

Isfeld, Lori

From: Correspondence Group, City Clerk's Office
Sent: Monday, April 14, 2014 9:29 AM
To: Public Hearing
Subject: FW: Rezoning 4099 Cambie - OPPOSED - Yet Again - If I Want a Condo, I Must pay \$35K for a parking place which is virtually in the Canada Line station]
Attachments: Rezapp-4099-Cambie.odt; DSCN0411.JPG

From: s. 22(1) Personal and Confidential
Sent: Saturday, April 12, 2014 2:18 PM
To: Correspondence Group, City Clerk's Office
Subject: : Rezoning 4099 Cambie - OPPOSED - Yet Again - If I Want a Condo, I Must pay \$35K for a parking place which is virtually in the Canada Line station]

4099 Cambie must be the actual Canada line station at King Edward.

Bus routes 15, 25, and 33 provide 15 minute interval service in 4 directions all day.

It's a stroll to the entire QE Park complex with multi recreation choices.

The entire residential area to the southwest is a virtual park for walking, cycling, pushing a stroller, or cruising in a power wheelchair.

The proposal is for parking in excess of the number of residential units.

It is mixed use which might account for some of the difference, but not much.

So once again, I, who have not owned a car in this century, cannot buy a condo without buying a parking place. When I enquire the standard response is "You can rent it out".

And there are 200,000 adults living in the City who do not own cars.

Is anyone keeping track of how many prospective purchasers prefer not to buy the parking.

City Council has passed a policy statement calling for "Unbundling" without defining it.

"Unbundling" would require each parking place to be strata'd seperately as is done in Yaletown.

No Cambie or false creek south cd-1 includes any reference to unbundling, not even Olympic Village, a City project.

The Rezapp for 4099, as for every previous cd-1 north of marine, flaunts the Plan with it's one unit one car (or more) policy.

Reminder. The general parking bylaw for the City exempts CD-1's from its parking provisions.

www.Vancouver.ca
Cambie Corridor plan

*The opening of the Canada Line along Cambie Street was an opportunity for the City to create a **sustainable** neighbourhood - the Cambie Corridor.*

*The Corridor has **easy access to transit**, providing residents with a convenient **alternative to driving**. There are a number of large sites which will facilitate the development of low carbon district energy systems.*

*The Cambie Corridor Plan takes advantage of these critical building blocks of **sustainability** - integrating them with greater land use density and amenities - to build and enhance neighbourhoods along the Corridor.*

*The Cambie Corridor Plan is a land use policy which will guide future development along Cambie Street from 16th Avenue to the Fraser River between Heather and Manitoba Streets. The plan focuses on opportunities to **integrate development with transit** and to build and enhance the existing neighbourhoods along the Corridor while supporting the City's goals of **environmental sustainability, liveability, and affordability.***

Currently no development on the cambie corridor north of marine
will permit purchase of a condo without purchasing a parking place.

The West End report states that half of the off street parking in the west end is not in use.

Vancouver's greenhouse gas emissions are 1/3 buildings, 1/3 cars, 1/3 residual. There are few things further from sustainability than individual auto ownership in an urban area.

Traffic on cambie is hideous. From 16th to the bridge it's bumper to bumper. Photo Attached.

This Council has/is added 25,000 cars in this 3 year term.


With a 25 year amortization, the last 5 years of mortgage payments are for the parking place.

Since the person doesn't own a car, the additional savings applied to the mortgage reduce it to 15 years.

So either amend this application to require fair unbundling, probably @ \$35,000. per as is done in yaletown and cut the proposed parking by 50%

Frank Jameson

s. 22(1) Personal and Confidential

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