

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:24 AM
To: Public Hearing
Subject: FW: Oakridge2025

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

From: Charles Krieger s.22(1) Personal and Confidential
Sent: Saturday, March 08, 2014 4:39 PM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge2025

Hello,

I have just looked at the material about the Oakridge redevelopment. Although I am in principle not against development, the proposed towers are far too high and will not blend in with the surrounding community. It would be different if the towers were located in an area with a lot of existing high rises, such as downtown. The towers should be far smaller. Even 20 floors is likely too high.

Thanks

Sincerely,

Charles Krieger

s.22(1) Personal and Confidential

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:33 AM
To: Public Hearing
Subject: FW: Oakridge rezoning.

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

From: jane Ingman-Baker s.22(1) Personal and Confidential
Sent: Saturday, March 08, 2014 6:51 PM
To: Correspondence Group, City Clerk's Office; Louie, Raymond; Reimer, Andrea; Tang, Tony; Carr, Adriane
Subject: Oakridge rezoning.

Dear Mayor and Council,

I am writing to oppose the rezoning of Oakridge under the proposal currently in front of you. This application is premature and that the matter is not ready for you to consider.

There are many problems with the proposed by-law, some of which are identified in the memorandum filed on March 7th by Mr Shillito, which proposes major changes to the buy-law appendices : <http://former.vancouver.ca/ctyclerk/cclerk/20140310/documents/phea3memo.pdf>.

The fact that such changes are brought to your attention on the Friday before the public hearing should in be enough in and of itself for you to stand this matter down.

A careful read of this memoranda will alert you to the fact that there are problems with the security sought to guarantee performance, the development of a local energy system, groundwater protection and control, delivery and enforcement of the commitment to deliver a park area, delivery of the social housing units, viability of the commercial space requiring changes to permitted uses to include a university, and the ability of the Canada Line to support the increased riders. The last point is supported by Translink, who have expressed the view that station upgrades should be provided.

This rezoning will be the biggest development project that Vancouver has yet to embark on. It will redefine the Cambie corridor and will either be lauded or ridiculed. Whether it is the former of the latter is in your hands.

There has been a large amount of effort spent on the aesthetics of the project. Huge sums have been spent on consultants to persuade you and others that the site can handle 15 towers and that children will frolic happily in an utopian park 6 storeys up in the air. However, there has been little serious work done on the key point. If you are to rezone this site for an additional 3000 plus residences and 1.8 million square ft of commercial space, how will the over 10,000 permeant users and the additional thousands of visors actually fit onto this site? How will they move on and off the site, how will they interact between themselves and with friends and family, what will they do when they are not shopping, and how will they impact and access educational, medical and sports facilities not provided on site?

The application itself is a mess. It takes hours to weave through the policy statement, draft by-law language, design guidelines, memoranda etc. If you can navigate through it, even more troubling is what is missing. NO environmental impact statement, NO transportation study (even the one filed with the original application is missing), NO current retail analysis (the old one uses old data and does not

consider local impact), NO studies of off and onsite hourly movement by pedestrians, handicapped or cyclists, NO analysis of site safety, security and policing, NO local traffic plan, NO surface water management plan, NO siting for the local energy facility, NO analysis of how loading and unloading for the commercial facilities will interact with residential use, NO plan for outside areas for residents to use in the 15 years before the park is ready, and NO analysis of the impact that the increased residential and commercial use will have on off site daycare, preschools, education, sport or other facilities.

Another glaring omission is there is no analysis of the CAC's to be received. There are lots of references to social housing, community facilities, parks etc, but nowhere in the material is there a breakdown of what profit will be made from the increased density and use and the corresponding portion that will be returned to the city. It is a quagmire of shifting sand with multiple examples of double counting and even the most supportive would be hard pressed to say that they are satisfied that the calculation has even been made. It reads as if the owner offered a series of shiny things which were cobbled together in desperation to improve the statistics for the term for this Council.

However, the most egregious error that is about to happen here is that a huge relocation of people is to be approved without an independent viable transportation analysis.

Until 10 days ago, all the documents relating to this site said that the owner would be responsible for station upgrades that would be needed to handle the increase demand on the Canada Line. Suddenly that is gone and \$600,000.00 for comfort improvements (maybe some seats and white paint for the lines through the project?) appears.

Mr Shilltos's memo talks about the allocation of responsibility for Translink upgrades, and has a veiled reference to a Translink inquiry. Readers are forced to conclude that the Owner has managed to duck out of this obligation and that the City will be left to try and pry funds for station upgrades from the Province. They in turn are bound to point out that this Council passed over the chance to get the property owner to do it.

I am not a transportation engineer but I do know that underground train capacity is determined in the main by two things. How frequently the trains come (a matter of computer science to optimize service without collisions) and how easily passengers can get on and off the station. In busy cities the trains come very frequently and urban stations have several entrances and exits allowing for efficient passenger movement. If you approve this plan as proposed, the opportunity to reserve space for new entrances or other improvements will be lost. The chance to connect the southern or western edges of the site to the station underground will be gone, or the place for a second escalator will be occupied by the footings for a tower. There are also some passing references in the application to moving the vehicle that current permits vehicles to exit the site onto 41st Avenue westbound. It may be necessary to move the tunnel if there is ever to be a westbound addition to the rapid transit system. This is the time to do a full analysis of this issue. What a tragedy it would be if nothing is done at this stage, and if the western route later becomes impossible because of the tunnel.

IF YOU MAKE NO OTHER CHANGES TO THIS APPLICATION, PLEASE DEMAND THAT AN INDEPENDENT REVIEW OF THE TRANSPORTATION ISSUES TO BE COMPLETED BEFORE THE BYLAW IS FINALIZED.

I have chosen to focus above on the global problems this application presents, but since I own property immediately adjacent to the site, I must also add that there are many issues with the location and use of New Street and traffic flow to the immediate west of the site. My family have owned the duplex on the corner of 42nd and Willow for over 40 years. Every day children move through the intersection to access King David School, the French immersion school, and the JCC. Generally the

area is busy with pedestrian and vehicular traffic. The idea that traffic calming measures will be instigated 5 years after the last occupancy permit is issued is a dereliction of your duty to this community. The safety of local residents and children should be a primary concern and that cannot be abandoned during two decades of construction. I thus ask that no development permit be issued without a local traffic management plan for each and every phase of development.

Sincerely

Jane Ingman Baker

Chair Dunbar Vision Implementation Committee and concerned local property owner.

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:34 AM
To: Public Hearing
Subject: FW: Oakridge Centre development

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

From: BRIAN BARKER
Sent: Saturday, March 08, 2014 6:56 PM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge Centre development

s.22(1) Personal and Confidential

Dear Mayor Robertson and Council:

I am writing to voice my deep concerns and objections over the Oakridge redevelopment project. As proposed the project will have an irreversible and negative effect on the Oakridge Langara neighborhood and indeed on Vancouver as a whole. It will make Vancouver a less livable and dynamic city. It will not have any positive effects on affordability, sustainability, and homelessness. Indeed the creation of a mini city of high rise towers has no place in this part of the city. The neighborhood lacks the ability to accommodate the increased density this project represents. The community centers are already operating at or near capacity with many families of my acquaintance no longer using them due to overcrowding. The proposed increase in density will only worsen this problem especially considering all the presently approved construction and proposed construction in the area. Public transportation, specifically the Canada Line is also at or near capacity at the present. I find that there is great difficulty accessing trains during the rush hours. When one considers the increased density from the already approved and proposed buildings along the Cambie street and in the City of Richmond the Canada Line will be utterly unable to accommodate the density being proposed by the Oakridge mall redevelopment. The roads are also very crowded and this project will only make things worse. The development height is completely outrageous and will ruin the feel and look of the neighborhood. Forty plus story buildings have no place in this part of the city. Parking also seems to be inadequate as proposed. The proposed park or green space on the roof is cynical and of no value to the community as a whole.

I also object to the dismissal of the previous working plan for the Oakridge neighborhood and mall. It was worked on in good faith by many people. A working plan that was done with the Canada Line in mind. A plan that made a lot of sense. This out of hand dismissal alone makes a mockery of democracy, due process, and citizen responsibility. Perhaps a different political party will show more respect and courtesy to the efforts and wishes of its citizens. I believe that Oakridge needs to be redeveloped and I am not against development nor the redevelopment of this area but it needs to be appropriate to the neighborhood. This development is not.

Yours Sincerely Brian Barker

s.22(1) Personal and Confidential

Name: Chang, Chuan Na

s.22(1) Personal and Confidential

Date: March-05-2014

Mayor and Council,

As a family of residents two blocks away from Oakridge Centre, we are against the rezoning operation that will soon take place. Since we have only just gotten over the troubles brought on by the Canada Line construction, we can only imagine with horror the tremendous suffering that the upcoming rezoning will cause, which will last for over 10 years. For instance, the traffic was extremely chaotic during the Canada Line construction and it resulted in a lot of inconvenience, as we had to take various detours to avoid the stock traffic. Another issue is the limited availability of parking space when the rezoning operation takes place. Before the completion of the top-floor parking lot, there will be no enough parking spaces at the mall. Consequently, people who need to visit the mall or the medical building will resort to parking in the neighbourhood, thus creating inconvenience for us as house-owners around here. Furthermore, if more residential buildings are built without the improvement of public transportation around this neighbourhood, traffic will be terrible, as the population increases exponentially. The present public transport will not be able to support a large increase in population. Fourteen buildings and 6000 people are way too much. How do you plan on solving these problems? Even right now, the sewage system in front of our house is completely clogged. Therefore, more time and consideration needs to be spent on the planning of this enormous project along with public consultation. Public opinions need to be heard and respected because this is our neighbourhood after all. We are the ones living here. We are affected by what goes on around here and we deserve the right to have a say in what kind of public projects can be executed.

Although It may be effortless for the council and the City to pass this rezoning operation and to please the developers, we believe that there will no benefits, only harm, to us residents. We sincerely ask the mayor and the Council to reconsider this rezoning project. This neighbourhood is not a commercial area, like downtown. It is meant to be a municipal residential area.

Yours sincerely,

s. 22(1) Personal and Confidential

Name: Chang, Chuan Na

s.22(1) Personal and Confidential

Date: March 09, 2014

Re: 458-476 West 41st Avenue

Mayor and Council,

As a family of residents one block away from 458-476 West 41st Avenue, We are against the zoning change and rental housing development. We don't want Canada line built along the Cambie street in the first place, but we have no say to the matter because City of Vancouver accepted Abutments residents' objection to put Canada line on their area. Now, every day, there are so many vehicles park along the side street of my house, Columbia Street. We have to suffer the noise of opening the car and closing the car, "bing, bong" in the morning and evening. These owners of the cars take the Canada line or work around Oakridge Area. Unfortunately, there are no enough free parking area for these people. Now, Mayor and Council are going to let developer to increase more dwelling units from these used to be only 2 one-family dwelling, can you picture how crowded will be for the parking space?

Also, Canada line is only one line underground, the waiting platform at Oakridge station is such smaller area compare to Metrotown platform. But, Mayor and Council want to allow to change Cambie and 41st avenue area to look like Metrotown. How big is the Metrotown area? And how big is the Oakridge area? Let me ask Mayor and Council one question, do you like your next block neighbors' place to change to a total of 50 dwelling units to become rental housing?

Last thing, I want to point it out. I have never seen any beggars standing at the any cross streets at Metrotown area, when I drove by. But, since Canada line operate, we have seen regular beggars standing at the cross street of Cambie and 41st, Cambie and Marine drive. We are kind of worry our safety if any of beggars has mental problem. Who will be responsible for them?

Sincerely yours

Mr. Mayor and Council.

My name is Diana Leaney. I live in the 6600 block of Ash and have lived there since 1960. My deep sense of commitment to the neighborhood has brought me here today.

I oppose the re-zoning of Oakridge. I feel very strongly that it must be deferred until more extensive analysis and planning can be undertaken to create a new Policy Statement. The current proposal is seriously flawed for a variety of reasons.

For several years, Vancouver has prided itself on being classified "one the most livable cities". But what aspects of life in our city make it so "livable"? One must certainly be our many vibrant and distinctive neighborhoods. But as a property owner in the Oakridge area, I see the architectural integrity of my neighborhood under constant siege. Please remember that we, as property owners, did not choose to have the Canada Line run through our neighborhood: it was imposed on us. But for the greater good, we coped with the endless disruptions, noise, dirt, power outages, and detours. Transforming the character of our neighborhood was never put forward as a consequence of having the Canada Line under Cambie. We did not choose to live in Yaletown or Coal Harbor; we chose to live in a quiet single family area that happened to have a reasonably- sized mall nearby.

The densification proposed for the Oakridge site is too dramatic. Oakridge must not be turned into yet another Metrotown or Richmond Centre. Those malls were designed to serve as "regional centers" for their suburban communities. Oakridge has never been classified as a "regional town center"; it is a "municipal center". Our regional center is "downtown" -- it is already filled with soaring concrete towers of glass and steel, extending from Stanley Park to Chinatown. They all look the same. We cannot allow Oakridge to become an unprecedented, second "downtown" for Vancouver. Our area must remain a family-oriented, single family neighborhood.

My four main concerns :

I. Hidden Costs:

Essentially, we have been provided only with the “intended consequences” of the project. Yes, we see beautiful renderings of idyllic settings and read inspiring paragraphs designed to engage our imaginations.

But let us not forget the “unintended consequences”, the ones that bring us grief later on. In this case, it’s the costly upgrade to our infrastructure and services. What real studies have been done? What are the costs? We need proof. We need to know.

The Oakridge project is not an isolated one: factor in Marine Gateway, Pearson-Dogwood, Oakridge Transit Yard, RCMP lands, and all the condos that will line Cambie from King Edward to Marine. The numbers are staggering. Their impact will be costly.

- A. Consider the impact on traffic on the Oakridge area: some 6,000 + people will be living at Oakridge and thousands more shopping, working and availing themselves of the services.
- B. We need real projected infrastructure costs for sewers, hydro, gas, etc.
- C. The impact on schools will be great. Despite the decline in the birth rate, local elementary and secondary schools are at 100% enrollment, or close, right now. And no one has moved in yet! Parents do not accept “busing” children to other parts of the city as a solution -- and they don’t accept the promise of a new school in 10 yrs.
- D. Health care/hospitals, fire, ambulance, police: do we have ladders tall enough to rescue people from a 44 story tower, how can the hospitals handle more people, what will the response time for fire, ambulance and police really be? These costs will be overwhelming.
- E. Transit – the Canada Line is already overcrowded at peak hours, and the entrances and platforms were never built to transport masses of people.
 - these costs will be enormous
 - the rest of the transit system cannot support the added traffic

- Translink is broke, and the taxpayers cannot bear the cost

When the costs of all upgrades are factored in, housing in Vancouver will become even less affordable, regardless of the tax base.

- II. The Rooftop Green Space is not the “real park” which the 30 yr-old city agreement requires for redevelopment of the site. That 10% of the area is a legal requirement and cannot be glossed over with a pretty picture of green grassy knolls and a reflecting pond.

A “real park”

- is at grade level and is open to all– it is not 4 stories up with limited access points and surrounded by towers. Who will feel welcome?
 - is governed by the City Park Board, not by the owners of a mall
 - has a playing field where kids and teams play sports and make noise. (people in condos don’t like noise bouncing off the concrete.
- Why is this “green space” now being presented as “a park”?

- III. The current re-zoning proposal deviates significantly from the 2007 Oakridge Policy Statement. Yet this document should be the basis for any re-zoning proposal.

- A. 2007 was a long time ago, but if that document is not going to be followed in its requirements, the City is obligated to go back and develop a new and valid Policy Statement for today.
- B. That document specified only 2 towers of 24 stories. How did those 2 towers become 11 towers of up to 44 stories without a new Policy Statement being required?”
- C. That document did not authorize the demolition of the Bay/Zellers space or of the Safeway/Food Court space. How can this happen without a new Policy Statement being required?
- D. That Policy Statement was created while the Canada Line was under construction. But how is it that the Canada Line was used to justify one level of development in 2007 - and now in 2014 is used a

second time to justify a much higher level of densification? This is “double dipping”. Is that how true, democratic process works?

IV. The present proposal will only serve to create “a mall for the 90’s”. That is not forward- thinking or planning. It is now time to re-consider what style of mall is emerging, what is attracting people away from online shopping and inspiring them to shop in stores. Given recent new developments, it seems that what was old is new again: people love outdoor shopping and malls.

1. Why do shoppers flock to Robson Street, South Granville, Kerrisdale, or Granville Island? They like the easy street access and being outdoors. We are the West Coast – we love the outdoors. We don’t live in Central Canada where people have to escape extreme heat or the Polar Vortex!
2. The trend to outdoor shopping is evident at the recently announced “designer outlet mall” going up in Richmond and the renovated Brentwood Mall, which will have new, outdoor mall space.
3. Look only as far south as Seattle to see the amazing success of their “University Village Mall”. It rose from the structural remains of a defunct outdoor mall from ‘60s. Although it is not anchored by department stores, it is because they are in the nearby Northgate Mall. But the Village is “anchored” by a range of stores for all ages in the community: from Office Max, Bartell’s Drugs and QFC (groceries) to Apple, Microsoft, Crate & Barrel, one-of-a kind clothing stores, chains like Eddie Bauer. It also has fantastic and varied restaurants scattered across the site – no boring “food court” filled with fast food outlets. It is a unique center worth checking out because it sits in an upper middle class area of the city and is surrounded only by neighborhoods of single family homes and the UW campus.

In closing, I beg that City Council will defer the proposal to re-zone Oakridge until a new Policy Statement can be created - not just by Council but with a committee that includes neighborhood representation in all planning phases. Let’s really be “visionary” and take the lead to create a true jewel at Oakridge, one we will all be proud of. We deserve this process.

Ludwig, Nicole

From: Grace MacKenzie s.22(1) Personal and Confidential
Sent: Monday, March 10, 2014 4:17 AM
To: Correspondence Group, City Clerk's Office
Cc: Correspondence Group, City Clerk's Office; Public Hearing
Subject: Item #3 REZONING: Oakridge Centre and Related Rezoning at the Public Hearing on Monday, March 10, 2014

To; Mayor and Council
and City Clerks Office

I am opposed to the development at Oakridge. This is listed as Item #3 REZONING: Oakridge Centre and Related Rezoning at the Public Hearing on Monday, March 10, 2014.

The development is too tall, too dense, doesn't fit the surrounding community, doesn't fit the plan, and it benefits the developer in excess.

Yours sincerely
Grace MacKenzie

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 9:38 AM
To: Public Hearing
Subject: FW: Oakridge development proposal

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

From: Suzanne Smythe s.22(1) Personal and Confidential
Sent: Monday, March 10, 2014 9:25 AM
To: Correspondence Group, City Clerk's Office
Cc: Ballem, Penny
Subject: Oakridge development proposal

I am writing to express my opposition to the proposed development of the Oakridge site, as it is currently designed. While there are a several fundamental flaws with the proposal and the consultation process, I limit the concerns expressed in this letter to three: transit, affordable housing and parks.

I have scoured the documents attached to the Oakridge re-development proposal and cannot find a transit plan. How will these thousands of residents move in and out of this new small city? To say that the development is "smart" because it is on a transit line betrays lack of familiarity with current transit conditions. I take, or try to take the Canada Line home from downtown in late afternoons. It is incredibly crowded already, and this is before all the new mid-rise development come into play along the Cambie corridor, not to mention the Marine Drive plans. You cannot simply add density to this inadequate service indefinitely and hope for the best. And people travel in an east-west direction too. Already the traffic along 41st and 49th is untenable, 49th Avenue in particular. Buses are slowed by the poor traffic flow and service is inadequate. I suggest you come on out and take the train at 6pm to Langara station and stand in line for 20 minutes in the rain for your bus heading east before you think it's a good idea to add thousands more people into the mix. A commitment from Translink and the developers to add capacity to the Canada Line and a new station needs to be in place first.

The proposed development allows for 290 units of non-market housing along with rental housing deemed "affordable housing". This is insulting. First, since when is rental market housing in Vancouver "affordable housing"? You are giving the developers a sweet deal. The rental units should be designated as social housing or subsidized housing and the amount of this housing should be tripled. It is not clear how many units will accommodate families of four or more and whether these will be subsidized and affordable.

The park. A green roof accessible through a privately-owned shopping mall, run by security guards hired by that mall is not a park. Once again, I can find no details about how this private roof top will operate as a public space. What does "highly accessible" mean? What if a security guard doesn't like the look of someone, will they be denied access to this so-called public space? Will the "park" have the same "opening hours" as the mall? This giveaway to the developers suggests a precedent to privatize park space and put them under the direction of private security companies. This cannot be allowed.

I understand city council has a vision for a green, sustainable, creative and inclusive city. But you will never achieve that vision by giving all the tools and power to private developers and so-called "free market" directives, while treating your citizens like irritating obstacles. You will need to show some leadership, reduce your reliance on developers for political support, and perhaps turn back to your citizens for inspiration.

Thank you for your time and consideration of these issues,

Suzanne Smythe

s.22(1) Personal and Confidential

Vancouver, BC

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 9:36 AM
To: Public Hearing
Subject: FW: Redevelopment of Oakridge

From: Kim Kamimura s.22(1) Personal and Confidential
Sent: Monday, March 10, 2014 9:14 AM
To: Correspondence Group, City Clerk's Office
Subject: Redevelopment of Oakridge

Dear Mayor Robertson and the Council members,

I am in total opposition to the Redevelopment Plan of Oakridge, especially now that the height of the towers are almost doubled. It is insanity!

If you have any imagination, they would look horrible in this beautiful area of Oakridge/Langara, and would create too much traffic and other pressures on infrastructure in every level.

We always need to consider the balance and the aesthetics that comes from the balance.

Whoever came up with the plan and whoever even allowed that to be in public must not have any idea of balance. Just look at the nature which we Vancouverites are supposed to value.

This plan is an assault to our well-being.

Kimiyo Kamimura

s.22(1) Personal and Confidential



Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 9:35 AM
To: Public Hearing
Subject: FW: Oak ridge Mall Proposal

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

From: Stacy Taylor s.22(1) Personal and Confidential
Sent: Monday, March 10, 2014 9:11 AM
To: Correspondence Group, City Clerk's Office
Subject: Oak ridge Mall Proposal

Dear Mayor and Council,
Regarding the Oakridge Mall Building Proposal

As the Federal government has just removed some Chinese Visa permits, this proposal is premature. The condo market in Vancouver will undergo some massive changes in the next ten years and all of these large building developments should be put on hold.

I have written to Council many times about my objections to the appearance, density, and height of these buildings; I still hold all of these objections and ask the City to consider these objections. The height will mar the skyline of Vancouver forever. Views will be obstructed from all over the city. The density will make services in the area more scarce than they already are. Local residents wait for weeks for medical and dental appointments and that time will double or in some cases triple.

There needs to be a lot more thought and consideration given to all high density proposals. The development at Oakridge should be turned down.

Kind regards,
Stacy Taylor

Sent from my iPhone

Ludwig, Nicole

From: Cathy Silverman s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 11:22 PM
To: Correspondence Group, City Clerk's Office
Subject: Redevelopment of Oakridge Centre

Regarding the hearing on the above subject to be held on Monday, March 10th – I would like to add my comments via e-mail that I am against such a significant increase of density in such a small residential area.

The Oakridge area density has already been increased (some developments currently in-progress) since the advent of the Canada line. The rapid transit system is already over-crowded during the rush hour periods and there is no option of increasing car sizes due to initial planning of the station sizing. There is only so much growth that an area can sustain. This is not downtown which is a known high-density area; it is primarily residential with while I am not opposed to some increase – the magnitude being proposed is too much. Huge high-rise buildings will mar the landscape and bring too much traffic and people into the suburbs.

Thanks for adding my concerns to the list.

Cathy Silverman

Ludwig, Nicole

From: Roger Holdstock s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 11:15 PM
To: Correspondence Group, City Clerk's Office
Subject: OAKRIDGE REDEVELOPMENT

Honourable Mayor and Council,

This message comes to you in hope that you will reconsider the current plan to surpass the density and height restrictions formerly proposed for Oakridge. Densification is one thing, but the current plans appear to be changing the very concept of a livable city. There are limits beyond which all sense of neighbourhood, all sense of community, all sense of livable are lost.

You have had the response of Marpole. You have heard the response of Vancouverites who are disillusioned to find that their neighbours' homes are going to the landfill. And now this over-development proposal is a monumental insult to those who contributed to the City Plans and who have thought that consultation was meant to be meaningful. In cities like Davis, California, the people have extracted great social amenities with every concession to a developer. What are the community benefits with this development--- schools? parks? increased access to transit? It appears only to be a burden to those who live in the vicinity--and to anyone wanting to travel across Vancouver.

Please reconsider.

Roger Holdstock

s.22(1) Personal and Confidential



Ludwig, Nicole

From: Loretta Huang s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 10:44 PM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge Redevelopment

Honorable Mayor and Council Members,

I write to voice concern over the proposed redevelopment plan for the Oakridge Shopping Mall. Not only does the proposal represent a departure from council's previous plan for the Cambie Corridor, it violates council's own green mandates by congesting the Oakridge area with an additional 6,000 inhabitants.

In council's previous policy statement, low-rises, mid-rises and "taller" buildings will occupy sites along the Cambie corridor. Nowhere was it stated that buildings of skyscraper proportions are to be built. Green roofs on the 4th floor is NOT park space and must not be misconstrued as such. Developments of this sort will overwhelm existing infrastructures such as transit, schools, health care and fire-fighting services, to name a few. It would be foolhardy to consider such aggressive development plans before improving existing infrastructures.


Contrary to Mayor Robertson's public announcement that enhanced public consultation is needed for this project, there has been minimal effort to engage the public in a meaningful manner. All we see and hear is positive spin from PR firms or, agents, if you will, of the developer.

A project of such proportions will change the entire character and dynamics of the West Side of Vancouver. It cries out for broad public participation and I submit to you that nothing short of a referendum is necessary before council can consider rezoning.

Kindest Regards,

Loretta Huang

s.22(1) Personal and Confidential



Ludwig, Nicole

From: Linda Light s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 10:33 PM
To: Correspondence Group, City Clerk's Office; Robertson, Gregor; Reimer, Andrea; Deal, Heather; geoff.meggs@gmail.com; Stevenson, Tim; Tang, Tony; Jang, Kerry; Ball, Elizabeth; Affleck, George; Carr, Adriane
Subject: Oakridge

Dear Mayor and Councillors:

I would like to add my voice to those many voices - those who speak out and those many hundreds who do not speak out - who oppose the current proposal to re-develop the Oakridge Mall. I would like to ask you to delay the approval of this development until the public's concerns have been addressed. These include, among others:

- the lack of a comprehensive transportation plan for this area post-development
- the lack of a comprehensive environmental assessment for this proposed new development
- the need for a clear system of accountability regarding how CACs will be allocated
- the need for the developers to 100% fund the necessary improvements to the Canada Line stations that will be a consequence to this re-development (CACs should not be used for this purpose)
- the need to make this development more in keeping with the surrounding neighbourhood, including streetscapes and retails facing the street rather than within the mall
- the need to include promised park-space at ground level and within a short timeframe
- the need to reduce the density and heights of this development to make it more in keeping with the surrounding neighbourhood.

It is premature for Council to be considering this proposal when there are so many outstanding issues to be resolved.

Thank you for attending to community concerns first and foremost, rather than focusing primarily on developers' profits.

Sincerely,
Linda Light

(NSV) Neighbourhoods for a Sustainable Vancouver

March 9, 2014

Mayor Robertson and Councillors
City of Vancouver
453 West 12 Avenue
Vancouver, B.C. V5Y 1V4

Dear Mayor Robertson and Councillors,

Re: Public Hearing - Oakridge Centre and Related Rezoning - March 10, 2014

Neighbourhoods for a Sustainable Vancouver (NSV) is opposed to this rezoning proposal for the Oakridge Centre and Related Rezoning.

Generally, the community has clearly stated that the development proposal is far in excess of what is appropriate for the site and many issues remain unresolved.

Some examples of unresolved issues are as follows:

- Only 10% of the costs of infrastructure and amenities to support a new development are typically covered by development fees of DCLs or CACs. The related costs for this development will be largely subsidized by tax payers and impacts of this has not been fully disclosed to the public.
- The impacts of this massive redevelopment do not appear to have been considered including on traffic and the increases to physical and social infrastructure that will be needed to support this redevelopment.
- The impacts on the Canada Line from this development have not been appropriately assessed, including how that would be paid for.
- The green roof of the retail mall that is the podium base for the 14 towers should not be considered the public park space that is required under policy.
- The massive development of 14 towers up to 44 storeys is entirely out of scale for this location and will have major impacts on shadowing of the surrounding community.

This project should not proceed as proposed.

Sincerely,

Elizabeth Murphy
On behalf of the Steering Committee
Neighbourhoods for a Sustainable Vancouver

Website: nsvancouver.ca ; Email: info@nsvancouver.ca

PS. Please leave contact information in posted letter online.

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Friday, March 07, 2014 4:58 PM
To: Public Hearing
Subject: FW: Public hearing on March 10 Oakridge redevelopment.

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

From: Nancy E. Miller s.22(1) Personal and Confidential
Sent: Friday, March 07, 2014 4:38 PM
To: Correspondence Group, City Clerk's Office
Subject: Public hearing on March 10 Oakridge redevelopment.

Dear Council members,

I wish to state my strong opposition to the latest plans for the development of this site. First, in an earthquake zone, it seems insane to build 11 towers of 44 stories! The 2007 plan of 22 stories and 9 towers was most unwise....but at least there was to be a public open space park. I have not read about schools, health services etc for this massive development...are there any huge recreation areas built into this plan?
Who are the anticipated occupiers of this site?

What steps can those persons opposed to this massive plan do to retain some character to this city?

Sincerely,

Nancy Miller

s.22(1) Personal and Confidential

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:11 AM
To: Public Hearing
Subject: FW: Oakridge Public Hearing

From: Leonard Ruppenthal s.22(1) Personal and Confidential
Sent: Friday, March 07, 2014 5:40 PM
To: Correspondence Group, City Clerk's Office
Cc: Drobot, Dwayne
Subject: Oakridge Public Hearing

Dear Honourable Mayor and Council members,

I have concerns regarding the information being utilized by council in making their decisions regarding Oakridge's development proposal. This includes both the information provided from the kiosk at Oakridge Mall and reports prepared to assist council. The end result being a public consultation process resulting in the impression by many that although there are lots of meetings their opinions are filtered out before they reach you.

During several of these meetings I was surprised at how many areas of concern appeared to be brushed over. It is hard to find definitive examples that can be tracked through the process, so I am using what is in print to make my point. To avoid a letter so long or detailed that it is hard to follow I have focussed on one meeting I was involved with and the report provided (Coriolis Consulting and Site Economics Retail Impact Assessment), one example in the report that shows how the consultant reached their conclusion, and one comment in the Policy Report related to the Coriolis/Site report that I believe is misleading.

The Coriolis/Site report estimated current Vancouver sales divided by category and location both today and in 2021. The intent was to evaluate the risk of material decline in viability of existing commercial locations due to the expansion at Oakridge. An example of their underlying analysis for Jewellery store sales is below. The numbers are simply provided for those who wish to do the math themselves, but it is what these numbers indicate that I would like to highlight.

	Area	Sales	% Market	Sales Per sq. ft.
OAKRIDGE				
Existing:	15,000	\$36 million	35%	\$2,400
Proposed:	35,000	\$42 million	36%	\$1,200

PACIFIC CENTRE

Existing:	11,000	\$14.3 million	10%	\$1,300
2021:	15,000	\$19.5 million	12%	\$1,300

LOCAL STREET

Existing:	36,367	\$12.8 million	18%	\$351
2021:	36,367	\$12.8 million	16%	\$351

The consultants report indicates the new jewellery stores at Oakridge will not take sales away from either local areas or downtown (sales do not decrease in either area either in total or per square foot), and although the new jewellery stores in Pacific Centre do not decrease the sales per square foot of existing jewellery stores in Pacific Centre, the new jewellery stores in Oakridge will reduce the average jewellery sales per square foot in Oakridge by 50%. This is equivalent to an 800% difference between their relative performances (from 24:13 to 3:13 for those who understand betting odds). There is no reason for the two malls to behave so differently.

It also does not make sense that Oakridge would knowingly lease 20,000 sq. ft. of space to achieve a net increase in mall sales of \$6,000,000 (\$300 per square foot). These sales are lower than are being achieved by local street retail. Based on Coriolis/Site the new retailers will have sales of \$900 p.s.f., but the existing jewellery stores will see their sales decrease by \$800 p.s.f. It is a poor return on investment to increase area by 133% in order to increase market share by 3%. (For reference Pacific Centre will increase its jewellery sales area by 36% and its market share by 19%).

You would also have to accept the argument that the market for jewellery is such that these new Oakridge retailers will draw 20% of their sales from outside the trade area (data provided in the report) yet have no effect whatsoever on local street jewellery stores. In effect Oakridge can double the area they devote to jewellery (they already have a 35% market share) and Kerrisdale jewellers will not see a difference. I cannot think of a single example where an expanding retailer was able to substantially increase his walk-in business from outside his trade area yet saw no increase from within.

Coriolis/Site's conclusions would have you believe that the above is not only possible, but likely. However if new jewellery stores in Oakridge perform the same way as Coriolis/Site predicts they will at every Vancouver location other than Oakridge, the increase in jewellery sales at Oakridge will be larger than the total sales of jewellery on both local and regional streets, and would undoubtedly take sales away from these areas. Unfortunately this would show a "risk of a material decline in viability" of jewellery stores on local streets.

What do you think is most likely:

1. a group with a 35% market share doubling in size recognizing it will be cutting its productivity in half,
2. the existing jewellery sales at Oakridge are unsustainable yet the market is undersupplied,
3. the consultant made an error,
4. a group with a 35% market share being concerned that its expansion would not be approved if numbers showed it would affect local retail

If you are relying on this report I urge you to consider how Coriolis/Site reached their conclusions and whether you believe the underlying numbers.

I would also like to correct a statement contained in the Policy Report which I believe is based on comments I made.

I draw your attention to page 4 of Appendix F in a section regarding impact of adjacent Business Improvement Districts.

“Concerns were raised by BIA’s that saw many shops locate in their area because there was no room in Oakridge Centre. In particular, the representatives from South Granville commented that their area has become very successful over the years based on chain stores that have stores located in other Ivanhoe/Cambridge malls.”

As the only member of the South Granville BIA attending the workshop I believe this statement must be attributed to me. It implies I agree there is pent up demand for space proposed at Oakridge. Additionally it states I am attributing the success of South Granville, at least in part, to the lack of available space in Oakridge. I disagree with both.

My comment, which is written in the notes I took to the meeting was: “Our BIA includes stores which have locations in other Ivanhoe/Cambridge malls which would make them easy targets to fill an expansion of Oakridge.” My point, which was discussed, was that to fill a large expansion Oakridge would likely approach tenants that were already in the surrounding areas and induce them to move. The result would be considered “a major impact” by the retailers and residents in South Granville notwithstanding Coriolis’ assertions. The assumption that local retail will not be affected would require that these retailers do not move to Oakridge, and if they did they would be replaced by retailers doing similar sales volumes. This opinion is very different from what is stated in the Policy Report.

However the main issue I raised at the workshop was that the consultants report was prepared to answer a poorly referenced question. The question should not be “will an Oakridge expansion make these areas non-viable?” as under Coriolis’ definition even the high streets of England, which received a billion pound package of support from the UK government would still likely be “viable”, but rather “how will an expanded Oakridge affect these areas?” so that the City can decide if it is willing to accept these changes.

You have a difficult job ahead of you making a decision on a large project that will affect not only its local neighbourhood, but potentially several others. This decision is being based on the information that has been provided to you. I urge you to take the time needed to ensure that you are receiving information that most accurately represents the concerns of affected parties as well as answers any questions you may have.

Thank you,

Leonard Ruppenthal

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:11 AM
To: Public Hearing
Subject: FW: No to Oakridge Redevelopment

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

From: Henry Wrinch s.22(1) Personal and Confidential
Sent: Friday, March 07, 2014 6:33 PM
To: Correspondence Group, City Clerk's Office
Subject: No to Oakridge Redevelopment

Because of its huge impact on transportation and the streetscape, approval should be decided by a neighbourhood referendum.

Two reasons why the City itself should not decide this project:

- a) a majority of voters in Oakridge and other south west divisions voted AGAINST the mayor and the 7 Vision councilors, according to what I see in the Mayor's Race by Voting Division graphic and the results spreadsheet.

So if you approve the development, it means that you, Mr Mayor, believe that the 18.3% of registered voters that voted for you have the right to dictate how the other 81.7% live.

- b) it is inherently biased in favour of the developments like this because it will receive development fees and additional taxes from thousands of new condos.

How do you justify 44 storeys but for the fabulous view that will enable premium profits for the developers?

The community amenities the developer is providing are not adequate compensation for the devaluation of neighbourhood property. I doubt much of the amenities will be available for neighbours after the 2,914 condos take their share.

How do you justify the negative impact of the traffic that the 2,914 condos will input to the already congested surrounding roads, especially 41st Avenue and Cambie? This is going to be a huge problem.

With the death of Zellers, it seems likely the expanded retail will focus on serving mainly the wealthy or wealthy wannabees. This will just make living here more expensive.

The negative impacts don't just end at Oakridge. The Great Cambie Wall of high density will virtually imprison the west side where I live.

Already SW Marine Drive at 3pm is a parking lot.

House buyers who want the single family home experience where nothing is higher than a tree will flee to Dunbar, jacking up house prices and taxes, effectively 'expropriating' the less wealthy.

All-in-all this is just a rip-off, like the Olympic Village, which is projected to cost Vancouver taxpayers \$240-\$290 million [Globe & Mail, Aug20/13].

Info below for verification only, NOT for publication:
Author: a Vancouver property taxpayer and resident.

s.22(1) Personal and Confidential

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:13 AM
To: Public Hearing
Subject: FW: Oakridge redevelopment - neighbourhood concern

From: Angela Crampton s.22(1) Personal and Confidential
Sent: Friday, March 07, 2014 8:51 PM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge redevelopment - neighbourhood concern

Dear Mayor and Council,

I am a voter and live in the neighbourhood around Oakridge. I use Oakridge quite regularly, and feel I understand the site and many of the neighbourhood's needs. I support updating and diversifying the site. The surface parking is outdated and not a good use of space. I like the idea of a high street and more outdoor shopping. I do not want to see our region expand recklessly into agricultural and other green areas outside of Vancouver.

However, the scale of this development is unacceptable to me. My primary concern is the height of the towers. Why is Vancouver insisting on such high towers in new development zones, why not aim for a more European approach to city development? I thought the scale of development happening in the Cambie corridor was similar to that being proposed at Oakridge, with any proposed towers to be of similar height to the existing towers at Oakridge. I was perturbed when I saw that this was not the case, and that significantly higher towers were included. I believe this is a mistake and is my main reason for voicing my concerns.

My second concern is the green space on the roof. It looks beautiful in the renderings, but in my opinion its benefits will not be as accessible when it is so far removed from the streetscape. I would absolutely want to see at least half of that green space at ground level, adding some softness to the development, making it more inviting, visually engaging and, most of all, public. The water feature seems like an unnecessary expensive feature with no real purpose. This should be removed from the plan and the money and green space put elsewhere.

Finally, I am concerned about the need for social and transportation infrastructure to support this scale of development. I would want to see clear and immediate benefits to the community. What will be the investment into existing local schools, community centres, parks, and other social amenities? I believe at peak times the Canada Line is at capacity, despite the data presented in the proposal. The 41st Avenue bus is beyond capacity – have they surveyed people routinely left at stops along this line? The Oakridge development proposal dumps this issue on the doormat of Translink, an organization that already cannot support current trends. If the provincial referendum decides no more money will be available for public transportation (which of course it will, people will not support it), then where does that leave the 3,000 plus additional transit users on these two lines? The City of Vancouver is only one party to the Translink authority, what guarantee can be made that anything will change?

I voted for Vision Vancouver. Yet I am continually hearing how pro development they have turned out to be. I hope this is not the case, for that leaves us with no one to turn to. I do believe there needs to be increased density at this site. I do not believe it needs to be at this scale in order to make a handful of people extremely wealthy.

Thank you for considering my opinion.

Angela Crampton
s.22(1) Personal and Confidential

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:14 AM
To: Public Hearing
Subject: FW: Oakridge Re-development Project

From: Sue Tong s.22(1) Personal and Confidential
Sent: Friday, March 07, 2014 11:07 PM
To: Correspondence Group, City Clerk's Office
Cc: s.22(1) Personal and Confidential
Subject: Oakridge Re-development Project

Dear Mayor Robertson and Council,

I have resided in the Oakridge area for the past 20 years and would like to convey to you my deep concern with many of the elements of the proposed plans for the redevelopment of this site. The scale of the proposed development is enormous and will take 10-15 years to complete. If a project needs a decade or more to complete, then it is surely too large and unacceptable. I am particularly troubled by the following elements of that plan.

The existing traffic and transportation infrastructure is inadequate to handle the increases in population, shoppers and vehicular traffic. Existing public transportation to Oakridge is limited in its capacity to handle the planned increases. Unless the provincial government is prepared to provide new funding, existing public transport will be unable to provide the level of service required, and car traffic will increase as a result. The massive increases in traffic will clog major streets and increase traffic on side streets and arterials. The traffic will also increase the level of air and noise pollution in this area significantly. Definitely, it is not the theme of Green City concept.

The inclusion of an elevated park in the complex is simply ridiculous on two counts. People (especially senior/disabled person) need and want ground level park space that enables them to play, garden and enjoy nature. The proposed large water features is not only inappropriate in our climate, but it is also a potential structural hazard.

The amount of amenities that are being promised is insufficient for the growing population of our area. Our area will have tens of thousands new residents. Our local community center-Hillcrest is already very busy. Residents may not be able to use the facility as the population increases in the area.

Cambie Corridor is rezoned for six stories high building. Oakridge site should be allowed to build 7-8 times higher.

Besides, residents need to know what are the plans for the hospital and school system to handle this increase of population.

Finally, I urge you and City Council to reconsider this project and listen to my concerns and those of other local residents.

Sincerely Yours,

Sue Tong, resident of 100 block West 42nd St.

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:15 AM
To: Public Hearing
Subject: FW: Oakridge

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

From: Jean Pirie s.22(1) Personal and Confidential
Sent: Saturday, March 08, 2014 8:12 AM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge

To: The Mayor and Council members
From: Jean Pirie

RE: Oakridge Mall

Please, please rethink this massive project. We are ruining and losing our communities with this kind of project.

Jean Pirie
s.22(1) Personal and Confidential

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:16 AM
To: Public Hearing
Subject: FW: Oakridge

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

From: Sara Heron s.22(1) Personal and Confidential
Sent: Saturday, March 08, 2014 9:41 AM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge

Mr. Mayor and Council members,

As a resident of Vancouver I applaud your wish to create more housing but your proposal for Oakridge is too fast, too much.

I strongly feel that the visual landscape of Vancouver would be destroyed by 44 foot story high towers. Also the density proposed would not be supported by the Canada Line which is already at capacity during peak commuter times.

We have already created an undifferentiated high tower glass mecca in downtown Vancouver - let us not recreate another high tower labyrinth at Oakridge which is a neighbourhood and not a commercial centre.

Thank you for your attention,
Sara Heron

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:22 AM
To: Public Hearing
Subject: FW: Transportation and Oakridge Redevelopment

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

From: John Sehmer s.22(1) Personal and Confidential
Sent: Saturday, March 08, 2014 2:59 PM
To: Correspondence Group, City Clerk's Office
Subject: Transportation and Oakridge Redevelopment

As a regular Canada Line Commuter I know the Canada Line is already filled to capacity during rush hour . With the current Marine Drive and Cambie developments there will be further transit congestion . My office is beside the old transit station at Oak and 41 st and this area as well as around Pearson hospital at 57 th and Cambie is also slated for massive increases in population density . IE 3 more potential Metrotowns

I would respectfully suggest before the go ahead for Oakridge redevelopment is given , a comprehensive impact and planning study be done on traffic and transportation be completed to avoid potential gridlock and chaos .

John Sehmer

Sent from my iPad

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:24 AM
To: Public Hearing
Subject: FW: Oakridge Re-development

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

From: Ursula Deshield s.22(1) Personal and Confidential
Sent: Saturday, March 08, 2014 4:04 PM
To: Correspondence Group, City Clerk's Office; Oakridge Langara Area Residents
Subject: Oakridge Re-development

I wish I could say that I support this project but ,as a close neighbour, I really can't ! The main problem ,as I see it ,is the excessive densification turning my neighbourhood not into a municipal town centre but into a city centre.

The result?

Overcrowding on the Canada Line and the #41 bus. Even now , there have been occasions when I have not been able to get on these during the rush hour since they are generally filled past capacity at that time.. I cannot imagine what it would be like with the planned increase in density. Of course traffic congestion and transit overcrowding are inextricably linked to the massive scope of this development- 13 towers from 9-44 storeys.

To quote Mr. Pooney " traffic and the Canada Line-those are the two biggest questions we have."
I don't see these as having been addressed and until they are, I ask you to delay your decision.

Another serious concern is the fact that I will no longer be able to see the Lions on the North Shore so that those who live in these towers can. And morning sun will no longer be enjoyed as these towers loom over the neighbourhood.

I suppose someone might say I should move , but I wonder if there is anywhere in our city where I would not experience the same situation. It seems all over our city, towers are shooting up.

It seems that this decision is being rushed when a number of problems have not been resolved.
Ursula Deshield

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 10:13 AM
To: Public Hearing
Subject: FW: Stop the Cancerous Redevelopment of Oakridge

From: BonVoyage s.22(1) Personal and Confidential
Sent: Monday, March 10, 2014 10:12 AM
To: Correspondence Group, City Clerk's Office
Cc: s.22(1) Personal and Confidential
Subject: Stop the Cancerous Redevelopment of Oakridge

Dear Mayor and Councillors:

I do not live in the Oakridge area, but I am horrified by the unbridled redevelopment at Oakridge- the crown jewel of westside shopping in Vancouver! I do not want to see another monstrous Metrotown erected in the heart of Vancouver Westside. In fact the Cambie Corridor and Marpole already have their more than fair share of rezoning/development. We all love Vancouver for what it is thanks to the vision and wisdom of our forefathers! The proposed Oakridge redevelopment plan, along with other plans in the rest of the city, will ruin our beautiful city once for all. You have the power to stop this insane redevelopment presumably fuelled by some offshore or recent immigrant investors with deep pockets. Don't be pushed, swindled and tentalized by them. Overzealous rezoning will cost us all for the quality of life we and our chidlren enjoy. History making decisions are in your hand, and the whole city are watching...

Stop this insane redevelopment in Oakridge!

Thank you.

Andy Qu

s.22(1) Personal and Confidential

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 10:15 AM
To: Public Hearing
Subject: FW: Oakridge redevelopment

Importance: High

From: Connie Gibbs s.22(1) Personal and Confidential
Sent: Monday, March 10, 2014 10:13 AM
To: Correspondence Group, City Clerk's Office
Cc: Siok Ang
Subject: Oakridge redevelopment
Importance: High

Dear Mayor and Council,

I am a Vancouver resident and property taxpayer who was born in Vancouver. My two children were also born and raised here.

I don't understand the necessity of demolishing the current Oakridge shopping centre which is a perfectly sound building to double the size of retail.

I am concerned about the rate of demolition that is occurring in our city, the waste that is going to our landfill, and the rapid growth in high rise buildings throughout the city.

While I recognize the need to create affordable housing and social housing, I decry the spread of these high rises with their tiny spaces, unsuitable for families.

We have to find a better balance between the new and the old in this city as Vancouver is rapidly losing its character, its history and heritage, its very soul.

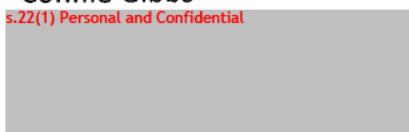
There is far too much development going on and it seems out of control. The natural beauty is being killed by all these concrete high rises I see everywhere.

Roof top gardens should be supplements, not replacements for actual ground level parks.

Thank you for reading this.

Sincerely,
Connie Gibbs

s.22(1) Personal and Confidential



Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 10:10 AM
To: Public Hearing
Subject: FW: Item 3. REZONING: Oakridge Centre and Related Rezoning (10 March 2014)

From: Jeanette Jones 5.22(1) Personal and Confidential
Sent: Monday, March 10, 2014 9:58 AM
To: Correspondence Group, City Clerk's Office
Subject: Item 3. REZONING: Oakridge Centre and Related Rezoning (10 March 2014)

To: Mayor and Council

I AM OPPOSED to this rezoning, for the reasons elaborated by Joseph Jones in his submission of March 10, 2014.

Jeanette Jones
March 10, 2014

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 10:08 AM
To: Public Hearing
Subject: FW: oak ridge development

From: Lorna Gardner s.22(1) Personal and Confidential
Sent: Monday, March 10, 2014 9:57 AM
To: Correspondence Group, City Clerk's Office
Subject: oak ridge development

Hello;

I would like to add my voice of concern re the proposed development at 41st and Cambie.

I share with locals in the concern about the height of the proposed towers and the density which the proposed plan will bring to an area which does not seem to have in place plans to deal with the increase in traffic: either by car, foot or bike.

Another real concern I have is the service road on the west side of the proposed development. On the model and diagrams it appears that the city is changing the current lane way into a 2 lane road. The lane currently directly services parking garages from Tisdall street and it ends on the south side on a bike route.

Can you tell me how it is possible to rezone a lane way into a service road?

Thank you,

Lorna Gardner

s.22(1) Personal and Confidential

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:36 AM
To: Public Hearing
Subject: FW: The Oakridge developement

From: Hanno Pinder s.22(1) Personal and Confidential
Sent: Saturday, March 08, 2014 7:49 PM
To: Correspondence Group, City Clerk's Office
Subject: The Oakridge developement

Dear Gregor, This idea of putting a 44 story tower on the Oak Ridge site is insane!! Even the thought is incomprehensible. It would be an eyesore visible from most of the lower mainland. Please, this is not people friendly. Throw this idea out the sooner the better. I am sure you are aware that human welfare is at risk anywhere above seven stories. Any sensitive architect will confirm this, and visiting a European city which refused the tower option will convince you of its merit. We are not meant to live in beehives stacked on top of each other.

Please do not destroy Vancouver, we already have too many towers.

Sincerely, your (still) supporter

Hannelore Pinder

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:42 AM
To: Public Hearing
Subject: FW: Oakridge Development Proposal

From: R.T. Martin s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 11:15 AM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge Development Proposal

Dear Mayor & Council;

I would like to register my opposition to the proposed changes to the Oakridge site.

1. your proposal is completely out of scale for the area. Why was the amount of buildings and size of the buildings increased to the amount they have? Could it be that it is to satisfy your contractor friends?
2. The changes proposed will cast shadows at Noon in mid winter as far as west 37th Ave. This is not neighbourly but intrusive.
3. The height of the the towers will be over 30 meters higher than Queen Elizabeth park
4. The amount of solar voltaic energy will very small from what I can see of the proposal, where are the panels going to be located?
5. The Canada Line information is misleading. It shows the proposed capacity illustrated in your latest flyer shows the trips per day. Is that the average for a week, a month, a year?
What I would think should be shown is the hourly numbers of passengers during a working week, especially the rush hour in the morning and afternoon. Currently the trains are running every 3 minutes.
6. I doubt very much if Translink has taken into consideration the large numbers of people that will occupy all the new multi-story and densification that will occupy the Translink bus depot on 41st, and the development of the RCMP buildings in West 37th.
8. Every time I read the latest pamphlet on the site it has increased the numbers of floors in the towers and the occupants of the site. I doubt if the original proposal and approvals was anything like what you have now shown
9. Your commercialising of the Cambie and West 41st corridors is excessive and not green. All the trees and plants that have been destroyed to build the these 6 storey structures is excessive.
10. If council members took the time to go to Oakridge and stand at the East side of the junction of Cambie and West 41st Ave. then look at the 6 storey building on the site across from them and imagine a building 7 times that height.

Sincerely

R.T. Martin, P.Eng

March 8, 2013

Mayor Robertson and Council:

Subject: Oakridge Mall Redevelopment Project

The two most important concerns for me are–

1. The much increased density in a compact area; the heights of 9 apartment blocks and how they will impact on the quality of life on the present and future dwellers of the Oakridge area.
2. Conflicting visions from the City of Vancouver about the ecological and social impact on the dwellers of the Oakridge area.

Increased Density and the heights of 9 of the proposed buildings will have an impact on the schools, parks, safety and security, community services, transportation and soul of the Oakridge area, and as a result impact the quality of life of the citizens who live or will live in the Oakridge area. Massive increases in amenities and services commensurate to the proposed ponderous increase in density of population? (2.0 – Vision +Key Principles) will be needed.

Ivanhoe Cambridge I Inc. and 7503059 Canada Inc. applied to amend CD-1 (1) By-law No. 3568 follows:

- Doubling the size of the mall to 1.4 million square feet
- 300,000 square feet of new office space
- Increasing the number of residential units to **2,916**
- Rooftop open space
- A range of building heights between six and 45 storey . (**Out of 10 apartment blocks shown on the amended plan, only 1 is below 20 stories high**).

Take just the 2,916 boxlike dwelling units; with 2.8 inhabitants (average conservative projection) in each of the dwellings adds up to a total of 8159 dwellers within this small area . Add this number to the projected increase in workers, shoppers, commuters from outside of this area and you have Density. It is conceivable that 10-12 thousand people will mill around in this very area each day at the completion of the project. Over the top density impacts the quality of life of individuals, puts a strain on the accompanying infrastructures and amenities. “Redevelopment proposals should outline an approach for delivering the outstanding development and amenity obligations as well as new amenity requirements to meet the needs generated by new development” to quote the City of Vancouver.

The boxlike dwelling units; a studio at 350 sq. ft., a three bedroom at 925 sq. ft. will offer little quality of life. Density.

Conflicting visions for Vancouver City

In the Oakridge Centre Policy Statement (dated 2007) the City envisioned that “ Oakridge Centre will function on many catchment scales including a Transit Oriented Neighbourhood,, and a **Municipal-**

Serving Centre, each informing the Centre's overall role".

But in the sidebar under the heading "Role of Oakridge Centre" one of the paragraphs state:
"Recognizing the **city-wide role** of the Centre and access that will be provided by the Canada Line, support the evolution of Oakridge Centre to become a unique **urban place** that will function as: **An Enhanced Commercial Local and City-Serving Centreserving a wider market**". Serving a wider market underscores the City of Vancouver's support for Oakridge centre as a regional destination.

But In an excerpt from "Creating a Sustainable city" (City of Vancouver Policy Report April 15, 2002) it states that Oakridge Centre is **not envisioned** as a **Regional Town Centre**. "Sustainability is a direction rather than a destination. A sustainable city is one that protects and enhances the **immediate and long-term well being of a city and its citizens** while providing the **highest quality of life possible**. Sustainability requires **integrated decision-making that takes into account economic, ecological, and social impacts as a whole**". One cannot serve a wider market and not become a regional town centre.

Surely the City of Vancouver is not so naïve as to believe that if they allow the amendments to be passed that Oakridge Centre will not mutate into a **Regional Town Centre**, not unlike Metrotown in Burnaby, or the No 3 Road in Richmond. Can we not see in the ghetto like settings in those areas the crowds, the traffic jams, the architecturally uninspired buildings?

There will be a massive increase in pedestrian and vehicular traffic from the thousands of shoppers, workers and tourists streaming into this area. Add that number to the thousands of Oakridge Centre dwellers. Oakridge Centre will become a **Regional Town Centre**. It will no longer be **the only Municipal Town Centre in the City**, It will be a **Regional Town Centre**.

And there will a corresponding increase in vehicular traffic. The City's vision is to limit traffic impact. (2.2 Community Objectives) and be part of a transit-oriented community. Shoppers coming from other parts of the city will not take the transit, they will drive. It is convenient. The Canada Line is inconvenient. Dwellers will own vehicles. It is convenient and image enhancing. In some cities in Asia where the road tax on vehicles is almost prohibitive have not seen a decrease in the number of cars on the road. Vehicles are an integral part of the fabric of life in North America.

If the City stands by its vision then they will have to reject the amendments. As put forth by the Policy Statement, a sustainable city is one that protects and enhances the **immediate and long-term well being of a city** and its citizens, while **providing the highest quality of life possible for its citizens**.

Thank you.

Sheila @ the "Southern Properties"

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:52 AM
To: Public Hearing
Subject: FW: Oakridge development

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

From: Wai Sin Chan s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 3:05 PM
To: Correspondence Group, City Clerk's Office
Cc: Laura Chan
Subject: Oakridge development

As a resident of the Oakridge area over 40 years, I am writing to you to express my extreme dissatisfaction with the city councils support for the development in my area.

The massive development in this area will affect my daily way of life. The project will probably take the remaining time of my life. Not only will we need to deal daily with the noise of construction, but also the road disruptions on a daily basis.

I am concerned about the additional traffic. 40 years ago, it used to take me 10 minutes to drive downtown. Now it takes more than 30 minutes to drive downtown. I ask you, with this new development, how much longer do you think it will take me? I do not use the sky train since my husband has health problems that prevent him from walking or standing for more than 10 minutes.

My children and I have enjoyed the simple life. My children used to hop on their bikes and ride through the streets of Oakridge with relative safety. Now with the increase in car traffic, I fear for the safety of our young (and old) riders.

My children used to play at the park. They grew up with an appreciation of the beauty of nature. How can you compare that to a rooftop green space? Ask yourself if you, yourself, would be just as happy sitting on a park bench at Jamieson school park as you would at the top of a building???

I kindly challenge you to open your eyes and fill your senses with the beauty and serenity of a local park. Don't take your electronic devices. Watch and listen to the children's' laughter or watch a group of adults having a friendly round of football or soccer or watch a group of friends doing tai chi.

I am also concerned about safety. What will happen during a natural disaster? Do we have hospital facilities to support such an event? If sky train was down, there would be total gridlock. The city emergency would be paralyzed.

There are other areas in this city a development of this size would much better serve. What about expanding out from tinsel town towards china town or east Hastings area? The city charges exorbitant property taxes to building owners of Chinatown, yet not willing to reinvest in this area. Many of the shops are empty. No longer is it the bustling market area I once enjoyed. I understand that Vancouver has grown and changed. But let us not forget where we came from and why more and

more people want to live in Vancouver. We have set ourselves apart from other cities on the world stage. Let our children inherit what we love most about our city.

I ask you, as a resident and municipal voter, to not support this Oakridge development.

Thank you for your consideration.

Dale Chan

Sent from my iPhone

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:54 AM
To: Public Hearing
Subject: FW: Oakridge redevelopment

From: Frederick Kwong s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 3:56 PM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge redevelopment

Honorable Mayor and Council Members,

I write to voice concern over the proposed redevelopment plan for the Oakridge Shopping Mall. Not only does the proposal represent a departure from council's previous plan for the Cambie Corridor, it violates council's own green mandates by congesting the Oakridge area with an additional 6,000 inhabitants.

In council's previous policy statement, low-rises, mid-rises and "taller" buildings will occupy sites along the Cambie corridor. Nowhere was it stated that buildings of skyscraper proportions are to be built. Green roofs on the 4th floor is NOT park space and must not be misconstrued as such. Developments of this sort will overwhelm existing infrastructures such as transit, schools, health care and fire-fighting services, to name a few. It would be foolhardy to consider such aggressive development plans before improving existing infrastructures.

Contrary to Mayor Robertson's public announcement that enhanced public consultation is needed for this project, there has been minimal effort to engage the public in a meaningful manner. All we see and hear is positive spin from PR firms or, agents, if you will, of the developer.

A project of such proportions will change the entire character and dynamics of the West Side of Vancouver. It cries out for broad public participation and I submit to you that nothing short of a referendum is necessary before council can consider rezoning.

Respectfully,

Frederick Kwong
s.22(1) Personal and Confidential



9 March 2014

Mayor Robertson and Councillors
City of Vancouver
453 West 12 Avenue
Vancouver, B.C. V5Y 1V4

To: Mayor and Councillors

Re: Public Hearing 10 March 2014

Item 3. REZONING: Oakridge Centre and Related Rezoning

I **oppose** the proposed Oakridge Centre rezoning for the following reasons:

- The divergence from the recent Oakridge Centre Policy Statement (2007) is unacceptable.
- An area of almost 10 acres deserves planning appropriate to that scale. This blank-cheque approach to planning fails the scale test.
- The financials make no sense and have already brought on a lawsuit.
- Area transit complexity requires separate detailed study *prior* to any planning that would constrain the parameters of future transit support.
- Air space rooftop "green space" must not be regarded as park.
- Park provision involves complex future projection that goes beyond two generations. If the 2007 OCPS is not being respected after a life of only five years, the City of Vancouver has no business trying to project 60 to 100 years into the future for this aspect.
- Vision Vancouver councillors need to recuse themselves from voting because of clear conflict of interest due to their financial and other ties with project proponents. The remaining three members of Council fail to constitute a quorum.

Sincerely,

Joseph Jones

s.22(1) Personal and Confidential

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:55 AM
To: Public Hearing
Subject: FW: Oakridge re development

From: Ron Kornfeld s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 5:16 PM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge re development

I am a resident of Oakridge (Manitoba and 40th). While I support any development that respects the area in which it is located I cannot support the proposed density that Ivanhoe and Westbank is proposing and council, apparently is supporting. Council's apparent support comes from listening to Council meetings online, newspaper articles and interviews of Councilors. Quite frankly, Council appears to have pre determined the issue working very closely with Ivanhoe and Westbank and the public hearing process is simply going through the motions in order to fit the development into the regulatory framework to give the appearance of transparency and fairness. I also note the significant changes made from the previous Oakridge plan that was arrived at with public input and anticipated the Canada Line.

I speak of Council in the singular as Vision has a majority presence on the board and appears to block vote on significant development issues and wonder if each councilor has the integrity to consider the very real concerns of many of Vancouver citizens as opposed to voting or voicing concerns independently. It is shocking to me watching council meetings how Vision councilors sit idly by with little interest while the non Vision councilors ask some tough questions. This is the public perception of Vision and for those who take the time to understand what is taking place, is not acceptable.

I must say at this point that open decision making and fairness is what I expect of city leadership. What I have unfortunately seen from the Vision party is a developer guided agenda in this case Ivanhoe and Westbank, which company and owner seems to be one of Mayor Robertson's best friends given the amount of time they spend together at Vision events and special fundraising events that the average citizen is not invited nor welcome to attend. Transparency. More so, Mr. Gillespie recently was quoted as saying that he could care less about the views of those who he considered "anti development" which is I suppose another way of stating that he lets no one or nothing get in his way. That appears to be the case with this Council as well as Westbank is pushing its agenda on the residents of the City and Council appears to be quite content that Westbank do so.

If nothing else, one only needs to consider Metrotown (another Ivanhoe project!) and its negative footprint as to livability issues and neighbourhood values. If council wishes to create a second "Downtown" at Oakridge, along with its attendant PROBLEMS, the proposed density will accomplish that. Council and Ivanhoe continually speak of affordability. Surely, these small boxes (recall the Randy Newman song from the mid 1970's and now resurrected as a the theme of a current TV program <http://www.youtube.com/watch?v=JcCXUzZWWpY>) do not promote affordability, uniqueness or more importantly "family values". Interestingly enough the proposed daycare amenity for 69 children, is supposed to accommodate the density proposed? How is that even logical or possible? Roof top "green space" or its latest reincarnation by council and Ivanhoe is

laughable. Green space belongs on the ground not at elevation. The only reason for the continual re shaping of the green space is to allow Ivanhoe to maximize the number of towers it can place on the site. This development does not even take into account the Cambie corridor density and the 41st Avenue density. Creating a city at Oakridge to generate service industry jobs so the masses aimlessly wondering about malls can be served a coffee or eat a sushi roll is not the type of city that I want. Again, I invite you to sit at Metrotown for a couple of hours and view for yourself the "quality of life" provided by the mall experience.

I believe council is mistaken that those who can afford to live in these types of strata developments are willing to abandon their vehicles. They may take Canada Line if they work downtown but generally, the motor vehicle is an integral part of their lives and often a couple has more than one. What has council done to address these vehicles that will pour out onto Cambie, 41st and other streets into the surrounding neighborhoods? The City cannot make the lanes wider? Does this development promise bumper to bumper traffic in any given direction as we see in Metrotown? Have members of Council taken the time to head to Metrotown to consider what Oakridge will really become? Will Council tell me not to worry as we will have resident only parking signs or better yet, permit parking that will of course require me to play for the privilege of parking in front of my house. In 2010 I paid \$4700 (before the HOG) - in 2014 I will pay approximately \$6500, a significant increase over 4 years. My trust level that Council knows the value of a dollar is not great given the way tax dollars are being spent.

If Council's agenda is to benefit Ivanhoe it is succeeding. If Council's agenda is to listen to the residents of Vancouver, especially my area, I await your thoughtful response. In a recent council meeting Mr. Robertson expressed that it will be tough for area residents. Residents need more than passing comments. Unfortunately, I cannot help not being cynical given the sweetheart deals being given to Vision's "friends" such as Mr. Rennie who profited off the Millennium Olympic Village fiasco (is that why my taxes have increased so dramatically because of the poor management of that project?) and now Mr. Gillespie's company, another ardent supporter of Vision.

I would appreciate a response from Mr. Robertson and the other Vision councilors as well as the non Vision councilors on their "non party" or independent views of the Oakridge Proposal as each is required by law to keep an open mind and not enter a public hearing intending to exercise a block vote. I ask each councilor to provide me with their separate views of their support or non support of the proposed density and what, IF ANYTHING, they would consider changing. I understand you are busy people but I suspect you have assistants handed the task of responding and would appreciate a response. Thank you

RON Y. KORNFELD

s.22(1) Personal and Confidential



s.22(1) Personal and Confidential



Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 8:58 AM
To: Public Hearing
Subject: FW: [Dunbar Neighbours] Oakridge rezoning letter (it's not just someone else's neighbourhood - this is the starting block for the whole city)

Thank you for your email.

During a public hearing, Council hears from all of the interested speakers. At the end of that process, Council declares the speakers' list closed.

All written comments submitted for the public hearing and received up to 15 minutes after the close of the speakers' list will be distributed to members of Council for their consideration.

Written comments submitted for the public hearing more than 15 minutes after the close of the speakers' list will not be distributed to Council in compliance with S18.10 of the City's Procedure Bylaw.

When submitting written comments, keep your document to 1500 words or less if the public hearing has already started. If the public hearing has not taken place yet, there is no limit to the number of words you can submit.

Written comments submitted to the public hearing will be posted on the City website and must include the name of the writer. Additional contact information (e.g. email address) will be removed.

For more information about public hearings, visit vancouver.ca/publichearings.

Thank you.

*City Clerk's Office
City of Vancouver
Phone: 604-829-4238
Email: publichearing@vancouver.ca
Website: vancouver.ca/publichearings*

From: Daniel Maas s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 5:42 PM
To: Correspondence Group, City Clerk's Office
Subject: FW: [Dunbar Neighbours] Oakridge rezoning letter (it's not just someone else's neighbourhood - this is the starting block for the whole city)

I fully endorse and adopt the positions taken in this letter.

Dan Maas

s.22(1) Personal and Confidential

----- Forwarded message -----

From: **Wendy Massing** s.22(1) Personal and Confidential

Date: Sun, Mar 9, 2014 at 3:41 PM

Subject: [Dunbar Neighbours] Oakridge rezoning letter (it's not just someone else's neighbourhood - this is the starting block for the whole city)

To: Dunbar <neighbours@dunbar-vancouver.org>

FYI - Letter from Jane Ingman Baker, Chair, Dunbar Vision Implementation Committee - Please consider sending your own messages to Council.

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

From: jane Ingman-Baker s.22(1) Personal and Confidential

Sent: March-08-14 6:51 PM

To: mayorandcouncil@vancouver.ca; clrlouie@vancouver.ca; clrreimer@vancouver.ca; clrtang@vancouver.ca; clrcarr@vancouver.ca

Subject: Oakridge rezoning.

Dear Mayor and Council,

I am writing to oppose the rezoning of Oakridge under the proposal currently in front of you. This application is premature and that the matter is not ready for you to consider.

There are many problems with the proposed by-law, some of which are identified in the memorandum filed on March 7th by Mr Shillito, which proposes major changes to the by-law
appendices : <http://former.vancouver.ca/ctyclerk/cclerk/20140310/documents/phea3memo.pdf>.

The fact that such changes are brought to your attention on the Friday before the public hearing should in be enough in and of itself for you to stand this matter down.

A careful read of this memoranda will alert you to the fact that there are problems with the security sought to guarantee performance, the development of a local energy system, groundwater protection and control, delivery and enforcement of the commitment to deliver a park area, delivery of the social housing units, viability of the commercial space requiring changes to permitted uses to include a university, and the ability of the Canada Line to support the increased riders. The last point is supported by Translink, who have expressed the view that station upgrades should be provided.

This rezoning will be the biggest development project that Vancouver has yet to embark on. It will redefine the Cambie corridor and will either be lauded or ridiculed. Whether it is the former of the latter is in your hands.

There has been a large amount of effort spent on the aesthetics of the project. Huge sums have been spent on consultants to persuade you and others that the site can handle 14 towers and that children will frolic happily in an utopian park 6 storeys up in the air. However, there has been little serious work done on the key point. If you are to rezone this site for an additional 3000 plus residences and 1.8 million square ft of commercial space, how will the over 10,000 permeant users and the additional thousands of visors actually fit onto this site? How will they move on and off the site, how will they interact between themselves and with friends and family, what will they do when they are not shopping, and how will they impact and access educational, medical and sports facilities not provided on site?

The application itself is a mess. It takes hours to weave through the policy statement, draft by-law language, design guidelines, memoranda etc. If you can navigate through it, even more troubling is what is missing. NO environmental impact statement, NO transportation study (even the one filed with the original application is missing), NO current retail analysis (the old one uses old data and does not consider local impact), NO studies of off and onsite hourly movement by pedestrians, handicapped or

cyclists, NO analysis of site safety, security and policing, NO local traffic plan, NO surface water management plan, NO siting for the local energy facility, NO analysis of how loading and unloading for the commercial facilities will interact with residential use, NO plan for outside areas for residents to use in the 15 years before the park is ready, and NO analysis of the impact that the increased residential and commercial use will have on off site daycare, preschools, education, sport or other facilities.

Another glaring omission is there is no analysis of the CAC's to be received. There are lots of references to social housing, community facilities, parks etc, but nowhere in the material is there a breakdown of what profit will be made from the increased density and use and the corresponding portion that will be returned to the city. It is a quagmire of shifting sand with multiple examples of double counting and even the most supportive would be hard pressed to say that they are satisfied that the calculation has even been made. It reads as if the owner offered a series of shiny things which were cobbled together in desperation to improve the statistics for the term for this Council.

However, the most egregious error that is about to happen here is that a huge relocation of people is to be approved without an independent viable transportation analysis.

Until 10 days ago, all the documents relating to this site said that the owner would be responsible for station upgrades that would be needed to handle the increase demand on the Canada Line. Suddenly that is gone and \$600,000.00 for comfort improvements (maybe some seats and white paint for the lines through the project?) appears.

Mr Shilltos's memo talks about the allocation of responsibility for Translink upgrades, and has a veiled reference to a Translink inquiry. Readers are forced to conclude that the Owner has managed to duck out of this obligation and that the City will be left to try and pry funds for station upgrades from the Province. They in turn are bound to point out that this Council passed over the chance to get the property owner to do it.

I am not a transportation engineer but I do know that underground train capacity is determined in the main by two things. How frequently the trains come (a matter of computer science to optimize service without collisions) and how easily passengers can get on and off the station. In busy cities the trains come very frequently and urban stations have several entrances and exits allowing for efficient passenger movement. If you approve this plan as proposed, the opportunity to reserve space for new entrances or other improvements will be lost. The chance to connect the southern or western edges of the site to the station underground will be gone, or the place for a second escalator will be occupied by the footings for a tower. There are also some passing references in the application to moving the vehicle that current permits vehicles to exit the site onto 41st Avenue westbound. It may be necessary to move the tunnel if there is ever to be a westbound addition to the rapid transit system. This is the time to do a full analysis of this issue. What a tragedy it would be if nothing is done at this stage, and if the western route later becomes impossible because of the tunnel.

IF YOU MAKE NO OTHER CHANGES TO THIS APPLICATION, PLEASE DEMAND THAT AN INDEPENDENT REVIEW OF THE TRANSPORTATION ISSUES TO BE COMPLETED BEFORE THE BYLAW IS FINALIZED.

I have chosen to focus above on the global problems this application presents, but since I own property immediately adjacent to the site, I must also add that there are many issues with the location and use of New Street and traffic flow to the immediate west of the site. My family have owned the duplex on the corner of 42nd and Willow for over 40 years. Every day children move through the intersection to access King David School, the French immersion school, and the JCC. Generally the area is busy with pedestrian and vehicular traffic. The idea that traffic calming measures will be instigated 5 years after the last occupancy permit is issued is a dereliction of your duty to this community. The safety of local residents and children should be a primary concern and that cannot be abandoned during two decades of construction. I thus ask that no development permit be issued without a local traffic management plan for each and every phase of development.

Sincerely

Jane Ingman Baker

Chair Dunbar Vision Implementation Committee and concerned local property owner.

Any opinions expressed in this message are those of the sender, not the Dunbar Residents

Association.

Neighbours mailing list

Neighbours@dunbar-vancouver.org

http://dunbar-vancouver.org/mailman/listinfo/neighbours_dunbar-vancouver.org

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2013.0.3462 / Virus Database: 3722/7171 - Release Date: 03/09/14

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 9:00 AM
To: Public Hearing
Subject: FW: Oakridge Redevelopment

From: Mark Stoakes s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 6:45 PM
To: Correspondence Group, City Clerk's Office; s.22(1) Personal and Confidential
Subject: Oakridge Redevelopment

Mayor and Council

I am a resident of the Main Street corridor neighbourhood. My family and I have lived in this area for over 20 years. I am opposed to the current redevelopment plans for Oakridge center.

I find it hard to understand the need for highrise towers of 30 storeys plus at this location. For comparison:
- currently there are 6 towers in the City of Vancouver - all in the down town core - with more 40 storeys (http://en.wikipedia.org/wiki/List_of_tallest_buildings_in_Vancouver)
- the Oakridge plan proposes two towers of 45 and 42 stories and four towers of 36, 36, 30, 30 storeys and seven other lower towers of 18 or more storeys. This will put at least 2 of the towers in the top 10 of tallest buildings in Vancouver and 4 towers in at least the top 20 of tallest buildings in Vancouver. All in an area with no other building greater than about 8 storeys, which includes the existing towers at Oakridge Mall.

Looking at the tower height another way:

- in Vancouver, there is currently one building with a height of more than 200m, the Shangri-La in downtown. The next tallest building in Vancouver is 158m, the Hotel Georgia Private Residences.
- the redevelopment plan allows for vary heights in 16 'sub-areas' of the 28 acre site. Of these sub-areas nine (9) are proposed to have a building height of over 160m, making possible 9 buildings that will be taller than all other buildings in Vancouver, with the exception of the Shangri-La in downtown Vancouver. See page 5 in the draft by-law: <http://former.vancouver.ca/ctyclerk/cclerk/20140310/documents/phea3AdraftbylawZD.pdf>

By any measure, the proposed tower heights are excessive for the Cambie and 41st. area. These highrise towers are being proposed for vanity reasons only. They suit the needs of the developer, but the proposed highrise towers are completely out of scope with the current and future needs of the Oakridge neighbourhood community.

Very few Vancouver residents oppose the need to increase the population density in the city and it does make some sense to continue to expand the highrises in the downtown where they already exist. However, there are many alternatives in increasing density than just building more to towers - the city's current strategy. Height and Density are not necessarily synonymous. Paris maintains high population densities without relying on a highrise development strategy. In addition, if the goal is to increase the population density then we have to ensure that the people that purchase the apartments do indeed become residents of the city and not simple offshore property speculators. The City of Vancouver refuses to collect data on offshore owned, unoccupied property. However, we do know it is easier to market a highrise tower complex overseas than smaller, more neighbourhood friendly low rise apartments. Anecdotal evidence suggests that upwards of to one-third of Coal Harbor apartments are unoccupied.

Do large tower complexes build sustainable neighbourhoods and reduce social isolation - <http://vancouver.ca/home-property-development/neighbourhood-planning-projects.aspx> - one of the cities goal?. It's very hard to believe they do. Portland one of the best planned and sustainable cities in North America has eschewed the development of highrises - http://www.oregonlive.com/opinion/index.ssf/2013/09/the_struggle_by_portland_plann.html for both social, sustainable and aesthetic reasons.

One of the reasons put forward for highrise towers is to allow young families to stay in Vancouver. How many of the apartments proposed for the Oakridge site have three bedrooms? Where will all these young families go to when they have a second child? Developers don't like to add a third bedroom as it cuts into the profit margins. Some jurisdictions require a certain proportion of the development to have the third bedroom to allow for family growth.

Sadly, the creation of a highrise complex on this scale at Cambie and 41st is going to be aesthetically and socially regressive. The community is not asking for a development on this scale. We should not let it happen in it's current form.

Mark Stoakes

s.22(1) Personal and Confidential

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 9:05 AM
To: Public Hearing
Subject: FW: Oakridge Redevelopment Public Hearing

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

s.22(1) Personal and Confidential

From: Caroline Adderson
Sent: Sunday, March 09, 2014 7:36 PM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge Redevelopment Public Hearing

Dear Mayor and Council,

I am unable to attend the Public Hearing of Council, scheduled during working hours. I am therefore submitting my objection to this redevelopment in writing.

A Metrotown-style development is inconsistent with your green mandate. As the mother of a skateboarder, I have found myself many times at Metrotown in order to be near at hand while my son uses the sketchy skatepark nearby. Bonsar Skatepark is sketchy because of its proximity to Metrotown, which has created a dead zone all around it. On the street level, there is absolutely no foot traffic -- no "eyes on the street," one of the criteria identified by Jane Jacobs as essential to a vibrant, liveable city. Where are the people? In the mall, circling around and around the identical chain stores buying goods manufactured in sweatshops across the world. Exploitive working conditions + overseas shipping + construction of a massive, entirely synthetic structure does not fit into your green mandate, or fulfil your pledge to create a livable city.

I am opposed for other reasons. In 2012 The Vancouver Foundation conducted a survey of 4000 residents. Forty percent of high-rise dwellers reported feeling lonely. Add that statistic to the 60% of residents living around this proposed development who oppose towers at the height included, and the fact that there is a covenant registered on the land title. Oakridge residents are owed a 2.83 acre park. A park on a rooftop, accessible only by entering the mall site, is not a public park.

I am not opposed to changes at Oakridge or increasing density in this area. But I do not support a development of this magnitude or one that nearby residents reject.

Sincerely,

Caroline Adderson

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 9:07 AM
To: Public Hearing
Subject: FW: Oakridge Proposed Redevelopment

From: Ashby s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 8:56 PM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge Proposed Redevelopment

We wish to register our opposition to the development of the Oakridge shopping center as proposed.

We are especially opposed after viewing the CBC DocZone program that focused primarily on high rise condo developments in Toronto. We would suggest the mayor and council view this program for insight on this topic and the problems that can arise with unbridled high rise development. We have the opportunity to learn from the mistakes made by the Toronto planners and city council.

In summary following are some problems that were highlighted in this DocZone program:

1. allowing such building heights provides a ready precedent for other developments (we could suggest that perhaps the Oakridge development is following the precedent set with the development at the south end of Cambie at Marine Drive);
2. infrastructure, such as schools, parks, transit are over-taxed (we fear that Canada Line along Cambie could very easily become another Broadway transportation dilemma);
3. there is a definite lack of "community";
4. many of the large multi-units would be developed as strata corporations, and unfortunately, strata councils do not generally have the expertise to properly manage such large buildings;
5. as new-built stratas, the Toronto experience showed that in many cases once new buildings were stratified, new unit owners had no recourse to adequately repair unit construction deficiencies. Buildings were rapidly becoming rundown and unsightly.

Further, we strongly feel we do not have to compete with Burnaby, Richmond or Surrey with these cities' high rise developments. With the other developments along Cambie street (including the proposed development at George Pearson center) we are confident we can maintain our identity and the beauty of our city, while not overtaxing our transit and other infrastructure.

We fully endorse the 2007 plan for the area. This is a manageable, livable plan.

Regards,

Al & Marion Ashby

s.22(1) Personal and Confidential



Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 9:08 AM
To: Public Hearing
Subject: FW: Oakridge rezoning Letter

From: monahan@shaw.ca s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 9:59 PM
To: Correspondence Group, City Clerk's Office; Louie, Raymond; Reimer, Andrea; Tang, Tony; Carr, Adriane
Cc: s.22(1) Personal and Confidential
Subject: Fw: Oakridge rezoning Letter

Mayor and Council (I won't say Dear as you are anything but Dear to most Vancouverites)

I totally agree with everything as written in the letter set out below from Ms. Jane Baker. Its getting so tiresome having to confront you on every issue in Vancouver. Can't you step back and listen and think things over instead of ploughing ahead with all the garbage that we are so fed up hearing about. No one wants these changes except you and your developer friends. Where are you going to retire on with all the money that you are going to get out of all the destruction of the beautiful city of Vancouver. Look at Europe and Britain who after the war built all the hideous high flats. While in Glasgow last summer I noted that they are starting to dismantle the garbage that they erected in the 60's and 70's. Don't make the same mistake here. And tell the planners and architects to stop allowing and planning all the new houses with walls and gates around them. What made Vancouver was so nice in the old days was the lawns sweeping out to the sidewalk. Its like a siege mentality now of people hiding themselves in. Lets stop the destruction of Beautiful Vancouver.

Anne Monahan

Dear Mayor and Council,

I am writing to oppose the rezoning of Oakridge under the proposal currently in front of you. This application is premature and that the matter is not ready for you to consider.

There are many problems with the proposed by-law, some of which are identified in the memorandum filed on March 7th by Mr Shillito, which proposes major changes to the by-law appendices :

<http://former.vancouver.ca/ctyclerk/ccclerk/20140310/documents/phea3memo.pdf>.

The fact that such changes are brought to your attention on the Friday before the public hearing should in be enough in and of itself for you to stand this matter down.

A careful read of this memoranda will alert you to the fact that there are problems with the security sought to guarantee performance, the development of a local energy system, groundwater protection and control, delivery and enforcement of the commitment to deliver a park area, delivery of the social housing units, viability of the commercial space requiring changes to permitted uses to include a university, and the ability of the Canada Line to support the increased riders. The last point is supported by Translink, who have expressed the view that station upgrades should be provided.

This rezoning will be the biggest development project that Vancouver has yet to embark on. It will redefine the Cambie corridor and will either be lauded or ridiculed. Whether it is the former or the latter is in your hands.

There has been a large amount of effort spent on the aesthetics of the project. Huge sums have been spent on consultants to persuade you and others that the site can handle 14 towers and that children will frolic happily in an utopian park 6 storeys up in the air. However, there has been little serious work done on the key point. If you are to rezone this site for an additional 3000 plus residences and 1.8 million square ft of commercial space, how will the over 10,000 permeant users and the additional thousands of visors actually fit onto this site? How will they move on and off the site, how will they interact between themselves and with friends and family, what will they do when they are not shopping, and how will they impact and access educational, medical and sports facilities not provided on site?

The application itself is a mess. It takes hours to weave through the policy statement, draft by-law language, design guidelines, memoranda etc. If you can navigate through it, even more troubling is what is missing. NO environmental impact statement, NO transportation study (even the one filed with the original application is missing), NO current retail analysis (the old one uses old data and does not consider local impact), NO studies of off and onsite hourly movement by pedestrians, handicapped or cyclists, NO analysis of site safety, security and policing, NO local traffic plan, NO surface water management plan, NO siting for the local energy facility, NO analysis of how loading and unloading for the commercial facilities will interact with residential use, NO plan for outside areas for residents to use in the 15 years before the park is ready, and NO analysis of the impact that the increased residential and commercial use will have on off site daycare, preschools, education, sport or other facilities.

Another glaring omission is there is no analysis of the CAC's to be received. There are lots of references to social housing, community facilities, parks etc, but nowhere in the material is there a breakdown of what profit will be made from the increased density and use and the corresponding portion that will be returned to the city. It is a quagmire of shifting sand with multiple examples of double counting and even the most supportive would be hard pressed to say that they are satisfied that the calculation has even been made. It reads as if the owner offered a series of shinny things which were cobbled together in desperation to improve the statistics for the term for this Council.

However, the most egregious error that is about to happen here is that a huge

relocation of people is to be approved without an independent viable transportation analysis.

Until 10 days ago, all the documents relating to this site said that the owner would be responsible for station upgrades that would be needed to handle the increase demand on the Canada Line. Suddenly that is gone and \$600,000.00 for comfort improvements (maybe some seats and white paint for the lines through the project?) appears.

Mr Shilltos's memo talks about the allocation of responsibility for Translink upgrades, and has a veiled reference to a Translink inquiry. Readers are forced to conclude that the Owner has managed to duck out of this obligation and that the City will be left to try and pry funds for station upgrades from the Province. They in turn are bound to point out that this Council passed over the chance to get the property owner to do it.

I am not a transportation engineer but I do know that underground train capacity is determined in the main by two things. How frequently the trains come (a matter of computer science to optimize service without collisions) and how easily passengers can get on and off the station. In busy cities the trains come very frequently and urban stations have several entrances and exits allowing for efficient passenger movement. If you approve this plan as proposed, the opportunity to reserve space for new entrances or other improvements will be lost. The chance to connect the southern or western edges of the site to the station underground will be gone, or the place for a second escalator will be occupied by the footings for a tower. There are also some passing references in the application to moving the vehicle that current permits vehicles to exit the site onto 41st Avenue westbound. It may be necessary to move the tunnel if there is ever to be a westbound addition to the rapid transit system. This is the time to do a full analysis of this issue. What a tragedy it would be if nothing is done at this stage, and if the western route later becomes impossible because of the tunnel.

IF YOU MAKE NO OTHER CHANGES TO THIS APPLICATION, PLEASE DEMAND THAT AN INDEPENDENT REVIEW OF THE TRANSPORTATION ISSUES TO BE COMPLETED BEFORE THE BYLAW IS FINALIZED.

I have chosen to focus above on the global problems this application presents, but since I own property immediately adjacent to the site, I must also add that there are many issues with the location and use of New Street and traffic flow to the immediate west of the site. My family have owned the duplex on the corner of 42nd and Willow for over 40 years. Every day children move through the intersection to access King David School, the French immersion school, and the JCC. Generally the area is busy with pedestrian and vehicular traffic. The idea that traffic calming measures will be instigated 5 years after the last occupancy permit is issued is a dereliction of your duty to this community. The safety of local residents and children should be a primary concern and that cannot be abandoned during two decades of construction. I thus ask that no development permit be issued without a local traffic management plan for each and every phase of development.

Sincerely

Jane Ingman Baker

Chair Dunbar Vision Implementation Committee and concerned local property owner.

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 9:11 AM
To: Public Hearing
Subject: FW: mayorandcouncil.140309.oakridge.redevelopment

From: jkhc2000 s.22(1) Personal and Confidential
Sent: Sunday, March 09, 2014 10:33 PM
To: Correspondence Group, City Clerk's Office
Subject: mayorandcouncil.140309.oakridge.redevelopment

Honorable Mayor and Council Members,

I write to voice concern over the proposed redevelopment plan for the Oakridge Shopping Mall. Not only does the proposal represent a departure from council's previous plan for the Cambie Corridor, it violates council's own green mandates by congesting the Oakridge area with an additional 6,000 inhabitants.

In council's previous policy statement, low-rises, mid-rises and "taller" buildings will occupy sites along the Cambie corridor. Nowhere was it stated that buildings of skyscraper proportions are to be built. Green roofs on the 4th floor is NOT park space and must not be misconstrued as such. Developments of this sort will overwhelm existing infrastructures such as transit, schools, health care and fire-fighting services, to name a few. It would be foolhardy to consider such aggressive development plans before improving existing infrastructures.

Contrary to Mayor Robertson's public announcement that enhanced public consultation is needed for this project, there has been minimal effort to engage the public in a meaningful manner. All we see and hear is positive spin from PR firms or, agents, if you will, of the developer.

A project of such proportions will change the entire character and dynamics of the West Side of Vancouver. It cries out for broad public participation and I submit to you that nothing short of a referendum is necessary before council can consider rezoning.

Respectfully,

Jimmy Chee

s.22(1) Personal and Confidential



Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 9:31 AM
To: Public Hearing
Subject: FW: Zoning and Development By-law – Amendments to Permit as Conditional Use in RS and RT (Residential) Zoning Districts

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

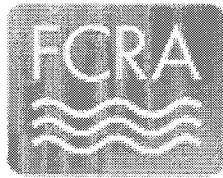
From: Stephanie Carr s.22(1) Personal and Confidential
Sent: Monday, March 10, 2014 8:09 AM
To: Correspondence Group, City Clerk's Office; Correspondence Group, City Clerk's Office
Subject: Zoning and Development By-law – Amendments to Permit as Conditional Use in RS and RT (Residential) Zoning Districts

To whom it may concern,

I am opposed to a change in the Zoning and Development By-law to allow the use of a Temporary Sales Office as Conditional Use in RS and RT (Residential) Zoning Districts and I request that you do not approve the amendment to the By-law!

I do not want these changes to happen in my neighbourhood!

Stephanie Carr



FALSE CREEK
RESIDENTS ASSOCIATION

March 8, 2014

RE: Oakridge Redevelopment

Dear Mayor and Council

We are writing on behalf of the False Creek Residents Association to express our lack of support for the Oakridge Centre Redevelopment.

As a member of the Coalition of Vancouver Neighbourhoods we support our Oakridge neighbours in their position that the consultation process leading up to this public hearing failed to take into account the voices of local residents i.e. those most directly impacted by this huge development. The Oakridge Langara Area Residents (OLAR) continues to be a strong voice of opposition to this project, indicating to us that the consultation process has been fundamentally flawed.

This is a huge project that will impact the surrounding residents, businesses and transportation not to mention the impact on local schools and hospitals. Yet we see no impact studies on transportation of This proposal contradicts city councils own directives from 2012 which determined maximum building heights well below what the developer currently proposes.

We are particularly concerned that the proposal fails to deliver on a 30 year commitment for a park. We are saddened to learn that there is another Vancouver community/neighbourhood that has been kept waiting for a promised green space. 2.83 acres of park remains an outstanding commitment not fulfilled by the "green roof" proposed in this application. Also, of concern, is the CAC credit of cash in lieu of \$23,000,000.00 for the 2.83 acre non park. Where did this amount come from? Is it a calculation done by an Appraiser or by the BC Assessment Authority or just an internal city calculation? If it has been done by a legitimate source then the FCRA would like to have the same calculation applied to the 9.06 acre non park in our community. This would be somewhere in the realm of \$75,000,000.00. A nice civic tax recovery for the City.

We urge council NOT to support this application, but to send it back for genuine community consultation. Moreover, we urge council NOT to support any application from a developer until promises for parks and green space are kept.

Yours truly

Fern Jeffries and Patsy McMillan
Co-chairs, FCRA

Ludwig, Nicole

From: Correspondence Group, City Clerk's Office
Sent: Monday, March 10, 2014 9:27 AM
To: Public Hearing
Subject: FW: Oakridge

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

From: Sandi Evans s.22(1) Personal and Confidential
Sent: Monday, March 10, 2014 7:15 AM
To: Correspondence Group, City Clerk's Office
Subject: Oakridge

To whom it may concern,

As a current condo owner in the Oakridge area, I'd like to express my concern about the Oakridge development.

I ride Canada Line and drive in the area. The Canada Line is full to maximum most of the time, and the roads are plugged full as it is.

Have you given any thought as to how you are going to move these added masses of people around this area? This is a serious consideration that I don't think has been addressed.

In my opinion, the whole idea is outrageous and I am opposed.

Sincerely,
Sandi Evans