

2021-03-11 Item 1 - CD-1 Text Amendment: 100 West 49th Avenue (Langara College) - Other (1)										
Date Received	Time Created	Subject	Position	Content	Full Name	Contact Name	Organization	Contact Info	Neighbour hood	Attachment
03/10/2021	15:47	PH2 - 1. CD-1 Text Amendment: 100 West 49th Avenue (Langara College)	Other	I generally support this Langara College proposal, with two key issues raised during preliminary outreach stages not clarified or answered in these proposed plans: 1) Campus Entry/Exit - Entry access to Langara College is outlined in the models, but Exit access is not. Originally, the south-east access was a fire lane only. After Building B was building was built in the 1990s, traffic could enter and exit this point at will, which resulted in several documented traffic problems involving vehicles, bikes, pedestrians, including vehicles crashing into a neighbouring house (twice!). An extensive survey and consultation process led to the access entrance moved to its current location (directly across from the 51st Street right in-right out), and it was designated for entry Only (for vehicular traffic). This resolved the safety issues for several years. However, when Building T was constructed, the south-east access was changed temporarily to allow both entry and exit for vehicles. Building T opened in 2016, but the south-east access has still not reverted to its earlier entry only designation, with the result that there have been more dangerous interactions with vehicles, bikes and pedestrians over the last few years. with everyone entering and exiting at this point without any clear pathways or lanes identified for each population. Many vehicles jump straight across Ontario Street to 51st Avenue ignoring the right-in, right-out barriers, causing further safety concerns for all. The argument that vehicular traffic has increased to and from Langara College, requiring exit as well as entry to remain at this south-east access has been documented as incorrect. Since the skytrain station at Cambie Street opened in 2009, vehicular traffic has in fact decreased. However, with increasing cycling and pedestrian traffic expected with this proposed redesign, as well as overall increasing Ontario Street bike and greenway use by locals and visitors, and the designation of 51st Avenue (across Ontario Street from this access point) as one of Vancouver's Slow Streets, the south-east access point requires careful consideration for safety within this proposal that is not clearly described. Bikes and Pedestrians require clear pathways for both entering and exiting the College grounds here, and vehicles require a dedicated lane for entering ONLY (except for emergency vehicles if required). This would fulfill the promise made by the aforementioned survey and consultation process, while at the same time acknowledging and accommodating increasing cyclists and pedestrians to and from Langara College, and integrating these with those pedestrians, cyclists and drivers that use the green street and bike route plans of Ontario Street. 2) The setback for the East Side property line (i.e., bordering Ontario Street) is not included here, as it is for the other three boundaries. Why not' Until these two points can be answered sufficiently, I withhold my support.	Jennifer L Butler	No Name No Name (ps)		[REDACTED]	Sunset	No web attachments.