspondence Group, City Clerk's Office
Subject: 1412-1460 Howe

Council,

Regarding the rezoning of 1412-1460 Howe, 1410/1429 Granville, 710 Pacific

I have nothing against building something on that lot. Some retail there would actually be very nice. What do we get instead? An eyesore.

Issues like traffic are totally ignored. This will bring around 400 new cars to an area that has parking problems as it is. Does anybody believe they will use the bike lane. Few do today so why expect any change.

A good compromise would be the commercial component plus a 25 story tower.

I know most are against this project. It will however be rubberstamped by the city council (as usual). Consultations is just a formality.

In return I will boycott that building. Will not invest in it nor will I frequent the retailers there.

Isfeld, Lori

From: Correspondence Group, City Clerk's Office
Sent: Friday, October 04, 2013 9:20 AM
To: Regina Lo
Subject: RE: Rezoning Application for 1412-1460 Howe Street, 1410 and 1429 Granville Street, and 710 Pacific Street

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Thank you.

From: Regina Lo s.22(1) Personal and Confidential
Sent: Thursday, October 03, 2013 5:19 PM
To: Correspondence Group, City Clerk's Office
Subject: Rezoning Application for 1412-1460 Howe Street, 1410 and 1429 Granville Street, and 710 Pacific Street

Resident of 1455 Howe Street

To whom it may concern,

I am strongly opposed this proposal. From their first original planning, I already felt that this is absolutely not suitable for them to build such a tallest building in this area. Not just it is not right and too close to the Granville Bridge. And the Pacific Blvd, already been not able to handle more cars. It will definitely cause a hugh traffic problem.

Unless they build low rise, then, I will not oppose their plan.

Yours sincerely,

Resident

PUBLIC HEARING 1412 - 1460 HOWE ST, 1429 GRANVILLE & 710 PACIFIC ST.

We are asking the Mayor and Council to consider our comments regarding the proposed redevelopment and rezoning application of the above noted locations. We submit, that while the City of Vancouver may be one of the most livable cities in the world, that vision is rapidly disappearing through the increased density of the city core. We are concerned that the quality of life, as we know it today, will disappear and become another Hong Kong.

The following are our concerns:

PODIUM DEVELOPMENT

The development of a ten story podium on the above noted sites will be a great improvement for this neighbourhood provided there is adequate parking. This initiative has been long overdue and Mayor and Council are to be commended for their considering this type of redevelopment which will accommodate much needed commercial ventures such as food store, offices and day care etc.

HOWE STREET TOWER

We do have a concern regarding the 497 ft. residential tower. We are opposed to rezoning primarily because of the increased density in this area of the city. There are currently six new high-rise developments in the immediate neighbourhood which have been completed in the past year, are under construction, been issued building permits, have request rezoning or are proposed. This has the potential of placing approximately 2300 additional suites and 4000 more people in this neighbourhood.

These developments are; 1400 Howe St. (408); The Salt, 1940 Hornby & Drake (199); Burrard Gateway, Burrard & Drake (600); The Mark, Pacific & Seymour,(303); The Maddox, Hornby & Drake (300);The Modern, Harwood & Burrard (250); east of the Granville bridge at Beach&Granville (500 ?)

There is the potential of having up to an additional 2300 motor vehicles in this neighbourhood. There is a parking crisis developing in this area of the city wherein all street parking is already permanently taken up by residents of buildings with inadequate parking for the residents living there.

GRANVILLE ST. GATEWAY

It is apparent that The City of Vancouver is considering the development of towers on either side of the north end of the Granville St. bridge creating a simulated "Gateway" to the city - the Howe St. development at 497 ft. and a tower proposed for the east side of the bridge, the height yet to be decided but will likely be of the same or similar height. Combined, these towers have the potential of creating about 900 new residential units

which may house a minimum of 1500 new residents in the immediate area. The addition of the east tower will likely create additional parking problems.

Perhaps a better "Gateway" project may be a high, lighted arch from one side of the Granville bridge to the other.

PARKING

Currently, all available on street parking in the area bounded by Drake St, Beach Dr, Burrard St, and Richards St. is currently being taken up all day by people living/working in the area.

The parking supply ratio proposed in the zoning application, in our opinion is inadequate. With a total of 502 residential suites and only 408 off street parking spaces, the shortfall of 94 residential parking spaces has the potential of creating a parking crisis. It is important to understand that at some time in the future ALL suite owners/renters may own motor vehicles, particularly with the advent of affordable electric motor vehicles.

Buildings 1 - 4 will have only 101 off street parking spaces for what will likely be several hundred employees and patrons working/visiting in these buildings at any one time during the day. The proposed parking supply implies that the workers and patrons as well as residents, that have no where to park off street, will leave their cars either off street or on street and should the workers and the residents take up all the 201 parking spaces where will the patron of the businesses and Day Care park? Having time restrictions or permit only on any of these parking spaces would likely result in confusion and the issuance of a multitude of parking tickets daily.

It is noted in the Parking Supply Management information that there are "constraints of the development site" which I assume means that the developer will be unable to create sufficient parking within the development to accommodate all the necessary parking to support the development and therefor is relying on the on street parking. One solution is to reduce the number of suites to the point at which the ratio is satisfactory to not have to rely on "on street parking" except in unusual busy periods.

It appears that there has been no consideration for parking for service contractors such as plumbers, electricians and other service providers who will be providing services to the suites and businesses on a daily basis. With offices and 408 suites, where will movers who will be moving people into and out of suites and offices, which will likely be a daily occurrence, find to park?

With 7153 SQ M of office space, and 9124 SQ M of retail/recreation space there could be between 400 and 550 employees working in this facility on peak days. Of those if only 25% drove to work, there would be a need for up to 137 parking spaces, Add to that patrons of these offices and business particularly during the six months of rain, where will everyone park? If there is a foodstore the size of Safeway on Davie St,

who's 60 vehicle parking lot is near full all the time, where will the patrons of this 16277 SQ M complex park. Can these business survive with inadequate parking facilities?

DENSITY

We are to understand that the developer Westbank, will be purchasing land from the City of Vancouver. We were advised by a representative of Westbank at their information meeting some months ago that the reason it was necessary to build to proposed density is because the land cost is such that developing to lessor density would make the project unprofitable. In that it is 84% City land, is the City demanding more for the land than is practical and therefore the one who is insisting on this level of density? Other developments in the city such as the one being developed at Harwood and Burrard are successfully developing with far less density which implies that their land costs are reasonable.

TRAFFIC CONGESTION

As a result of changes to the traffic pattern by making the 1400 block of Hornby "one way north bound" from two way, the traffic congestion in the 1400 Block Howe St. and the 800 block Beach Ave. has increased by about 100%. With the infusion of possibly 400 to 500 hundred additional cars daily, entering and leaving this specific area, driving will become impossible. Further, should a tower be built on the east side of the Granville bridge, there will be a possible two to three hundred more vehicles moving in and out of this area.

VIEW CORRIDOR

Although the City of Vancouver advocates the protection of "View Corridors," view corridors are being gradually destroyed in residential areas.

In the past, the City of Vancouver has been respectful of "View Corridors" when considering new development applications. It would appear that in the case of the 1400 blk. Howe St. development that policy is being overlooked.

The suites located on the east side of 33 story condominium building on the west side of Howe St, and the 1500 Hornby (888 Beach) condominium tower will completely lose the eastern view corridor (refer to photo attached, red line denoting proposed building, photo taken from suite 1902)

One of the reasons for purchasing our suite was that we had a unencumbered view to the east which provided not only the view but the advantage of the warming of the early morning sun (photo attached) which will be obscured not only by this development but also the one proposed for the east side of the Granville bridge.

SUMMARY

We support the podium development as proposed. However we are opposed to any rezoning that would permit the construction of a building above approximately 14 stories (175,932 SQ M.) which is within the current bylaws. By limiting the size of this building, there would be far less traffic congestion and by retaining all the proposed parking there would be adequate parking. which would compliment the retail business located there.

By adhering to the current zoning, most of the easterly view corridor would be preserved forever.

While we can appreciate the City is attempting to maximize the financial return from the building site, we feel it is more important to ensure that, as much as possible, they continue to develop policies which will always see Vancouver as being one of the most livable cities in the world. Please consider the above remarks when making your decision with respect to this rezoning application.

Yours sincerely,
Claire and Donna Eraut

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