

## 5. CD-1 Rezoning: 480 Broughton Street (Opposed)

Date Received	Time Created	Subject	Position	Content	Name	Organization	Contact Info	Neighbourhood	Attachment
06/11/2021	18:07	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	This public hearing is a sham, just a show to ostensibly hear our views and vehement objections, but the City's public servants have been and will be BULLDOZING us regardless and proceed with the project as planned (the decision has been long pre-made). We are just going thru the process, the City is giving people the false sense of impression that the City is fair and democratic to the Coal Harbour residents who will be the most adversely affected people. But the City staff is so arrogant and don't give a hoot about the majority of Coal Harbour residents who oppose and will slam this building project in our faces and push down our throats.	Benny Lee		"s 22(1) Personal and Confidential"	Downtown	No web attachments.
06/11/2021	22:01	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	I totally oppose the 480 broughton project. This project will make people suffering. The lots of traffic will put children in the danger. This project will totally destroy the safe and peaceful environment. I'll make pollution, noise...	Cindy Chao		"s 22(1) Personal and Confidential"	Downtown	No web attachments.
06/12/2021	08:34	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	Strikes me as a very ambitious use of property primarily due to the amount of vehicle traffic coming into this area. Long gone are the times when children walked to school and families survived on a single income where daycare for your children becomes necessary. There will be far too much vehicle traffic in a very small space. A more suitable location that allows better vehicle access would seem like a more suitable location for this building.	Eric Stokvis		"s 22(1) Personal and Confidential"	Unknown	No web attachments.
06/13/2021	11:40	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	I am concerned this development will limit the public use of our Neighbourhood park. Signs, like the ones posted at the nearby school state: THESE GROUNDS ARE FOR SCHOOL USE ONLY DURING SCHOOL HOURS. And NO DOGS ALLOWED ON SCHOOL GROUNDS And SCHOOL STREET NO MOTOR VEHICLE ENTRY Will similar restrictions be imposed at Coal Harbour Park? Will the grass be replaced with rubber turf? I'm afraid our park and surrounding area will drastically change and therefore am opposed to this project.	Ron Ristan		"s 22(1) Personal and Confidential"	Downtown	Appendix A
06/13/2021	22:09	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	Dear Council Members, I am writing to you to address my concern about the city's decision to permit the increase of the building height from 30m to 38.82m at 480 Broughton Street. I recently bought a condo apartment at 1415 W Georgia St. with my lifetime savings, just a few blocks north of the said location. The sole reason I decided to buy this unit is because of the beautiful harbour ocean view it offers. The huge windows allow my family and me to enjoy the breathtaking harbor view. However, with the recent proposed development for 480 Broughton Street approved, this amazing view would be greatly obstructed. In addition, the large sum of money we have spent to purchase this condo with the view in mind would be devalued. I sincerely hope that the council can review this decision again and consider the repercussions that this might bring to nearby residents and owners. Jackie Woo	Man Sheung Jackie Woo		"s 22(1) Personal and Confidential"	Downtown	No web attachments.
06/13/2021	22:52	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	We live at "s.22(1)" and we wanted to make it known that we very unhappy about and do oppose the 480 Broughton St amendment to the zoning by-law, RZ-2020-00063 to increase height by 8.86 m, the residential floor area by 1,303 m <sup>2</sup> , and the number of permitted social housing units. This zoning amendment is unacceptable as it will reduce view visibility, lower resale values from buildings behind it and also increase traffic to an unmanageable level. Additionally, it will infringe on sanctity of the greenspace next to the proposed site, which is Coal Harbour Park. We strongly recommend that this amendment be denied by the City. Thank you.	Torrey Peterson		"s 22(1) Personal and Confidential"	Unknown	No web attachments.
06/14/2021	09:57	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	As a Vancouverite, I believe this proposed project would be a great disservice for Vancouver, its residents and visitors. If you stand at this proposed location and look up, you can see the amphitheatre where so many towers are located such that hundreds of residents are afforded views of this fabulous view of water, park and mountains which would be obstructed by locating this proposed tower in this location.	Maryam Majd		"s 22(1) Personal and Confidential"	Downtown	Appendix B
06/14/2021	10:13	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	Please see the June 9th and 12th newsletter from the Coal Harbour Residents Association to its membership attaching an email sent to the COV, Mayor, council members and other stakeholders that went unresponded to by the COV. Additionally, see the appended email from our retained traffic engineer laying out his belief that the COV traffic report is unfit for use and that the COV engineer will be re-writing it.	Rahim Jivraj		"s 22(1) Personal and Confidential"	Downtown	Appendix C

## 5. CD-1 Rezoning: 480 Broughton Street (Opposed)

06/14/2021	10:47	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	<p>Dear Mayor and Council, We own a condo at "s.22(1)", the building which probably is most affected by this project. Our complaint is about the adverse impact of the project on liveability for those who currently reside in this neighbourhood from the proposed project in its current form and about the seriously flawed permit and amendment process to date. It is our view that the City of Vancouver ('City') should be able to achieve its policy objectives without materially detracting from the quality of life of those who reside in this community and in fact, are the community. In the present case, this means two things. First, the City should live by the rules it set for itself in terms of height and density. People have made life decisions relying on the present bylaw ' that is that there could be a complex with a school, daycare and social house but that the height would be limited as would the density. The rule of law requires that the City as the lawmaker live by the laws it has created for itself. If we can't rely on those who make the laws to live within them then the rule of law breaks down as does the legitimacy of the lawmaker. It should not change those laws in the absence of the most compelling of reasons which are not present in this case. Second, the project requires redesign to take into account its significant impact on traffic and air quality for this community. This requires an adjournment of this public hearing. 1. Failure to adequately plan for Traffic created by the project The City of Vancouver website boasts hundreds of pages of drawings showing this project in the most minute detail right down to the texture of the concrete sidewalks and the variety of grasses to be planted in planters. These pages advertise an attractive building and proclaim the fulfilment of the City's social objectives. What is glaring in its absence is the practical effects on this neighbourhood of the massive imposition being made to this tiny lot . The pictures show an idyllic depiction. What they do not show is the reality of how people behave. Here we have 400+ people arriving each day. Using your own statistics only 30 percent will arrive on foot/bike/ public transit. That means 250 cars will arrive each morning and afternoon. No provision has been made for these cars to park and pick up children including very young children. West Hastings Street is a major thoroughfare to/from the Lions Gate Bridge. Broughton St. is a tiny street yet the current design has the school and the social housing entrance on it. It can accommodate, at most 6 cars stopping to wait to pick up children and that is only if none of those spots are taken by visitors or deliveries to the school/social housing towers. It is also the access to the Denia condominium tower parking lot. Given the traffic chaos at Lord Roberts Annex School and that these same parents are all now coming to 480 Broughton Street, the result is inevitable.</p>	Maureen Baird	"s 22(1) Personal and Confidential"	Unknown	No web attachments.
06/14/2021	11:11	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	Please see attachment	Maureen Baird	"s.22(1) Personal and Confidential"	Unknown	Appendix D
06/14/2021	11:23	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	Please see attached 9 page document for my comments.	Maureen Baird	"s 22(1) Personal and Confidential"	Unknown	Appendix E
06/14/2021	11:38	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Other	I would like clarification on what type of "Social Housing" will be built. This term is lumped together with so many different definitions. Is it "Social Housing" for families and seniors only? If so, I support that. Or is it "Social Housing" for supportive units for drug addicts? If so, I do NOT support that at all. From what I've found online it appears that it's for families and seniors. Can you please confirm the "Social Housing" is not going to be used for supportive means for drug addicts?	James Cochran	"s 22(1) Personal and Confidential"	West End	No web attachments.
06/14/2021	11:55	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	<p>We oppose the Development plan in Coal Harbour. THE PROPOSED PROJECT IS CONTRARY TO THE OFFICIAL DEVELOPMENT PLAN BY-LAWS FOR COAL HARBOUR While it is acknowledged the ODP for Coal Harbour called for a school site; it did NOT contemplate or give any hint of an 11 story structure of both social housing and a school. While there appears to be some discretion for the ODP to extend the height, no reasonable person reviewing Vancouver School District Elementary Schools would ever assume an 11 story facility would be proposed for this location. Further, a building of such height runs counter to what the ODP envisioned. The increase of 1,000 people per day to the site will take way from "parking to serve the waterfront use" because the amount of visitors to the site with no increase in parking will take up the small amount of parking currently available for existing water front uses. "This 11 story public project will not "reduce the impacts of traffic" because approximately 1000 more people will be in the area daily with many to pick up/drop off children, employees, vendors, visitors and VSB personnel. THE NEW SCHOOL IS BEING BUILT IN THE WRONG LOCATION The city council needs to deny this application to keep the Vancouver School Board from committing school location malpractice. According to Globe and Mail and CBC articles there appears to be consensus that a new school is needed in the Olympic Village area. This year, almost 400 children were on a waiting list, according to numbers gathered by Lisa McAllister, who lives in Olympic Village, a growing inner-city neighbourhood with no school. There is no data that suggests two schools are needed for the Lord Roberts Annex catchment area. While City planners have told citizens the Provincial Ministry of Education selected this site; that appears to not be correct. In addition to a request for verification of that statement and an online search; the Provincial Minister of Education Rob Fleming stated in 2018: "Coal Harbour elementary has never been in the ministry's 10-year capital plan and that the government's first priority for VSB is seismic upgrades." <a href="https://www.vancouverisawesome.com/courier-archive/opinion/is-sale-of-land-to-bc-hydro-a-fair-trade-for-two-new-vancouver-schools-3078249">https://www.vancouverisawesome.com/courier-archive/opinion/is-sale-of-land-to-bc-hydro-a-fair-trade-for-two-new-vancouver-schools-3078249</a></p>	Michelle G Paymar	"s 22(1) Personal and Confidential"	Downtown	No web attachments.

**5. CD-1 Rezoning: 480 Broughton Street (Opposed)**

06/14/2021	12:44	PH1 - 5. CD-1 Amendment: 480 Broughton Street	<p>Oppose</p> <p>We, the undersigned residents of Coal Harbour neighbourhood area, have joined and totally OPPOSE the Project at 480 Broughton Street. With reference to the Notice of Public Hearing planned for June 15th to be convened electronically, we are writing to not only voice our strong opposition to this project but also request to postpone any Public Hearing regarding 480 Broughton to a later date when the Pandemic is over so we can safely participate in a Healthy and Democratic meeting to voice our concerns and objections to this project. Some owners are overseas and have limited access to technology for this kind of cross-border online meeting. As you are well aware, participating and talking in Online Public Hearings is extremely difficult and limited for many of us because of communication skills through online means. This point was raised in the previous online Development Permit Board (DPB) meeting held on March 22nd, but it has been ignored for reasons unknown to us while rushing this matter to another online meeting for heightening the project that we all oppose in its entirety. Also, you must have learned that the majority of people consulted previously (almost 90%) opposed this project in March 22nd's DPB meeting on 480 Broughton. In addition, Appendix F of DPB's March 22nd meeting agenda shows a big majority in the range of 80% responded in public consultation OPPOSED to this project. This strong opposition was followed by several subsequent emails to you, Council Members and the City Staff voicing our concerns and emphatically objecting to this project with some proposed alternatives. We have realized that such strong opposition to this project expressed throughout March 22nd' Development Permit Board online meeting and subsequent communicated emails have all been ignored. Our Petition sent at that time to City and Development Permit Board was not included in the March 22nd Development Permit Board meeting agenda; it was only briefly mentioned in the agenda without much details; hence the essence of the message in the petition was not properly logged by the city for the March 22nd DPB online meeting. To this end, the recent Staff Report on this matter has quite noticeably ignored our oppositions totally. We hereby attach that petition once again so our concerns can finally be properly heard and addressed finally. After much demand, the Traffic Assessment &amp; Management Study (TAMS) the Development Permit Board (DPB) used as basis for their March 22nd meeting decision and Development Permit Board wouldn't let us see was finally posted in May and the TAMS report posted is NOT the FINAL version, only a DRAFT. The link to this report posted in city's website was returned a BLANK page for some times in June up till morning of June 13th. In addition, The Coal Harbour Residents Association (CHRA) retained the services of a traffic engineering firm to provide a peer review critique of the Bunt &amp; Associates DRAFT ... (PLS SEE UPLOAD)</p>	Domino AuYoung		s 22(1) Personal	Downtown	Appendix F
------------	-------	---	---	----------------	--	------------------	----------	------------





**SCHOOL STREET**  
NO MOTOR VEHICLE ENTRY  
SCHOOL DAYS  
DROP-OFF & PICK-UP

**ROAD CLOSED**  
Cycling  
Pedestrian  
No Motor Vehicle

MAXIMUM  
30  
km/h

Columbian  
Bicycle

No Left Turn

**THESE GROUNDS ARE FOR SCHOOL USE ONLY DURING SCHOOL HOURS**

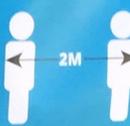


Please take steps to protect yourself and others when using these grounds outside of school hours.

VSB

**NO DOGS ALLOWED ON SCHOOL GROUNDS**

**ENJOY OUR SCHOOL GROUNDS BUT STAY APART**



**2M**

**AVOID CROWDS  
MAINTAIN 1-2 METRE DISTANCE  
(APPROX 6 FEET)**

www.vsb.bc.ca

**DON'T BLOCK DRIVEWAY**

*Thank you for helping keep our children safe.*



A message from your P&C





**Subject:** CHRA President's Message

**Date:** Wednesday, June 9, 2021 at 6:20:04 PM Pacific Daylight Time

**From:** Coal Harbour Residents' Association

**To:** "s.22(1) Personal and Confidential"

[View this email in your browser](#)

## COAL HARBOUR RESIDENTS' ASSOCIATION

Love your community



### Message from your CHRA President

I am writing to update you on the School and Social Housing Development in our neighbourhood. Over the past number of months we have been advocating to the city and seeking resident inputs.

The CHRA supports the school and housing but does not support the application in its current form - specifically as it relates to the traffic plan resulting in concerns over safety in our neighbourhood. This is because there are a lot of unanswered questions and proper community consultation has not taken place. We heard from hundreds of you whom have voiced their opinions and concerns and we will continue to advocate.

While the development permit board conditionally approved the project, the City is convening a public hearing to be held on June 15<sup>th</sup>. Members in support or opposition are encouraged to sign-up to speak by visiting <https://vancouver.ca/your-government/request-to-speak-at-a-public->

[hearing-form-1.aspx](#)

The City suggests our small, dense area can support 917 additional car trips during peak rush hours. This is a dangerous amount of traffic given that small children may be trying to cross the busy, arterial Hastings Street. We have currently engaged a traffic engineer to review the traffic report. The city's traffic report can be accessed at this link: <https://shapeyourcity.ca/480-broughton-st>.

Below, I have included the correspondence that I have sent the Mayor and Councillors. Again, please continue to advocate as well your support and/or opposition to <https://vancouver.ca/your-government/request-to-speak-at-a-public-hearing-form-1.aspx>

Sincerely,

Rahim Jivraj  
CHRA President

---

*Dear Honorable Mayor and Councillors:*

*My name is Rahim Jivraj and I am the incumbent, elected President of the Coal Harbour Residents Association (the "CHRA"), which is the non-profit community association that represents the thousands of residents in our community. <http://coalharbourresidents.com>*

1. *My respectful request to you is that you take steps to immediately postpone the "Public Hearing" regarding the rezoning (improperly referred to as a 'text amendment') now set for June 15<sup>th</sup> at the above referenced address for the following reasons:*
  - a. *The CHRA and others had requested the Traffic Assessment and Management Study (the "TAMS Report") well in advance of the Development Permit Board hearing held March 22, 2021 (the "DPB Hearing"). We were advised that the report was not yet prepared and, as a result, it was not provided to us nor available to the public for review. Without notice, the respective TAMS Report was referred to at the DPB Hearing by the City staff.*

*Notice of the draft publication report being made available on the City's website was given by city staff, Mr. John Freeman, on June 2, 2021 by email and well after the DPB Hearing.*

- b. *The CHRA, at its own significant cost, has engaged a traffic engineering company to review the*

*TAMS Report to determine, among other things, its adequacy. The TAMS Report awaits staff comments and we are further informed by Mr. Freeman that those are forthcoming, "within a few weeks... there will likely be additional staff comments on the revised TAMS."*

*We cannot conduct this serious and important review for the benefit of our thousands of resident members without a final copy of the TAMS Report that includes all staff comments.*

***On these bases alone, the Public Hearing should not and cannot proceed given the materials are not ready and you now have notice that we are conducting a formal review of the TAMS Report.***

- C. *Further, I am aware that a complaint has been filed against the City of Vancouver with respect to the process in which the DPB Hearing took place vis à vis the deliberately withheld TAMS Report.*
- d. *Also, I believe that a court action is going to be commenced seeking judicial review of the DPB decision made March 22, 2021.*

***Now that you are fixed with knowledge of an Ombudsman investigation and a pending court action, the City should not proceed with the Public Hearing***

- 2. *"The new development, with the Interim Students and Coal Harbour Community Centre, is anticipated to...generate 917 vehicle trips to the area road network." (see TAMS report, page 24, para. 1)*

*Simply put, the TAMS Report is severely flawed and our concern for our community has caused our engagement to have it reviewed. The amount of expected new traffic is dangerous. The small area and the short roundabout on Broughton cannot handle this extra traffic.*

*There are approximately 20 'adjacent' spots on Hastings that are suggested to be used as dedicated pick up drop off zones in the TAMS Report (see page 14, s2.5). As the school is grades K-3, cars will need to be parked and children walked to the entrance. – It's not a drop-off zone for older students...*

***917 new trips with room for 20 cars for drop off pick up on an arterial road during rush hour? This could lead to fatalities as children may be crossing, or running across the streets to get to school.***

*In addition to the above, there is no information whatsoever, to my knowledge, as to how the prospective*

*K-3ers will be safe at this proposed waterfront school. During recess, lunch or other unsupervised times, it could be fatal if a child were to find themselves on any of the docks or water structures immediately adjacent to it. This is a very serious and unaddressed concern that further shows the hearing should not proceed as proper consultation has not occurred.*

*Again, it's my respectful request that you postpone this matter until a proper review of the TAMS Report has occurred and proper public consultation has taken place. I also encourage you to determine and report back to me as to the why the TAMS Report was withheld from the public prior to the DPB Hearing and untruthful statements were made about its existence to us and others in this respect.*

*As I have earlier communicated to the City, and to many of you in-person, I am available to discuss the CHRA's position in order to attempt to resolve our community's strong opposition to the City's plans in its current form.*

*Please respond on or by 4pm Thursday, June 10, 2021 as to whether or not the City will postpone the meeting to allow proper consultation and review.*

*Yours truly, Rahim Jivraj.*

*Rahim Jivraj*

Sent to:

[<CLRbligh@vancouver.ca>](mailto:CLRbligh@vancouver.ca), [<CLRboyle@vancouver.ca>](mailto:CLRboyle@vancouver.ca),  
[<CLRCarr@vancouver.ca>](mailto:CLRCarr@vancouver.ca), [<CLRkirby-yung@vancouver.ca>](mailto:CLRkirby-yung@vancouver.ca),  
[<CLRdegenova@vancouver.ca>](mailto:CLRdegenova@vancouver.ca), [<CLRwiebe@vancouver.ca>](mailto:CLRwiebe@vancouver.ca),  
[<CLRdominato@vancouver.ca>](mailto:CLRdominato@vancouver.ca), [<CLRswanson@vancouver.ca>](mailto:CLRswanson@vancouver.ca),  
[<CLRfry@vancouver.ca>](mailto:CLRfry@vancouver.ca), [<CLRhardwick@vancouver.ca>](mailto:CLRhardwick@vancouver.ca),  
[<Kennedy.Stewart@vancouver.ca>](mailto:Kennedy.Stewart@vancouver.ca)



---

**Our mailing address is:**

**"s 22(1) Personal and Confidential"**

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).

---

This email was sent to [rahm.jvraj@gmail.com](mailto:rahm.jvraj@gmail.com)  
[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)  
© RA · 1228 West Hastings St. · Vancouver, BC V6E 2M4 · Canada



**Subject:** New evidence that the COV Coal Harbour traffic study unfit for use  
**Date:** Saturday, June 12, 2021 at 6:53:57 AM Pacific Daylight Time  
**From:** Coal Harbour Residents' Association  
**To:** "s.22(1) Personal and Confidential"

[View this email in your browser](#)

Message from your CHRA President

**“NEW EVIDENCE THAT THE COV COAL HARBOUR TRAFFIC STUDY REPORT USED FOR APPROVAL OF THE 480 BROUGHTON DEVELOPMENT IS UNFIT FOR USE AND CANNNOT BE RELIED UPON”**

**CHRA commissioned our own professional traffic engineer, Mr. Gary Vlieg of CTS Traffic Engineering Specialists to respond to the Traffic Assessment Management Study (TAMS) report of Bunt & Associates upon which approval of the 480 Broughton project by the Development Permit Board was based. Our professional engineer has now advised that he is unable to do so in light of the fact that Bunt & Associates have admitted to major flaws in their report, requiring that it be substantially rewritten. In the opinion of our engineer, the report erroneously relied upon by the Development Permit Board is not fit for the purpose it was used for.**

**Our engineer cannot provide a meaningful response until the final revised report of Bunt & Associates is delivered. No date has been set for its delivery.**

**In view of the critical importance of the traffic report regarding the 480 Broughton project, this means that the hearing scheduled for June 15, 2021 must be postponed.**

Dear Coal Harbour Resident,

The City of Vancouver Mayor, Councillors and other stakeholders did not respond to our plea to postpone the Public Hearing set for next week on June

15<sup>th</sup> with respect to the proposed development! They don't seem to care about our community's serious concerns or the many safety issues including the safety of the children from the dangerous and chaotic amount of traffic that will be brought into our small neighbourhood.

As you are aware from our last newsletter a few days ago, we hired a traffic engineer to conduct an expert review of the City's secret traffic report that was used at the development permit board hearing on March 22 (see the engineer's email below). After some back and forth between the engineers, the City's engineers must now 'substantively re-write' the report as it failed to consider the pick-up / drop off areas proposed in the report; and that other important measurements have to be changed. Accordingly:

- Residents and others must be given a chance to properly review and study and respond to the new, re-written report.
- As the City's traffic report is unfit and being re-written, the Development Permit Board decision must be considered invalid.
- The public hearing on June 15<sup>th</sup> to approve the project must be postponed, as it cannot proceed without a final and complete traffic study and certainly not on the basis of one that is seriously flawed, unfit for its purpose and must be rewritten.

### **Action Items:**

- 1) Please sign up to speak at the upcoming hearing if you have not done so already: <https://vancouver.ca/your-government/request-to-speak-at-a-public-hearing-form-1.aspx>
- 2) Please call and email your city councillors to share your opinion with them immediately. Your opinion matters and this has not been a proper public consultation process, which will dramatically alter the fabric of our community by bringing in dangerous, and potentially fatal amounts of traffic while diminishing our liveability and increasing environmental damage.

**Let's advocate together to ensure the people we voted into the City hear, understand and resolve our community's concerns. We want a safe,**

**liveable community without dangerous and chaotic amounts of traffic.**

**Rahim Jivraj, President CHRA**

**MAYOR**

Mayor Kennedy 604-873-7621 [Kennedy.Stewart@vancouver.ca](mailto:Kennedy.Stewart@vancouver.ca)

**CITY COUNCIL**

Rebecca Bligh 604-873-7249 [CLRbligh@vancouver.ca](mailto:CLRbligh@vancouver.ca)

Christine Boyle 604-873-7242 [CLRboyle@vancouver.ca](mailto:CLRboyle@vancouver.ca)

Adriane Carr 604-873-7245 [CLRcarr@vancouver.ca](mailto:CLRcarr@vancouver.ca)

Sarah Kirby-Yung 604-873-7247 [CLRkirby-yung@vancouver.ca](mailto:CLRkirby-yung@vancouver.ca)

Melissa De Genova 604-873-7244 [CLRdegenova@vancouver.ca](mailto:CLRdegenova@vancouver.ca)

Michael Wiebe 604-873-7241 [CLRwiebe@vancouver.ca](mailto:CLRwiebe@vancouver.ca)

Lisa Dominato 604-754-7290 [CLRdominato@vancouver.ca](mailto:CLRdominato@vancouver.ca)

Jean Swanson 604-873-7243 [CLRswanson@vancouver.ca](mailto:CLRswanson@vancouver.ca)

Pete Fry 604-873-7246 [CLRfry@vancouver.ca](mailto:CLRfry@vancouver.ca)

Colleen Hardwick 604-873-7240 [CLRhardwick@vancouver.ca](mailto:CLRhardwick@vancouver.ca)

**From:** Gary Vlieg

**Date:** Wednesday, June 9, 2021 at 3:12 PM

**Subject:** Peer Review of Coal Harbour Phase 2 TAMS Report

David,

Further to our telephone conversation CTS is stopping all work on this file effective immediately.

CTS corresponded with the study author at Bunt & Associates in three e:Mails – one to advise of the peer review as per EGBC guidelines, two to ask if there were substantive changes impending that could affect our peer review and three to ask questions to provide CTS with clarification on specific technical points as a result of my initial review of the report.

The Bunt response to our final email has made it very clear to me that the DRAFT TAMS report dated 2020-11-20 is to be so substantively re-written that any formal peer review of the current draft would be wasted effort.

The two most salient points from the Bunt email are:

1. The vehicle trip assignment to the road network does not account for the pick-up/drop-off areas proposed in the report – the school trips were assigned to the Jervis Street entrance. In other words the draft TAMS study does not address the congestion that could be anticipated with the Broughton and West Hasting pick-up/drop-off areas.
2. The non-auto modal share used in the report is to be changed based on recent surveys.

My advice to you and the Coal Harbour Residents is that your comments to Council should focus on the lack of an accurate TAMS report for the public to review. In my opinion, Council should not be making any decisions regarding the proposed development, nor should there be a Public Hearing, until such time that a viable TAMS report has been published with sufficient time for the public to review and comment on it. The public hearing, if held, should be open to judicial review as the City would be receiving new information (the substantially re-written TAMS report) after the Public Hearing.

In my professional opinion, based on the information provided by Bunt & Associates, the current draft TAMS, dated 2020-11-20 is not fit for purpose.

As noted above, we are stopping all work on the peer review and we await further direction from either yourself or Mr. Jivraj.

I am available to discuss this further should you require.

Regards,

Gary



---

**Our mailing address is:**

**"s 22(1) Personal and Confidential"**

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).

---

This email was sent to [rah.m.j.vraj@gmail.com](mailto:rah.m.j.vraj@gmail.com)  
[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)  
CIRA · 1228 West Hastings St. · Vancouver, BC V6E 2M4 · Canada



Dear Mayor and Council,

We own a condo at s 22(1) Personal and Confidential, the building which probably is most affected by this project. We do not complain about diminished view and property value resulting from the development.

Our complaint is about the adverse impact of the project on liveability for those who currently reside in this neighbourhood from the proposed project in its current form and about the seriously flawed permit and amendment process to date.

It is our view that the City of Vancouver (“City”) should be able to achieve its policy objectives without materially detracting from the quality of life of those who reside in this community and in fact, are the community. In the present case, this means two things. First, the City should live by the rules it set for itself in terms of height and density. People have made life decisions relying on the present bylaw – that is that there could be a complex with a school, daycare and social house but that the height would be limited as would the density. The rule of law requires that the City as the lawmaker live by the laws it has created for itself. If we can’t rely on those who make the laws to live within them then the rule of law breaks down as does the legitimacy of the lawmaker. It should not change those laws in the absence of the most compelling of reasons which are not present in this case.

the afternoon rush-hour. No picture shows cars piling up and jockeying for waiting spaces for children who PERILOUSLY exit onto Broughton or West Hastings Street.

Nowhere is there any assessment of which we are aware the safety AND LIVEABILITY issues raised by this traffic chaos. In particular, if people can “stop” on Broughton Street then you will have the very unsafe situation where children, excited to be exiting school will dart between these stopped vehicles making themselves vulnerable to those trying to pass the stopped cars either to go around the circle or to search for a place to stop themselves. Idling cars waiting for students create air quality problems not only for current residents but also for the social housing residents.

Before the Development Permit Board (“DPB”) meeting, we WERE told we WERE not entitled to see any traffic study. In May, 2021 the required independent traffic study by Bunt & Associates was finally made public, although it is dated October, 2020, some 7 months earlier and so could and should have been disclosed prior to the DPB meeting. Even to a layperson, that report was clearly seriously flawed. That led to the significant expense of retaining a traffic engineering specialist to review the report. Upon learning that peer review was being undertaken by the Coal Harbour Residents Association, Bunt & Associates effectively admitted that their report was so significantly flawed that a substantial rewrite was required and was being undertaken. Therefore, there is no

the 200+ parents in cars are not going to find Broughton Street clear of these vehicles as they try to pick up their children.

Now consider what happens on a moving day. A moving van cannot enter the parkade off Jervis Street which has a 3.5m maximum height – so it must be expected that it will park at the entrance to the residential tower for the time necessary to move the home. The same is true of box style trucks delivering supplies to the school and daycare.

If people were to abide by the parking rules on Broughton Street only about 7 cars could “stop” for 5 minutes at a time on Broughton Street. But, the Roberts Annex experience has demonstrated that parents will not do that. And what about West Hastings Street? The school drop-off zone designated by the applicant has space for 26 cars. The Lord Roberts Annex experience has demonstrated that parents/caregivers picking up children, especially those in grades 1 – 3 must park and meet the student at the front door. Where are all of these cars to go?

**SIMPLY PUT, IF PICK UP AND DROP OFF TRAFFIC ENTERS THE BROUGHTON STREET CUL DE SAC AND ROUNDABOUT, THE RESULT WILL BE COMPLETE CHAOS AND A HIGHLY DANGEROUS DODGEM CAR ARENA EVERY MORNING AND AFTERNOON OF A SCHOOL DAY.**

There are potential solutions to these practical problems. For example, it could be made mandatory that all pick up and drop

planned for 20+ years and it is what we are finally delivering". You have known what to expect!

On the other hand, the City is not delivering what it promised. Its promises the people of our neighbourhood are to be tossed aside and replaced with a much higher building – 30 m to 38.86 m - approximately 30% higher - a much greater square footage floor area – from 4,170 sq. m to 5,473 sq.m. - approximately 30% more - and with many more residential units – from 40 to 60 units - fully 50% more.

The changes sought are not trivial – they are substantive. A 50% larger social housing component is a very different project than what was promised and what is the maximum mandated by the governing bylaw. These changes can't be sloughed off as just a "text amendments". And because you want 50% more than you committed to in your plans, you require additional height and floor area.

Our view is that the zoning and Master plan were a commitment to people living in the area and deciding to live in the area and that you should be required to respect it. The limitations that were in the bylaw weren't arrived at arbitrarily but reflected the recognition that this is all that this small site and the surrounding neighbourhood could reasonably bear. The resulting bylaw is a law. It is a law that the city made for a purpose. It has been relied on by people making life decisions and it should be respected. It is not fair to those of us who have relied on the zoning for you to say that you now prefer

PRESENT SCALE, THE PROJECT WILL HAVE NO MATERIAL ADVERSE IMPACT. ON THE OTHER HAND, IT MAY REVEAL THAT THE SCALE OF THE PROPOSED PROJECT IS SIMPLY TOO LARGE FOR WHAT THE AREA CAN BEAR AND WOULD CREATE TRAFFIC PROBLEMS BEYOND WHAT MIGHT REASONABLY BE VISITED UPON THE COMMUNITY, BOTH FROM A LIVEABILITY AND SAFETY POINT OF VIEW, AND THAT THE PROJECT MUST BE DOWNSIZED OR OTHERWISE REVISED.

UNTIL THIS IS ASCERTAINED, THERE CAN AND SHOULD BE NO APPROVAL.

v

Dear Mayor and Council,

We own a condo at s.22(1) Personal and Confidential, the building which probably is most affected by this project. We do not complain about diminished view and property value resulting from the development.

Our complaint is about the adverse impact of the project on liveability for those who currently reside in this neighbourhood from the proposed project in its current form and about the seriously flawed permit and amendment process to date.

It is our view that the City of Vancouver (“City”) should be able to achieve its policy objectives without materially detracting from the quality of life of those who reside in this community and in fact, are the community. In the present case, this means two things. First, the City should live by the rules it set for itself in terms of height and density. People have made life decisions relying on the present bylaw – that is that there could be a complex with a school, daycare and social house but that the height would be limited as would the density. The rule of law requires that the City as the lawmaker live by the laws it has created for itself. If we can’t rely on those who make the laws to live within them then the rule of law breaks down as does the legitimacy of the lawmaker. It should not change those laws in the absence of the most compelling of reasons which are not present in this case.

Second, the project requires redesign to take into account its significant impact on traffic and air quality for this community. This requires an adjournment of this public hearing.

### **1. Failure to adequately plan for Traffic created by the project**

The City of Vancouver website boasts hundreds of pages of drawings showing this project in the most minute detail right down to the texture of the concrete sidewalks and the variety of grasses to be planted in planters.

These pages advertise an attractive building and proclaim the fulfilment of the City's social objectives. What is glaring in its absence is the practical effects on this neighbourhood of the massive imposition being made to this tiny lot. The pictures show an idyllic depiction of people strolling along the seawall and up to the entrances of the school and residential tower. No picture shows more than a dozen people, all on foot.

Remarkably not one of those pages depict what might be described as "the elephant in the room". That is the reality of the vast volume of traffic to be generated by the imposition of approximately 450 people arriving every morning for school and work and being picked up every afternoon. No drawing or photograph shows the inevitable traffic chaos which will be created by 200+ cars arriving during morning rush-hour to drop off students and workers at the school and daycare or again at afternoon pick-up time which coincides with the onslaught of

the afternoon rush-hour. No picture shows cars piling up and jockeying for waiting spaces for children who PERILOUSLY exit onto Broughton or West Hastings Street.

Nowhere is there any assessment of which we are aware the safety AND LIVEABILITY issues raised by this traffic chaos. In particular, if people can “stop” on Broughton Street then you will have the very unsafe situation where children, excited to be exiting school will dart between these stopped vehicles making themselves vulnerable to those trying to pass the stopped cars either to go around the circle or to search for a place to stop themselves. Idling cars waiting for students create air quality problems not only for current residents but also for the social housing residents.

Before the Development Permit Board (“DPB”) meeting, we WERE told we WERE not entitled to see any traffic study. In May, 2021 the required independent traffic study by Bunt & Associates was finally made public, although it is dated October, 2020, some 7 months earlier and so could and should have been disclosed prior to the DPB meeting. Even to a layperson, that report was clearly seriously flawed. That led to the significant expense of retaining a traffic engineering specialist to review the report. Upon learning that peer review was being undertaken by the Coal Harbour Residents Association, Bunt & Associates effectively admitted that their report was so significantly flawed that a substantial rewrite was required and was being undertaken. Therefore, there is no

traffic/air quality report before you as the Bunt & Associates on is unfit for purpose.

Nowhere in any of the materials provided by the City to the public is Broughton Street designated as a drop off zone. And this makes sense. Broughton Street is narrow , with one lane in each direction. The entire street is designated as NO PARKING. The traffic circle and the west side are also designated as NO STOPPING. A car stopped anywhere on Broughton Street practically blocks the street so that a vehicle wanting to pass must go into the oncoming lane.

The current parking regulations recognize how narrow Broughton Street is and also prohibit stopping in the circle. Now imagine 200+ parents anxious to pick up their children at the end of the day. It is not far-fetched or cynical to expect that they will not respect the parking regulations and in doing so will not respect those living on Broughton Street. There is indisputable practical evidence of this at Roberts Annex School where traffic chaos and the failure of parents to abide by parking regulations has led to street closures.

Now add into this picture a residential tower. The spaces where stopping is prohibited must also accommodate deliveries to 60 families – everything from Fedex/UPS to pizza to service trucks for Telus/Shaw to Uber pick-up, etc. In other words

the 200+ parents in cars are not going to find Broughton Street clear of these vehicles as they try to pick up their children.

Now consider what happens on a moving day. A moving van cannot enter the parkade off Jervis Street which has a 3.5m maximum height – so it must be expected that it will park at the entrance to the residential tower for the time necessary to move the home. The same is true of box style trucks delivering supplies to the school and daycare.

If people were to abide by the parking rules on Broughton Street only about 7 cars could “stop” for 5 minutes a time on Broughton Street. But, the Roberts Annex experience has demonstrated that parents will not do that. And what about West Hastings Street? The school drop-off zone designated by the applicant has space for 26 cars. The Lord Roberts Annex experience has demonstrated that parents/caregivers picking up children, especially those in grades 1 – 3 must park and meet the student at the front door. Where are all of these cars to go?

**SIMPLY PUT, IF PICK UP AND DROP OFF TRAFFIC ENTERS THE BROUGHTON STREET CUL DE SAC AND ROUNDABOUT, THE RESULT WILL BE COMPLETE CHAOS AND A HIGHLY DANGEROUS DODGEM CAR ARENA EVERY MORNING AND AFTERNOON OF A SCHOOL DAY.**

There are potential solutions to these practical problems. For example, it could be made mandatory that all pick up and drop

off for the school be made via the parkade as is the case for the childcare. This might require an expansion of the parkade but it would resolve the parking problem. Another solution would be to create an off-street pick-up and drop off zone off Jervis street where students would enter using the door adjacent to the park.

Lastly, the refusal of the City to provide the traffic analysis to the public until less than a month before the public hearing on the rezoning is an inexcusable travesty of meaningful consultation. It needs also to be noted that there was no consultation whatsoever with the Community by the Vancouver School Board

## **2. Social Compact and Process**

We have read the staff report drafted to inform Council.

In response to questions and concerns from concerned residents and neighbours it is a common theme that the City advised of its intentions and plans through the Master Plan and the CD-1 zoning and therefore concerns about the suitability of a school and/or social housing have already been addressed and answered and are essentially not negotiable in light of this notice provided by the City.

This is a classic case of wanting your cake and to eat it too. With respect to legitimate questions about necessity, suitability and viability, the answer is "...this is what we have

planned for 20+ years and it is what we are finally delivering”. You have known what to expect!

On the other hand, the City is not delivering what it promised. Its promises the people of our neighbourhood are to be tossed aside and replaced with a much higher building – 30 m to 38.86 m - approximately 30% higher - a much greater square footage floor area – from 4,170 sq. m to 5,473 sq.m. - approximately 30% more - and with many more residential units – from 40 to 60 units - fully 50% more.

The changes sought are not trivial – they are substantive. A 50% larger social housing component is a very different project than what was promised and what is the maximum mandated by the governing bylaw. These changes can't be sloughed off as just a “text amendments”. And because you want 50% more than you committed to in your plans, you require additional height and floor area.

Our view is that the zoning and Master plan were a commitment to people living in the area and deciding to live in the area and that you should be required to respect it. The limitations that were in the bylaw weren't arrived at arbitrarily but reflected the recognition that this is all that this small site and the surrounding neighbourhood could reasonably bear. The resulting bylaw is a law. It is a law that the city made for a purpose. It has been relied on by people making life decisions and it should be respected. It is not fair to those of us who have relied on the zoning for you to say that you now prefer

others over us and want to change the goalposts. There is no basis that this small site be overburdened in a manner so far removed from the original conception and that the community of people living here must suffer.

### **3. Process Failures Require Adjournment**

The recent revelation that the required independent traffic study is unfit for purpose demands that this approval process be delayed. No other outcome will satisfy the requirement of procedural fairness that the City should see as the standard for its public hearings. It has been made clear to the Coal Harbour Resident's Association that the community wants to have meaningful input into the design of the project. Given the unfitness of the Bunt & Associates report, no decision should be taken before that report is corrected and the CHRA expert had had an opportunity to review it. Any decision by Council to proceed before a proper traffic assessment is available to it will fall far short of the requirements of natural justice and will be an affront not only to the Coal Harbour Community but to all residents of the City.

THIS POINT CAN HARDLY BE OVEREMPHASIZED. A FINAL AND COMPLETE TRAFFIC IMPACT STUDY WITH RESPECT TO A PROPOSED DEVELOPEMENT WOULD TELL US IF THE DEVELOPMENT CAN BE ACCOMMODATED HARMONIOUSLY IN THE CIRCUMSCRIBED CONFINES AND LIMITATIONS OF THE PROPERTY AND ITS SURROUNDING STREETS, THOROUGHFARES AND PARKING FACILITIES . IT MAY TELL US THAT, AT ITS

PRESENT SCALE, THE PROJECT WILL HAVE NO MATERIAL ADVERSE IMPACT. ON THE OTHER HAND, IT MAY REVEAL THAT THE SCALE OF THE PROPOSED PROJECT IS SIMPLY TOO LARGE FOR WHAT THE AREA CAN BEAR AND WOULD CREATE TRAFFIC PROBLEMS BEYOND WHAT MIGHT REASONABLY BE VISITED UPON THE COMMUNITY, BOTH FROM A LIVEABILITY AND SAFETY POINT OF VIEW, AND THAT THE PROJECT MUST BE DOWNSIZED OR OTHERWISE REVISED.

UNTIL THIS IS ASCERTAINED, THERE CAN AND SHOULD BE NO APPROVAL.

v

Coal Harbour Neighbourhood Residents

June 14<sup>th</sup>, 2021

Dear Mayor Kennedy Stewart and Council Members,

### **Public Hearing - 480 Broughton June 15<sup>th</sup>, 2021**

We, the undersigned residents of Coal Harbour neighbourhood area, have joined and totally **OPPOSE** the Project at 480 Broughton Street.

With reference to the Notice of Public Hearing planned for June 15<sup>th</sup> to be convened electronically, we are writing to not only voice our strong opposition to this project but also request to postpone any Public Hearing regarding 480 Broughton to a later date when the Pandemic is over so we can safely participate in a Healthy and Democratic meeting to voice our concerns and objections to this project. Some owners are overseas and have limited access to technology for this kind of cross-border online meeting.

As you are well aware, participating and talking in Online Public Hearings is extremely difficult and limited for many of us because of communication skills through online means. This point was raised in the previous online Development Permit Board (DPB) meeting held on March 22<sup>nd</sup>, but it has been ignored for reasons unknown to us while rushing this matter to another online meeting for heightening the project that we all oppose in its entirety.

Also, you must have learned that the majority of people consulted previously (**almost 90%**) opposed this project in March 22<sup>nd</sup>'s DPB meeting on 480 Broughton. In addition, Appendix F of DPB's March 22<sup>nd</sup> meeting agenda shows a big majority in the range of 80% responded in public consultation OPPOSED to this project. This strong opposition was followed by several subsequent emails to you, Council Members and the City Staff voicing our concerns and emphatically objecting to this project with some proposed alternatives.

We have realized that such strong opposition to this project expressed throughout March 22<sup>nd</sup> Development Permit Board online meeting and subsequent communicated emails have all been ignored. Our Petition sent at that time to City and Development Permit Board was not included in the March 22<sup>nd</sup> Development Permit Board meeting agenda; it was only briefly mentioned in the agenda without much details; hence the essence of the message in the petition was not properly logged by the city for the March 22<sup>nd</sup> DPB online meeting. To this end, the recent Staff Report on this matter has quite noticeably ignored our oppositions totally. We hereby attach that petition once again so our concerns can finally be properly heard and addressed finally.

After much demand, the Traffic Assessment & Management Study (TAMS) the Development Permit Board (DPB) used as basis for their March 22<sup>nd</sup> meeting decision and Development Permit Board wouldn't let us see was finally posted in May and the TAMS report posted is NOT the FINAL version, only a DRAFT. The link to this report posted in city's website was returned a BLANK page for some times in June up till morning of June 13<sup>th</sup>.

In addition, The Coal Harbour Residents Association (CHRA) retained the services of a traffic engineering firm to provide a peer review critique of the Bunt & Associates DRAFT TAMS report. It appears, that due to the acknowledged flaws in that DRAFT report and the need to have it revised and replaced, no such exercise can be meaningfully done until the final report is delivered. A decision made based on a DRAFT report and is now confirmed by the author of the DRAFT report can no longer be used.

As the DPB approval of the 480 Broughton project was - and the forthcoming public hearing would be - based on inadequate and incomplete DRAFT TAMS information, we are of the view that **FAIRNESS** dictates that the DPB approval be declared invalid and that the forthcoming June 15<sup>th</sup>, 2021 Vancouver Council public hearing be postponed and rescheduled for a date following completion of the new TAMS report and sufficient time for our expert to respond and also for members of the public to do so. No fair public hearing can be conducted on the basis of the unfit DRAFT report of Bunt & Associates.

For your information, we attach below the email received from CHRA re DRAFT TAMS report used to support Development Permit Board's March 22<sup>nd</sup> decision.

**From:** Gary Vlieg  
**Date:** Wednesday, June 9, 2021 at 3:12 PM  
**Subject:** Peer Review of Coal Harbour Phase 2 TAMS Report

David,

Further to our telephone conversation CTS is stopping all work on this file effective immediately.

CTS corresponded with the study author at Bunt & Associates in three e:Mail – one to advise of the peer review as per EGBC guidelines, two to ask if there were substantive changes impending that could affect our peer review and three to ask questions to provide CTS with clarification on specific technical points as a result of my initial review of the report.

The Bunt response to our final email has made it very clear to me that the DRAFT TAMS report dated 2020-11-20 is to be so substantively re-written that any formal peer review of the current draft would be wasted effort.

The two most salient points from the Bunt email are:

1. The vehicle trip assignment to the road network does not account for the pick-up/drop-off areas proposed in the report – the school trips were assigned to the Jervis Street entrance. In other words the draft TAMS study does not address the congestion that could be anticipated with the Broughton and West Hasting pick-up/drop-off areas.
2. The non-auto modal share used in the report is to be changed based on recent surveys.

My advice to you and the Coal Harbour Residents is that your comments to Council should focus on the lack of an accurate TAMS report for the public to review. In my opinion, Council should not be making any decisions regarding the proposed development, nor should there be a Public Hearing, until such time that a viable TAMS report has been published with sufficient time for the public to review and comment on it. The public hearing, if held, should be open to judicial review as the City would be receiving new information (the substantially re-written TAMS report) after the Public Hearing.

In my professional opinion, based on the information provided by Bunt & Associates, the current draft TAMS, dated 2020-11-20 is not fit for purpose.

As noted above, we are stopping all work on the peer review and we await further direction from either yourself or Mr. Jivraj.

I am available to discuss this further should you require.

Regards,

Gary

	<b>Gary Vlieg, MSc, PEng., FEC</b> <b>Sr. Project Manager</b>
"s.22(1) Personal and Confidential" [Redacted]	STRICTLY PERSONAL AND CONFIDENTIAL. This email may contain confidential and proprietary material for the sole use of the intended recipient. Any review or distribution by others is strictly prohibited. If you are not the intended recipient please contact the sender and delete all copies. 

We request that this be by agreement.

Looking forward to your response to this matter, we remain.

Yours sincerely,

**Coal Harbour Neighbourhood Residents– Signed on Pages Hereunder**

Primary contact: Domino Au-Young (coal harbour residents since 1996), "s.22(1) Personal and Confidential"

Secondary contact:

Mastaneh ( Maisy ) Esfandiari, "s.22(1) Personal and Confidential"

Delaram Khayyam, "s.22(1) Personal and Confidential"

**Attachment IN ADDITION to this cover letter: 2 petitions and 11 pages of signatures.....**

Dear Mayor Kenny Stewart and Council Members,

We, the undersigned residents of Coal Harbour neighbourhood area, have joined and totally oppose the Project at 480 Broughton Street.

With reference to the Notice of Public Hearing planned for June 15<sup>th</sup> to be convened electronically, we are writing to not only voice our strong opposition to this project but also request you to postpone any Public Hearing to a later date when the Pandemic is over and we can safely participate in a Healthy and Democratic meeting to voice our concerns and objections to this project.

As you are well aware, participating and talking in Online Public Hearings is extremely difficult and limited for many of us because of communication skills through online means. This point was raised in the previous online meeting, but it has been ignored for reasons unknown to us while rushing this matter to another online meeting for heightening the project that we all oppose in its entirety.

Also, you must have learned that the majority of people consulted previously (**almost 90%**) opposed this project in the last online meeting that was held in March. This strong opposition was followed by several subsequent emails to you, Council Members and the City Staff voicing our concerns and emphatically objecting to this project with some proposed alternatives.

We have realized that such strong opposition to this project expressed throughout the previous online meeting and subsequent communicated emails have all been ignored. The recent Staff Report on this matter has quite noticeably downplayed our oppositions once again for some unknown reasons.

In the light of the above, we request you to postpone any public hearing consultation on this project so that we can voice our views and our position NOT TO APPROVE THIS PROJECT.

Looking forward to your favorable response on this matter, we remain.

Yours sincerely,

Coal Harbour Neighbourhood Residents– Signed on Pages Hereunder

# PETITION

**To: The City of Vancouver and Development Permit Board**

**RE: 480 Broughton St (DP-2020-00849 / RZ-2020-00063) development and zoning amendment application**

The undersigned are totally opposed to the development of this site in any form other than as a green space.

The reasons are many:

1. The world has changed a great deal since the original city plan was created in 1992 and subsequently modified in 2013, 2015 and 2017, without any public consultation. In our current world, with more and more people working at home and companies moving out of the city and the downtown area, leaving behind empty commercial space, there is no need for more concrete in this area of downtown.

2. The area surrounding this site is already one of the most dense in downtown, with concrete towers in every direction. In fact, more buildings are being constructed right now in very close proximity. This proposed development demonstrates a lack of vision for the future of Vancouver and it certainly departs from the vision that Lord Stanley pioneered.

3. This development project will result in the loss of one of the last panoramic water and mountain views in the downtown core. This site is unique, and it should be transformed into a green area for the benefit of all the citizens of downtown and Vancouver, rather than for the benefit of a few. The water and mountains belong to all of us and the loss of this site, for all citizens, to a concrete building will be final and irreversible. This site should be part of a green corridor along the sea wall and not the site of another ordinary concrete building that could be built anywhere.

4. This project will also result in a huge increase in traffic and congestion. It is anticipated that as many as an additional 1000 people per day will crowd into this previously pristine waterfront space.

5. The Development Permit Board “cannot deny a development permit if it meets the zoning and ODP and guidelines or approve a development if it does not fall within the zoning or ODP.” The City zoning policies, guidelines, and Official Development Plan “OPD” in place before COVID 19 pandemic don’t address the unprecedented changes that we are currently facing and their impact on the urban environment. Outdated policies remain the basis for this development project application. This is a decision that affects far more Vancouver

residents than the few beneficiaries of the development. It irreversibly impacts on a unique downtown waterfront site. We urge the City to withdraw the development project at this stage.

6. Furthermore, given that the Board cannot deny a development permit that meets the zoning, OPD and guidelines, the public has no say in the ODP and zoning because they were decided by the City years ago. That leaves no opportunity for meaningful consultation with the current downtown residents. We note that recent development projects in other locations in Vancouver have attracted criticism of this lack of meaningful consultation (see the article below).

<https://www.cbc.ca/news/canada/british-columbia/not-enough-consultation-on-vancouver-s-housing-strategy-neighbourhood-group-says-1.4422210>

**Not enough consultation on Vancouver's housing strategy, neighbourhood group says | CBC News**

Vancouver's housing plan calls for widespread increases in density, and more rental and social housing developments across the city. But the Coalition of Vancouver Neighbourhoods says no 'meaningful' consultation was done.

7. The city owns the site proposed for the development. The City is the actual developer. The City makes the policies and the OPD that inform the decision on rezoning and development and the City decides the rezoning/development applications. In simple words, the City is the applicant, the City makes the rules on any such application and the City decides the application. The conclusion is obvious: The application will be granted. This process clearly gives those in favour of the application an unfair advantage.

For all the reasons above, we urge the City to show good faith and withdraw the application.

In the alternative that the City refuses to do so, for the same reasons outlined above, we urge the board not to decide the application at this stage and to resend the application to the City, so that reasonable and good faith consultation can occur.

**Signatories opposing the proposed building project at 480 Broughton Street in Vancouver**

No.	Name	Email	Building No. / Address	Signature
1	Mehdi Shojaien	s.22(1) Personal and Confidential		
2	Roya Rafiei			
3	FOR MORTEZA SHADBAHR			
4	FOR FARAMARZ BABAEI			
5	Ali Hardari K			
6	Zohrek Ahmari			
7	Mehdi Nematoollah			
8	Mandana Nematoollah			
9	Faranak Farrokhnia			
10	Baharak Farrokhnia			
11	Ali Reza Khalili			
12				
13				
14				

**Signatories opposing the proposed building project at 480 Broughton Street in Vancouver**

No.	Name	Email	Building No. / Address	Signature
	Delaram Khayim	<small>s.22(1) Personal and Confidential</small>		
	Petty Wong			
	CODACHO			
	Sara Mianparvar			
	Dylan Graydon			
	Moreen Blair			
	Robert Blair			
	A K Yu			
	Connie Yu			
	H.J.			
	Mitra			
	<del>CHINESE SOCIETY</del>			
	<del>Event</del> <del>SOCIETY</del>			
	Maisy Esfand			

DARVISH TABEI

s.22(1) Personal and Confidential

**Signatories opposing the proposed building project at 480 Broughton Street in Vancouver**

No.	Name	Email	Building No. / Address	Signature
	Farnoosh Farzaneh	<small style="color: red;">s.22(1) Personal and Confidential</small>		
	Jalal Dadkhoh			
	Stephanie Whalen			
	Nelisa Samchian			
	Angelita Tanen			
	TYLER BORRIE			
	Gillian Taylor			
	Morteza Arshia			
	M. SWINGLER			
	Sarah Pournaghbi			
	Shokran Khadem			
	Morteza Molaei			
	David Kim			
	Changseok Lee			

**Signatories opposing the proposed building project at 480 Broughton Street in Vancouver**

No.	Name	Email	Building No. / Address	Signature
	AMY chad	s.22(1) Personal and Confidential		
	Mel/Chang			
	Andrea Feldman			
	LORNA LUO			
	John Robinson			
	WARWICK BOARD			
	ANA MARIA NACIF			
	B. mac Kay			
	J. KULLHAY			
	Emily Liu			
	Cecilia Lin			
	Amy Berg			
	Frank Lee			
	Chris Berg			

Signatories opposing the proposed building project at 480 Broughton Street in Vancouver

No.	Name	Email	Building No. / Address	Signature
	Norman Chow	s.22(1) Personal and Confidential		
	Rowena Chau			
	Howard Pentecost			
	SUNITI PANDU			
	Cabuleo Elena			
	Joanne Chalke			
	TOM Ruzicka			
	TOMER STAV			
	Lily Zhou			
	MÓNICA M GOS			
	Lorne Tangjerd			
	Justin Reyer			
	BRYAN DELVES			
	AMRO ELDIB			

05 JUN 2021

**Signatories opposing the proposed building project at 480 Broughton Street in Vancouver**

No.	Name	Email	Building No. / Address	Signature
	Alex Ahm	*s.22(1) Personal and Confidential*	[Redacted]	[Redacted]
	Edwina Yee			
	Sheri Hudson			
	Annie Lim			
	Elizabeth Bellamy			
	Steve Sach			
	DOMINO AU-YOUNG	*s.22(1) Personal and Confidential*		
	Kyle May	*s.22(1) Personal and Confidential*		
	Ricky Vignayaj			
	JORRUCENBO A			
	Nesl Nayana		[Redacted]	
	Nasrin Ghafghichi			
	Mohammad Ali Janai			
			0	

**Signatories opposing the proposed building project at 480 Broughton Street in Vancouver**

No.	Name	Email	Building No. / Address	Signature
	Amir Refaee	<small style="color: red;">s.22(1) Personal and Confidential</small>		
	JAMES LI			
	Andrew Michaud			
	LAWRENCE HUI			
	MYUNSU KIM			
2602	BARRY BROOKES			
	Stephen Cunningham			
	JULIE E PORKE			
	FREDDY LIU			
	LILY LIM			
	Maria Sanchez			
	Claude Schneider			
	Marjan Alavi			
	SEYEDHESH AHMANNIJEAD			

**Signatories opposing the proposed building project at 480 Broughton Street in Vancouver**

No.	Name	Email	Building No. / Address	Signature
	Lionel Wong	s.22(1) Personal and Confidential	[Redacted]	
	Genevieve Shaw			
	MIKE STEVENS			
	Fred Zden			
	Hong Ling Cheng			
	Sui Zhang			
	Karan Mehta			s.22(1) Personal and Confidential
	Chris Chung			
	Teng Liang			
	Linda Brankis			
	MO Guirehcheh	s.22(1) Personal and Confidential		
	[Redacted]			
	Neptheli Tayog			

**Signatories opposing the proposed building project at 480 Broughton Street in Vancouver**

No.	Name	Email	Building No. / Address	Signature
	Diana Madrid	s 22(1) Personal and Confidential		
	Lillian Hung			
	K. Wong			
	Peter Poon			
	Sharon Ni			
	Sharon Xu			
	W. Kong			
	Wendy Wu			
	Kyle Kersey			
	M. Tey			
	S. Park			
	Tim Pa			
	Yong Keun Si			
	Lorain Chow			

**Signatories opposing the proposed building project at 480 Broughton Street in Vancouver**

No.	Name	Email	Building No. / Address	Signature
	Denkyu	"s.22(1) Personal and Confidential"	[Redacted]	
	J. Cabilite			
	M. Sanghera			
	A. Sanghera			
	Jennifer Kwan			
	Jennifer Eschoerper			
	Julie Schuhschuh	"s.22(1) Personal and Confidential"		[Redacted]
	Benny Lee			
	Fiona H			
	E. SILVA	"s.22(1) Personal and Confidential"		
	RON STARR			
	Alex AHOY			
	Patricia Gross			
	S. Czornicki			

