

**Tuerlings, Leslie**

---

**From:** Correspondence Group, City Clerk's Office  
**Sent:** Tuesday, January 21, 2014 10:56 AM  
**To:** Public Hearing  
**Subject:** FW: Comments for West End Community Plan  
**Attachments:** RWong no to C-5 downzone.pdf; RWong c5a zoning .pdf

**From:** Gloria Wong s.22(1) Personal and Confidential  
**Sent:** Tuesday, January 21, 2014 10:48 AM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** Comments for West End Community Plan

Dear Mayor and Councillors,

Please find attached our comments on the West End Community Plan and its proposed changes to Zoning and Development By-laws. We are a family who owns several properties that will be affected by the proposed changes. We are strongly opposed to the changes as they would greatly affect the value of our properties as well as prevent further development. We have laid out our comments and reasoning against making such changes in our letters.

Thank you for considering our submission.

Sincerely,

Robert Wong, Linda Wong, and Winson Pacific Holdings

**Robert Wong**

s.22(1) Personal and Confidential

January 20, 2014

Dear Mr. Mayor and Councillors,

**Re: Response to West End Community Plan**

As a landowner of three properties s.22(1) Personal and Confidential that are directly impacted by the West End Community Plan, **we are vehemently opposed to this proposed plan.**

We are primarily opposed to the reduction of the maximum building height in the C-5 Zone from 64 meters to only 18.3 meters. This reduction is not acceptable for the following reasons:

1. The City of Vancouver wants to increase the number of residents in this area. By restricting building height dramatically, and keeping the FSR values low at 2.2, **the result is a much less dense west end, and really low squat buildings that are contrary to the long term goals of increasing the number of residents in the west end. Instead we should keeping the existing building height and increasing the FSR for this area.**
2. This restriction of building height for the Davie & Burrard block makes very little sense, especially when a very tall building on Davie and Burrard is only 50 meters away, literally across the street. **Visually, this dramatic change in height of buildings is incongruent and contrary to the City's desire for a "gradual stepped" architectural style. The preferential zoning of the difference between Davie & Burrard to the new C-5 zoning is not equitable.**
3. **This change will dramatically lower property values in the C-5 zone and thus dramatically lower property taxes rendered to the City.** The value of a piece of property is reflected by how large it is and how high of a building one can build on it. When the height of a building drops 70+% from 64 m to 18.3 m, the value of the proposed building drops dramatically. Thus all new buildings will be worth less due to their lower stature. Higher buildings are more efficient to build and worth more because they appeal to a potentially large ownership base and provide flexibility to podium floors. If the new lower, flat buildings are worth less, then there will be resultant lowering of property taxes. Existing buildings are worth less as developers are not willing to buy them at the old price because they cannot build a new building as tall. **This change dramatically lowers property values of existing and new buildings.** Again, it is surprising that our cash strapped City wants to make a change that will significantly lower the amount income it takes in from lowering property taxes. Rest assured, if this proposal goes through I will be appealing any property assessments to ensure that the assessments reflect the new zoning changes.

s.22(1) Personal and Confidential

4. **The existing maximum heights can still maintain the Davie Village atmosphere with first floor retail and residences on the upper floors.** The higher building provides an opportunity to build a mixed-use structure that allows a work, live, play environment. The current zoning and zoning heights are working, so why make such a drastic change?
  
5. **Lowered property values will result in demands for compensation.** We are long-term property owners who have owned these properties for 35 years, faithfully paying property taxes. Our long-term goal was to assemble some properties on the block, transfer some air rights from our Thurlow street property and build a new building fully compliant with the 64 m maximum building height. These properties were purchased in the full knowledge and valuation based on the 64 m building height. Should this proposed change go through, likely redevelopment will not be economically feasible. We would have incurred an economic loss by being forced to build a new building that is 70+% lower than anticipated. This sudden change would reverse 30+ years of C-5 zoning. **We would expect the city to compensate landowners like ourselves for the economic loss due to such a sudden and unwise zoning change.**


As property owners, we believe in the Davie Village concept and we believe in the value of increasing the number of residents in the West End. The existing C-5 zoning can keep those goals. **The new proposed C-5 zoning changes reverses decades of City building height zoning and is contrary to the long-term goals of increased residences, creating a liveable Downtown core and increasing property tax revenues.**

Thank you in advance for reviewing our submission.

Yours truly,

Robert and Linda Wong,

5.22(1) Personal and Confidential



# *Winson Pacific Holdings*

s.22(1) Personal and Confidential

January 20, 2014

Dear Mr. Mayor and Councillors,

## **Re: Response to West End Community Plan**

As a landowner of the s.22(1) Personal and Confidential properties that are directly impacted by the West End Community Plan, **we are strongly opposed to this proposed plan.**

Our properties will be rezoned from C-5 to C5A. While we support an increase in FSR from 2.2 to a higher value, **we believe that the whole of the Lower Robson area should be treated as one homogenous zone.** Our reasoning is as follows:

1. **The Lower Robson area is a few short blocks.** It would make for easier development should the whole area not be separated into an "A" and a "B" section, but as one complete indivisible section with a new FSR of 8.75. There is no valid reason to treat lower and upper Robson differently; they should be treated equally. The natural hill preserves the sightlines of the skyline.
2. **A higher FSR of 8.75 for the whole of Lower Robson will more dramatically increase West End resident density,** a long-term goal of the City.
3. **A higher building height of 91.4 m for the whole of Lower Robson will also more dramatically increase West End resident density,** a long-term goal of the City.
4. **The combined changes for the whole of Lower Robson will also increase property values and thus property taxes, a good thing for our City's finances.**

Thank you in advance for reviewing our submission.

Yours truly,

Winson Pacific Holdings,

s.22(1) Personal and Confidential

Winson Pacific Holdings Ltd.

s.22(1) Personal and Confidential

## Tuerlings, Leslie

---

**From:** Correspondence Group, City Clerk's Office  
**Sent:** Monday, January 20, 2014 11:04 AM  
**To:** Public Hearing  
**Subject:** FW: West End Zoning Amendments

-----Original Message-----

**From:** Christine Allen s.22(1) Personal and Confidential  
**Sent:** Sunday, January 19, 2014 11:19 AM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** West End Zoning Amendments

Dear Mayor and Council,

I live and have owned a condo in the West End since 2004.

I am truly disheartened by the development changes taking place in the West End, and in particular by the encroachment of towers.

Despite the opposition to these changes expressed in public forums, petitions and talks at city hall, our community's voice is not being heard.

I love the West End. The thought of more towers in our beautiful neighbourhood sickens and distresses me.

Sincerely,  
Christine Allen

## Tuerlings, Leslie

---

**From:** Fraser Doke s.22(1) Personal and Confidential  
**Sent:** Sunday, January 19, 2014 9:50 AM  
**To:** Public Hearing  
**Cc:** Fraser Doke  
**Subject:** West end housing increase

I will attend the public meeting in city hall on Thursday the 25th of January and would like speak on the increase of housing in the westend. I have lived in the west end since I was teenager in late 70s.. I am now in my early 50s,.. Have seen a lot of changes, some good, some bad.. I am a person on disability and live in the remains of a co op that no longer has subsidies, and affordable housing is coming down and only high rentals or condo are now the main points in the west end.. Higher housing here is going to cause more traffic bottle necks.. Less affordable housing, for the wide variety of people living in this community, from welfare people, seniors, low cost earners, people with disability that have to house near a hospital. Since when I lived in bachelor suite in the late 70s (200.00 per month) to the coop I live in (1057 per month) now.. I personally am on disability, and found a way have potable subsidy for housing. But everything goes up with higher housing cost that includes the affordable cost of food, the supermarkets in the west end have taken away family run stores..ect.. Remember Robson st was once Robstrassa, a street of bakeries, meat stores, and vegetable stores that were affordable.

With the increase of housing in the west end will also increase taxes and so on, you best think of increasing housing across the city.. The west end has increased housing since expo 86..

Long time resident of the west end

Fraser Doke

s.22(1) Personal and Confidential

Sent from my iPad

## Tuerlings, Leslie

---

**From:** Correspondence Group, City Clerk's Office  
**Sent:** Friday, January 17, 2014 10:27 AM  
**To:** Public Hearing  
**Subject:** FW: Bylaws under the west end community plan - Public hearing - January 23 , 2014  
Opposed in part  
**Attachments:** Polar-Bear-Swim.doc; Y2013-Dec-Nov 011.jpg; Y2013-Dec-Nov 010.jpg

---

**From:** s.22(1) Personal and Confidential  
**Sent:** Thursday, January 16, 2014 11:39 PM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** Bylaws under the west end community plan - Public hearing - January 23 , 2014 Opposed in part

I am opposed to any restriction on the movement of traffic on Davie, Denman, or Robson streets.

In particular reducing the traffic lanes from 2 each way to 1 each way by the creation of "Villages" on each of these three streets makes no sense whatever.

My concern is that 10's of thousands of people in the west end depend on transit as their dominant means of transportation beyond simply walking to their village stores and restaurants.

Reducing traffic lanes on davie, denman, and robson streets below 2 each way at most times makes it impossible for Translink's buses to provide these VOTERS the bus service which they deserve.

The anticipated GLBT centre can be constructed in the 1100 block davie with zero cost for the land. The 7 million CAC voted on december 17 can therefore be applied to construction of this facility with quite a bit left over for other projects. The FSR for the half of a city block can be built in a tower at each end, with 1/3rd of the half-block available for the community centre at zero land cost.

Details are in the .doc and photos attached.

City of Vancouver issued a permit for a polar bear swim at English Bay on New Year's day. Obviously whoever issued the permit was oblivious to the effect this would have on transit or general traffic. <sup>(1)</sup> This is chronic. The City approves events with not a moments thought as to how they affect everybody else.

The inevitable and totally predictable result was that transit service on bus routes 5, 6, C21, and C23, most of the west end, was virtually non-existent from 1:30 to 4:30 on new years day. This lack of service extended right to burrard street. Thankfully we have the 2 and 22.

Traffic stagnation was so bad that the writer observed a trolley sitting at a bus stop for 5 minutes at 3:15. From 4:10 to 4:40 there was a half hour interval between buses northbound on denman, then 4 arrived in a bunch. 4 in a bunch were also observed southbound on denman at 3:15. See details below.

Let's look at how many streets which were available for through traffic movement in the downtown peninsula in 1950 have been since closed off in whole or in part: haro, barclay, comox, pendrell, guilford, bidwell, b ute, thurLOW, hornby, robson(seasonal), hamilton, drake, georgia(daytime), hamilton(daytime), dunsMuir, burrard, howe(daytime); even the vital *granville busway* daytime weekends; and a few more.

It might be more to the point to list the number which have been left open to traffic as they were in the 1950's.



West of granville they are east-west: beach, pacific, harwood, burnaby, alberni, georgia, melville, pender; north-south: bute, cardero, denman, chilco, perhaps a couple more.

That's right. More streets have been closed to traffic in whole or in part than have not! Yet how much has the population and traffic increased in half a century.

The davie, denman, robson loop has been the traditional backbone of transit in the west end since the streetcars of the 1940's. Those streetcars moved much more quickly than the buses move today. These streets are frequently closed for parades, street days, festivals. For much of their length they are reduced to one lane each way by parking meters.

Council is in danger of permanently cutting traffic lanes on davie, denman, and robson from 2 to 1 through the creation of a village on each street. This would complete the strangulation of the west end bus system.

Approval of these bylaws will cast this in proprietorship and concrete. Once restaurants are permitted to extend their premises onto the existing sidewalks, it will be very difficult to correct this bad judgment.

Villages should be built, but not in this sloppy haphazard way. Half a city block on the north side of davie, from bute to thurlow, is begging for the bulldozer to level. A tower can be built on the west third and on the east third of the block. The FSR for the full block can be built in these two towers. The middle third of the

### Longer term solutions.

Council and Translink should set a policy of anticipating the impact on the bus system of these events and coordinating their response. This is an area in which both have been failing abysmally. Example Canada Day 2013 where the wait for the 135 ran beyond the scheduled end of service time. Translink ran the expo line at a.m. peak service level, but added not one bus.

The lights should be balanced more favorably to the transit routes. See discussion of this topic elsewhere on the site. It is a major failing in traffic management throughout the City of Vancouver.

A new bus route is needed, #11. West on Robson, south on Denman, east on Nelson, north on Seymour. This route would be in effect only when an event on Davie is anticipated to interfere with the #6. No scheduled time, just keep going around the rectangle.

For a major solution, extend the expo line to English Bay. Two stations, two kilometres, two hundred million dollars. This would continue to operate independently of any events, even fireworks night.

This route should have been part of the Expo 86 development but in order to have the line operational by a fixed date, the available tunnel and trackage were used. Also the tunnel connected Canada Place to the rest of the Expo site.

There are more a.m. peak trips into downtown on the 5 and 6, than into UBC on the 99. And that is on the 1 day out of 3 when UBC runs full tilt. On the other 240

block is therefore available as part of the gay village. It could be a few stories with a roof garden.

This provides land for the gay community centre at zero cost. Suitable land in the west end would swallow up the 7 million of CAC which was voted for it on december 17, with some speakers referring to it as "Seed Capital". Using this land frees up the full 7 million for construction of this building, and other projects.

Details of January 1, 2014.

Translink provided their regular sunday schedule: 32 chauffeurs and buses; 7 or 10 minute intervals, total capacity in each direction in the 3 hour period, 4,000.

An estimate of usage on an average sunday might be 6,000. These people have a right to expect bus service. They had none. This would include residents of the west end, people visiting them, and visitors to the area or stanley park; as well as those employed in the many restaurants etc. These numbers will continue to grow.

Who can guess how many people would have wanted to ride on new years day if the buses had been able to move. It would have been futile for Translink to add buses to handle the event when nothing was moving. \$10,000 was wasted on the 30 buses which were going nowhere.

Anyone who resorted to taking a taxi might have incurred a cost of \$20. for a trip which usually costs \$10., if the taxi would even have come to pick them up.

The West Community Plan states that half of the off street residential parking in the west end is not in use. That means that people are dependent on transit as a basic means of transportation, it is not simply one option.

Closing pendrell, comox, barclay, and haro; plus some north south side streets, has made all through east-west traffic overwhelmingly dependent on davie, denman, and robson.

But those three streets are essential for routes 5 and 6.

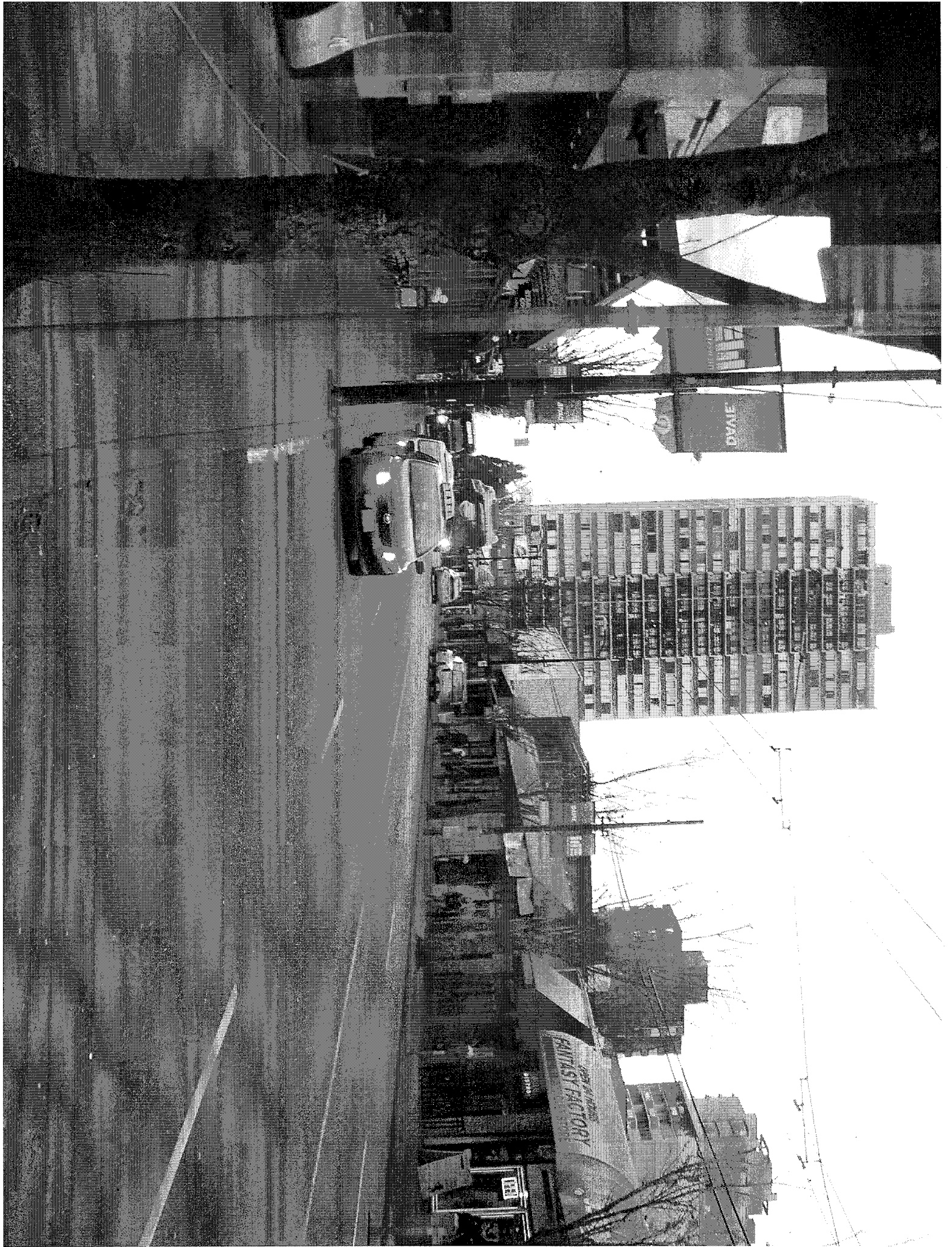
Those routes have suffered tremendously often reducing travel to little more than walking speed, example 20 minutes from Nelson and Denman to Granville and Pender via Smythe, a distance of 16 blocks short blocks. That's the same time as from Bridgeport or, Metrotown! Only 5 minutes less than Port Moody. Why live in such close proximity to downtown if it takes just as long to get there by transit as from a suburb?

The City should have posted flashing traffic notification signs on the causeway, Pacific at Granville, Davie at Hornby, Denman at Robson, directing traffic to divert away from English Bay. Constables should have been available to divert traffic, for example from Denman to Robson.

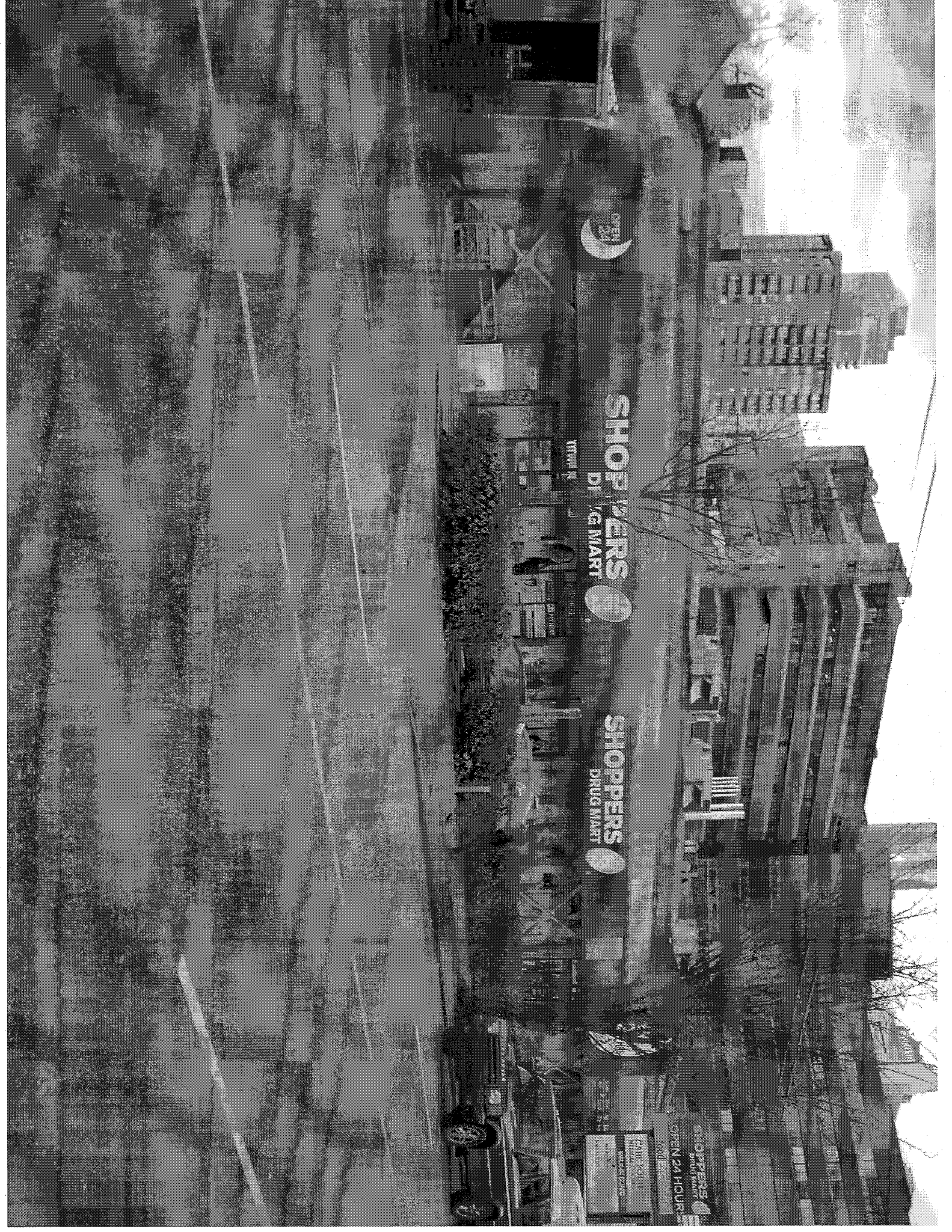
Parking meters should have been capped on much of Denman and Davie streets until 4 p.m., especially leading away from Denman and Davie

The Polar Bear website should have encouraged people not to come by car.

One constable was at denman and davie maintaining order.









Frank Jameson

s.22(1) Personal and Confidential

s.22(1) Personal and Confidential

January 16, 2014

## Tuerlings, Leslie

---

**From:** Correspondence Group, City Clerk's Office  
**Sent:** Thursday, January 16, 2014 5:17 PM  
**To:** Public Hearing  
**Subject:** FW: West End Plan

**From:** Rowan Brown s.22(1) Personal and Confidential  
**Sent:** Thursday, January 16, 2014 12:48 AM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** West End Plan

### from our own website:

personal comments in RED

### Neighbourhood directions

To maintain and enhance the neighbourhoods in the West End, we plan to:

- Keep a primarily six-storey height limit - This is being violated by the development at 1401 Comox Street which was "conveniently" approved and hurried through as a S.T.I.R. (as in STIR up anger) project before a comprehensive plan was developed.
- Continue the existing zoning regulations and the mid-rise and high-rise tower separation guidelines (see RM-5 Guidelines) - Is this really being done? - not at 1401 Comox Street.
- Maintain the character of the four residential neighbourhoods, while providing opportunities for new laneway infill rental housing on sites constructed before 1975 to help with reinvestment in the rental stock and to provide housing for families with children and seniors - Thank goodness our apartment building was built after 1975 so we won't have the threat of laneway housing crowded against (or crowding out) our much enjoyed back yard garden.
- Encourage the retention of houses by allowing strata-titled infill housing along the laneways - even if this means destroying all the green space surrounding these former fine homes.
- Improve laneways as more walkable public spaces, potentially with improved lighting, gardens, landscaping, and traffic calming, while still maintaining integral service, parking, and utility functions - I thought laneways were for cars to access parking garages, there are sidewalks on the street for pedestrians. Is there enough space to do all these other things in the lane? (design maxim - "An all-purpose space is ultimately a no-purpose space.") When you say "Traffic Calming" it usually translates into driver confusion, frustration and anger.