

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

Date Received	Time Created	Subject	Position	Content	Name	Organization	Contact Info	Neighbourhood	Attachment
06/14/2021	15:26	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	See enclosed submissions.	Jeremy Shragge		"s 22(1) Personal and Confidential"	Downtown	Appendix A
06/14/2021	15:40	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	Thank you for giving us the opportunity to comment on this project. Like many in our neighborhood, I am frustrated that The City plans to blight our precious neighborhood by constructing a massive eleven story tower that would loom over our only children's playground, obstructing greenspace, and harbour views for numerous neighborhood residents. Since this project will have such a detrimental effect on our community, we should make this more palatable by addressing other aspects of this plan. While the need for school facilities is understandable, the project does not need to accommodate housing, or be eleven stories high. There are two existing affordable housing projects one block in either direction from your proposed project. C-Side is a subsidized housing project one block to the east of your proposal, and Coal Harbour Housing Co-op is one block to the west. These are at 1288 West Cordova, and 1515 West Hastings, respectively. To be fair, communities should share the burden of uplifting the less fortunate, but our neighborhood is already doing so. Further, a project such as this should consider whether the benefit to the City's need is enough to outweigh the damage you inflict upon our community. We hope you re-consider the design and purpose of this project to address our communities concerns as well as the City of Vancouver's. Respectfully, Russell L. Westbrook	Russell L. Westbrook		"s 22(1) Personal and Confidential"	Unknown	Appendix B
06/14/2021	19:24	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	I oppose this 11 story development for the following reasons. 1. The residents living next to the development was denied the transportation Demand and assessment report before the the development report was approved by city council. Now, to make this situation even worse, the city wants to increase the building height by 8.82 meters and increase the social housing units by another twenty units. 2. The report apparently expected 917 car trips per day going through the West Hastings and Broughton street intersection. The roads cannot handle this volume of traffic. In the evenings Broughton and West Pender Streets are filled with motor vehicles travelling across the bridge to the North Shore. 3. The substantial increase in motorized traffic will result in big carbon emission into the environment.	Robert Yee and Anna Yee		"s 22(1) Personal"	Downtown	No web attachments.
06/14/2021	19:34	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	To Vancouver Mayor and Council, We understand that a great deal of work has gone into the plans for development of a school/daycare/social housing project at this location. We are condo owners in Coal Harbor. That being said, the proposed development will not in any way affect our view. Our concern around this project is more to do with the significantly increased traffic that it will bring to this small area. We are not that far removed from the days when we had to drop off and pick up our kids at school that we can't recall what traffic and parking issues ensued as a result. The argument might have been made that this traffic issue would have occurred anywhere in downtown Vancouver, but this site is different because traffic can't flow around the area because it is adjacent to the seawall. It is hard to imagine that the traffic related to the school and daycare would be anything other than chaotic if the development proceeds. Apparently the initial traffic report used for the preliminary approval of this project was flawed. Certainly this issue must be given proper attention before final approval would even be remotely considered. We are reading that the cost of this project is high because of the green aspect. Should this development fail because of untenable traffic issues or other problems, the cost of the failed development and repurposing the buildings will be difficult to justify and there will no doubt be much finger pointing. Any waste of taxpayer money in this era of pandemic fiscal hardship will not be looked on favorably by us, and we are sure, a lot of other Vancouverites. We urge you to reconsider this project. Respectfully submitted, Kathryn Stokvis Eric Stokvis "s.22(1) Personal and Confidential"	Kathryn Stokvis		"s 22(1) Personal and Confidential"	Downtown	No web attachments.
06/14/2021	23:32	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	1. Pandemic outbreak easy happened at high density city centre. 2. Risk to all young children in high traffic and tourism area. 3. No sense to build a school without any outdoor sport field, or outdoor playground. 4. Suggestion, to build a nice community school in beautiful Yaletown area.	Andrew Mai, MD		"s 22(1) Personal and Confidential"	West End	No web attachments.

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06/15/2021	00:30	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	I notice from <a href="https://council.vancouver.ca/20210615/phea20210615ag.htm">https://council.vancouver.ca/20210615/phea20210615ag.htm</a> , it indicated in summary table the 138 signatures to OPPOSE submitted in case # 101015114529 were in Appendix F. Pls NOTE there was NOT any appendix in the submission, signatures attached to the cover letter and petitions were signatures gathered to OPPOSE 480 Broughton in June 15 Council Hearing as well as DPB's March 22nd decision. In the cover letter, Appendix F of DPB's March 22nd meeting agenda was referred and reiterated for City Council's attention that a big majority in the range of 80% responded in public consultation OPPOSED to this 480 Broughton project in the DPB's decision phase. Hence no idea why DPB still went ahead without addressing any of our concerns and without letting us examine any of the supporting well ahead of time on which the DPB decision was based. The supporting which is only in DRAFT form was finally produced by the city end of May after several requests since March 22nd DPB meeting. DRAFT TAMS report shows there can be up to 917 traffic flows to/from that proposed 480 Broughton as a result. Pls note W Hasting & Broughton junction where 480 Broughton is a very small land in very tight junction and cannot handle traffic flow of 917 vehicles a day, not to mention with 340 students, 60 dwelling units and 65 childcare space facility, there will easily be 500 to 700 + people going in/ out of the building daily in a school day. Hence increasing height, capacity leading to increased flows of vehicles and walking traffic is beyond the capacity the area can handle, not to mention the congestion will cause the air quality below acceptable level. Congestion and closeness to water and residential units lead to children safety. Afterall, DPB should not base their decisions on DRAFT TAMS in the first place and is now proven the DRAFT TAMS is not reliable in DRAFT forms that the DRAFT TAMS is now declared INVALID by the author of the DRAFT TAMS as verified by the engineer hired by Coal Harbour Residents' Association. Since the supporting of DPB's March 22nd is no longer valid, DPB's March 22nd is therefore considered invalid as a result. Without valid DPB's March 22nd decision, there is nothing for city council to approve on June 15th hearing. Hence we OPPOSE 480 Broughton project in it's entirety and urge Council to postpone/cancel the hearing for 480 Broughton as a result.	Domino Au-Young	's 22(1) Personal and Confidential'	Downtown	No web attachments.
06/15/2021	00:42	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	' The following statement is made in the Referral Memo for this project: 'The cost per square foot of the social housing units are comparable with recent projects in other areas.' Cost of social housing is same as marketable housing hence costly to City when city has been claiming financially drained since Covid started in March 2020: <a href="https://dailyhive.com/vancouver/coal-harbour-elementary-school-social-housing-850-broughton-street">https://dailyhive.com/vancouver/coal-harbour-elementary-school-social-housing-850-broughton-street</a> t was wrong from the get go and though coal harbour was part of the solution of B.C. Hydro's substation, coal harbour was not involved at all in the decision to move Lord Roberts Annex School students to Coal Harbour. Following was written by the then city councillor why it was wrong. <a href="https://www.straight.com/news/1074111/patti-bacchus-vs-bc-should-pull-plug-bc-hydros-school-substation-plan">https://www.straight.com/news/1074111/patti-bacchus-vs-bc-should-pull-plug-bc-hydros-school-substation-plan</a> Problems from Lord Roberts Annex School to be brought over to Coal Harbour as a result of the subject city project: 1) COV admits that traffic around Lord Roberts Annex School is a big problem..... ' <a href="https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.cbc.ca%2Fnews%2Fcanada%2Fbritish-columbia%2Fschool-street-closures-vancouver-1.5983558&amp;data=04%7C01%7C%7C20181e8a55854611d29e08d8fea18b61%7C84df9e7fe9f640afb435aaaaaa%7C1%7C0%7C637539317072220721%7CUnknown%7CTWFPbGZsb3d8eyJWljojMC4wLjAwMDAILCJQljojV2luMzliLCJBTi6lk1haWwILCJXVCi6Mn0%3D%7C1000&amp;sdata=9viqC0KvSME7WtZ6fFP9%2FTXLgkeGV81wjODLD8GfWA%3D&amp;reserved=0">https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.cbc.ca%2Fnews%2Fcanada%2Fbritish-columbia%2Fschool-street-closures-vancouver-1.5983558&amp;data=04%7C01%7C%7C20181e8a55854611d29e08d8fea18b61%7C84df9e7fe9f640afb435aaaaaa%7C1%7C0%7C637539317072220721%7CUnknown%7CTWFPbGZsb3d8eyJWljojMC4wLjAwMDAILCJQljojV2luMzliLCJBTi6lk1haWwILCJXVCi6Mn0%3D%7C1000&amp;sdata=9viqC0KvSME7WtZ6fFP9%2FTXLgkeGV81wjODLD8GfWA%3D&amp;reserved=0</a> 2) <a href="https://news.yahoo.com/news/news/police-parking-crackdown-vancouver-elementary-020114073.html">https://news.yahoo.com/news/news/police-parking-crackdown-vancouver-elementary-020114073.html</a>	Domino Au-Young	's 22(1) Personal and Confidential'	Downtown	No web attachments.
06/15/2021	01:36	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	My friend mentioned he had applied to open child care before on Coal Harbour sea wall but was declined due to safety risk to young kids as it's too close to water! If so, why city is contemplating including 65 childcare space facility in 480 Broughton! By the way, is this the only school in Canada without any outdoor space and share the school campus with social residential units! Given the density of the building plus future traffic congestion and air pollution as a result of this proposed project also given the people living in social housing may be pedophiles, how safe is this proposed project to the kids in every ways' Can city justify this' Perfect location for pedophiles to prey on kids and to human trafficking out through the water marina or be mugged into residential units! How can a school in Canada be in a building and even share same building with residential units without much outdoor spaces for kids! I support CHRA's latest finding on the FLAWED DRAFT Traffic Assessment & Management Study (TAMS) that the Architect of 480 Broughton used to convince DPB to approve to their favour. Given the process, DPB's decision was very questionable!	Kyle May	's 22(1) Personal and Confidential'	Downtown	No web attachments.
06/15/2021	01:40	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	Heard that BC Ombudsman Office is investigating the questionable process of DPB's March 22nd decision, is that true'	Kyle May	's 22(1) Personal and Confidential'	Downtown	No web attachments.
06/15/2021	01:49	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	Heard there was a child trafficking ring @ W Georgia and Bute, now city is proposing to build a facility for over 400 kids in a proposed building on a land that cannot park even 50 cars!	Trevor HO	's 22(1) Personal and Confidential'	Downtown	No web attachments.
06/15/2021	07:23	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	Too many cars. No parking .dangerous. Will spoil beautiful view	Mary lewis	's 22(1) Personal and Confidential'	West End	No web attachments.
06/15/2021	08:18	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	If I were a parent living south of Robson street, I would have to cross 16 lanes of feeder traffic to walk my child to school. If to and from dropping off and to an from picking up my child, it would amount to 64 lanes of traffic each day. This seems to be an illogical location to build a school. Please consider a more centralized location for a school.	Ron Ristan	's 22(1) Personal and Confidential'	Downtown	No web attachments.

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

06/15/2021	09:19	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	Dear City of Vancouver Council, While reviewing the application for the proposed development of Coal Harbour Phase 2, I noticed the city is proposing an increase to height by 8.86 meters, 29 feet or three stories OVER what was permitted. When my unit was purchased, I reviewed the zoning and was prepared to accept a future building of that height. NOT one that is three stories higher. You may argue the extra height is needed because you are proposing social housing units. However, this development was already zoned for both social housing and a school. The application today seeks additional height. There is no right to anything more than the original zoning. Additionally, when were the seismic studies conducted for this project and do they support the increased density for the proposal? Has there been a RECENT engineering study demonstrating the land and coastline can withstand an earthquake with the proposed new building height and density? My greatest concern are the safety risks to residents from this proposal as well as the preservation of the land-integrity of our community through over building. As an owner, my belief was the City of Vancouver would hold true to their original plans for building height. Please accept this letter as opposition to the new and increased building height. The approval should be consistent with original plans.	matthew tuason		"s 22(1) Personal and Confidential"	Downtown	No web attachments.
06/15/2021	10:49	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	We stand in solidarity to try all that we can to voice our concerns and oppose this project. This project, if approved, will destroy our coal harbour neighborhood. Here is a summary of our reasons and evidence: 1. The significant number of people in the neighborhood opposing this project: As you may already have known, at least hundreds if not thousands of residents living in Coal Harbour have spoken out and are strongly OPPOSE this ill planned and biased proposal at 480 Broughton because of its traffic congestion, added pollution, children/neighborhood safety, project feasibility, building height, outdated ODP vision, high cost and budget efficiency concerns. This is something that rarely occurs for other projects. You can see that people are frustrated about this project, if we could ask the city to publish the stats on the number of people who are strongly concerned about this project to some of the other one. 2. The residence deserve evidence for a non-biased process for this development Application because the applicant is the City, because evidence and data have shown that this 480 Broughton application might be biased. a. Out of all rezoning applications before the hearing today, 480 Broughton has the shortest Virtual Open House spanning 6 days from January 4th to 10th of this year, when the rest of the projects had 20 days. Why does this project deserve the least amount time to be reviewed when it is the most controversial? b. Likewise, during the feedback stage, the public had demanded for traffic study to be published prior to the board meeting, however, the 'draft' version of the traffic study was only published after the board meeting had ended (with decision) and, after the BC Office of the Ombudsperson received complaints and got involved. There are significant fundamental flaws in the traffic study published by the City, and does not adequately simulate what would have happened post construction for this proposal. Page 8 of the report states that 'an agree upon 0% growth rate or negative growth for automobile trips.' The report solely reply upon data collect as early as 2014, 10 years prior to when the develop will be over. This 0% increase assumption is an absurd assumption given numerous new office and residential high rises that will be completed in the next few years, for example, high rise towers Alberni by Kuma on Broughton, 1515 on West Georgia and Pender, the Stack office tower on Melville and Bute, Robson Landmark towers on Broughton, which will bring thousands of residents, employees, tourist and traffic. These projects had already made our neighborhood more and more dense, they are all either under construction or approved and will be built in the next few years. And now that the City assumes in its report '0% grow rate in traffic'. This assumption invalidates the conclusion made of the traffic report.	Harry Xu		"s 22(1) Personal and Confidential"	West End	No web attachments.
06/15/2021	10:51	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	We stand in solidarity to try all that we can to voice our concerns and oppose this project. This project, if approved, will destroy our coal harbour neighborhood. Here is a summary of our reasons and evidence: 1. The significant number of people in the neighborhood opposing this project: As you may already have known, at least hundreds if not thousands of residents living in Coal Harbour have spoken out and are strongly OPPOSE this ill planned and biased proposal at 480 Broughton because of its traffic congestion, added pollution, children/neighborhood safety, project feasibility, building height, outdated ODP vision, high cost and budget efficiency concerns. This is something that rarely occurs for other projects. You can see that people are frustrated about this project, if we could ask the city to publish the stats on the number of people who are strongly concerned about this project to some of the other one. 2. The residence deserve evidence for a non-biased process for this development Application because the applicant is the City, because evidence and data have shown that this 480 Broughton application might be biased. a. Out of all rezoning applications before the hearing today, 480 Broughton has the shortest Virtual Open House spanning 6 days from January 4th to 10th of this year, when the rest of the projects had 20 days. Why does this project deserve the least amount time to be reviewed when it is the most controversial? b. Likewise, during the feedback stage, the public had demanded for traffic study to be published prior to the board meeting, however, the 'draft' version of the traffic study was only published after the board meeting had ended (with decision) and, after the BC Office of the Ombudsperson received complaints and got involved. There are significant fundamental flaws in the traffic study published by the City, and does not adequately simulate what would have happened post construction for this proposal. Page 8 of the report states that 'an agree upon 0% growth rate or negative growth for automobile trips.' The report solely reply upon data collect as early as 2014, 10 years prior to when the develop will be over. This 0% increase assumption is an absurd assumption given numerous new office and residential high rises that will be completed in the next few years, for example, high rise towers Alberni by Kuma on Broughton, 1515 on West Georgia and Pender, the Stack office tower on Melville and Bute, Robson Landmark towers on Broughton, which will bring thousands of residents, employees, tourist and traffic. These projects had already made our neighborhood more and more dense, they are all either under construction or approved and will be built in the next few years. And now that the City assumes in its report '0% grow rate in traffic'. This assumption invalidates the conclusion made of the traffic report.	Harry Xu		"s 22(1) Personal and Confidential"	West End	No web attachments.

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

06/15/2021	12:37	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	<p>I understand for CD1 zoning, city has the power to amend the by-law to build as dense as possible as they want to approve even burying reasonable acceptable standard as in 480 Broughton. Though city has the power, however city is supposed to have fiduciary duties towards us (tax payers) who fund them. I was thinking early this morning how the city can propose a building with 500 to 700 + individuals (340 students, 60 dwelling units plus 65 daycare, plus staff, parents, maintenance, family of dwelling units, delivery, etc) going through a day plus as per the flawed TAMS, 917 vehicles daily on a small small parking lot with only 40 TIGHT parking spots (just counted this morning) for ONLY regular cars. This is simple mathematics given the numbers of people to be in 480 Broughton. The closeness to water access, water, community centre, and residential in a very dense area is really a risk to children the more I think about it. These are N ADDITION to the traffic and air problem we have already raised. Is 480 Broughton the only school in Canada that hardly has any outdoor space and even share same building with residential in such a small area of land' Children Safety / Wellbeing's, Traffic, Air Quality, Density, and development concerns are really significant concerns here! To get our votes, please do what the Coal Harbour Community wants as shown by the comments filed and comments at June 15th public hearing if city still goes ahead with the public hearing further to Development Permit Board's March 22nd meeting decision based on a Traffic Assessment and Management Study (TAMS) which the author of the report acknowledges the TAMS report can no longer be used.</p>	Domino Au-Young		"s 22(1) Personal	Downtown	No web attachments.
06/15/2021	12:59	PH1 - 5. CD-1 Amendment: 480 Broughton Street	Oppose	<p>In February 2020, just weeks before claiming that the city was in financial crisis, our mayor said that property taxes would not increase in 2020/2021 by more than 5 0%. The mayor admitted that he was just 'putting his finger in the air,' to arrive at that number, and he was wrong on both. Last year, the city posted a surplus instead of a loss, despite the mayor's declaration of a crisis. Nevertheless, he is still raising our taxes by 5%, and sliding in an additional 0.2% of utility fees. To a lot of people, that might not seem like much, but in the context of the entire city, that 0.2% is an additional \$3 million of revenue. The mayor committed to 5%, and then used increased utility fees to get it to 5 2%. He has not been transparent. Our city needs a plan for recovery. Our tourism sector is facing its second straight summer without cruise ships or international visitors. The restaurant sector has been brought to their knees. We can't even have a casual drink in a park with our friends. The list of personal and financial impacts to our citizens and businesses is long, but our mayor thinks it is OK to slide in an extra \$3 million on top of an annual increase that is more than double the rate of inflation. This is not what accountability looks like. Our mayor is completely disconnected from financial responsibility. We deserve a leader who does not get by on technicalities. <a href="https://biv.com/article/2021/06/we-need-accountability-local-governments-we-reopen-Vancouver">https://biv.com/article/2021/06/we-need-accountability-local-governments-we-reopen Vancouver</a> Housing is getting worse, current city government is NOT fixing the house problems: <a href="https://dailyhive.com/vancouver/vancouver-housing-crisis-kennedy-stewart-opinion?fbclid=IwAR0xPZAO4v3txVrmYY2TNtCs8BCKYUJk2TQRgrCdTzu5PFWkhWqQAD9BJU">https://dailyhive.com/vancouver/vancouver-housing-crisis-kennedy-stewart-opinion?fbclid=IwAR0xPZAO4v3txVrmYY2TNtCs8BCKYUJk2TQRgrCdTzu5PFWkhWqQAD9BJU</a></p>	Barry Murray		"s 22(1) Personal and Confidential"	Downtown	No web attachments.

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File: 138270

14 June 2021

**VIA EMAIL**

City Hall  
453 West 12th Ave.  
Vancouver, BC V5Y 1V4

Dear Sirs/Mesdames:

**Re: CD-1 Amendment: 480 Broughton Street**

I am counsel to Abbcar Properties, LLC, which owns a strata unit at 499 Broughton Street. I write in respect of the call for public comments in respect of the above noted amendment to the CD-1 (365) (Comprehensive Development) District By-law.

On behalf of my client, I am pleased to provide the following submissions to Council in respect of the proposed development of 480 Broughton Street, to which the proposed amendment relates.

**(a) Introduction**

Doctors are urged to “First, do no harm.” That is what we request and believe should be the mission of Council. First, do no harm to one of downtown Vancouver's last two panoramic water and mountain views.

Another saying – this one from King Wuling – comes to mind: “A talent for following the ways of yesterday is not sufficient to improve the world of today.” As set forth below, Council is asked to not use the data of a pre-pandemic world to determine the need for the current project at the expense of Vancouver’s scenic views, environment, safety, and culture.

Further, what safeguards are in place when the city is essentially reviewing its own project like it is doing here? Can citizens truly be certain that the same standard of review applies for city-initiated projects as it does for non-city-initiated projects? Should an outside firm be utilized to review alternatives and the data (or lack thereof) that support this city/Vancouver School Board project to make certain that it has undergone the same rigorous review that other projects undergo?

Planning for this project began over 20 years ago, yet no updated data has been provided to show citizens there is still a need for this project. Are two schools still the plan? One at Coal Harbour and one at Lord Roberts? Is there data in 2021 to support two new schools?

There are many alternatives to consider, including the option to build a new school, community centre, and library at the existing West End Community Centre location, an idea that is discussed in more detail in a later section, below.

**(b) Changing Times – The Need for this Project as Conceived (Decades Ago!) is Questionable at Best**

When this project was conceived and obtained initial approval many years ago, the world and Vancouver were very different places. The data to support the project was assembled before the pandemic changed life as we know it. Even the original data collected shows only a marginal need – at best – for the project. Updated data, however, should be collected to take into consideration the rapidly-changing needs of today's families in a post-pandemic world. Council should re-evaluate the merits of the project based on modern data.

Some of the most obvious changes resulting from the pandemic are that remote work and virtual learning are commonplace in today's world – this flexibility encourages young families to relocate from small, expensive Vancouver housing to more affordable suburban or rural options.

**(i) The Workplace has Changed**

The world has seen a pandemic that has changed the concept and location of "work." More and more employees are working from home, a topic discussed in the November 18th edition of Business Today, which quoted Bill Gates' prediction there would be 30% fewer days spent working in the office. His prediction is now coming true. In places like Vancouver, it may be greater than 30%.

As a result of the COVID-19 pandemic, the number of Canadians working from home has grown from 7% to 52%; on top of those staggering numbers, nearly half of households (44%) reported having two or more people working at home.<sup>1</sup> As could be expected, many people have enjoyed working from home and no longer having to go to an office.

Working from home is likely to remain a common occurrence even post COVID-19. It has caused families with kids to relocate to suburban and rural areas where they can have cheaper housing and a yard while working from home.<sup>2</sup>

A Globe and Mail article from May 22, 2020 reported: On Feb. 1 of this year, 12.4 per cent of Metro Vancouver businesses had employees that were working at home at least 80 per cent of the time. By March 31, that rate jumped to 36.8 per cent."<sup>3</sup>

These numbers are likely to have increased since that reporting date. With alarming reports of the coronavirus mutating into an even stronger and more easily spread variant, it makes it likely that remote work (and the relocation that will go with it) are here to stay for the foreseeable future.

The Wall Street Journal made similar observations in a December 26th, 2020 article, which quoted a study indicating that more work would be done from home; the CEO of Nationwide Insurance predicts that 50% of employees would be working from home in the future – up from 15%.<sup>4</sup>

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<sup>1</sup> <https://www.globenewswire.com/news-release/2020/04/14/2015781/0/en/COVID-19-has-changed-everything-New-survey-shows-the-number-of-Canadians-working-from-home-has-grown-seven-fold.html>

<sup>2</sup> <https://www.ctvnews.ca/health/coronavirus/is-the-great-shift-to-working-from-home-here-to-stay-1.4981456>  
<https://www.cbc.ca/news/business/office-workers-home-covid-19-1.5711334>

<https://globalnews.ca/news/7402308/coronavirus-family-move-ontario-new-brunswick/>

<sup>3</sup> <https://www.theglobeandmail.com/real-estate/vancouver/article-the-pandemic-could-reshape-how-and-where-vancouver-works/>

<sup>4</sup> [https://www.wsj.com/articles/covid-19-propelled-businesses-into-the-future-ready-or-not-11608958806?st=weon0gu4009fzye&reflink=article\\_gmail\\_share](https://www.wsj.com/articles/covid-19-propelled-businesses-into-the-future-ready-or-not-11608958806?st=weon0gu4009fzye&reflink=article_gmail_share)

The December 26th edition of the Globe and Mail also reported on the growing trend of relocations to rural areas in their report on the new tight housing market in rural British Columbia.<sup>5</sup>

Another Globe and Mail article on January 8, 2020 notes that work from home will shape the real estate market.<sup>6</sup>

## (ii) Education is Likely to Change

Perhaps more importantly, just as many families have adjusted to new remote work roles, many have adjusted to remote learning. The school-age population in the area may decline, which means such a building is not needed. Albeit some students will want to return to the classroom once allowed, though perhaps not as many in the catchment area of the project as had been projected before the pandemic.

Many families, however, have come to enjoy the flexibility and benefits allowed by remote learning. Students are able to travel with parents, visit non-custodial parents, grandparents, and other family in a way that traditional learning doesn't allow.

Even before the shift to remote learning, the "demand" for this project appeared to be marginal, at best, based on the 2019 Vancouver School Board Long Range Facilities Plan.<sup>7</sup> Page 57 of the plan reflects the school district's own projections in pre-pandemic 2019 of an overage of only 31 students projected for the Roberts Annex in 2027; that projection is no longer valid because of remote work and learning changes in the post-pandemic world.

FIGURE 7.1-3: Forecast capacity utilization and **shortage** of enrolling capacity at Elementary schools in the King George study area.

School	Operating Capacity	2027 Enrolment	Capacity Utilization	Surplus or Shortage
Crosstown	476	514	108%	-38
Elsie Roy	387	379	98%	8
Roberts	573	673	117%	-100
Roberts Annex	124	155	125%	-31
<b>Total</b>	<b>1560</b>	<b>1721</b>	<b>110%</b>	<b>-161</b>

\***Shortage** of space is the number of students enrolled in excess of the operating capacity for the school. **Shortage** does not include the number of students on catchment waitlists.

As further evidence of changing education and enrollment, the December 22, 2020 *New York Times* contained an article about the decline in enrollment in large U.S. school districts all over the country.<sup>8</sup> The same is likely to be true in Vancouver, which reduces the need for an 11-story building on the waterfront. Without an updated study, it can't be known what enrollment will look like in a post-pandemic world.

In addition to the social changes brought upon all of us in 2020, the Statistics Canada population census reveals a steady decrease in the number of families with children within Vancouver and the Metro area. As

<sup>5</sup> "Small Towns Facing Intensive Housing Crunch" by Salmon Farooqui, <https://www.theglobeandmail.com/canada/british-columbia/article-small-towns-in-interior-bc-and-alberta-face-intense-housing-crunch/>

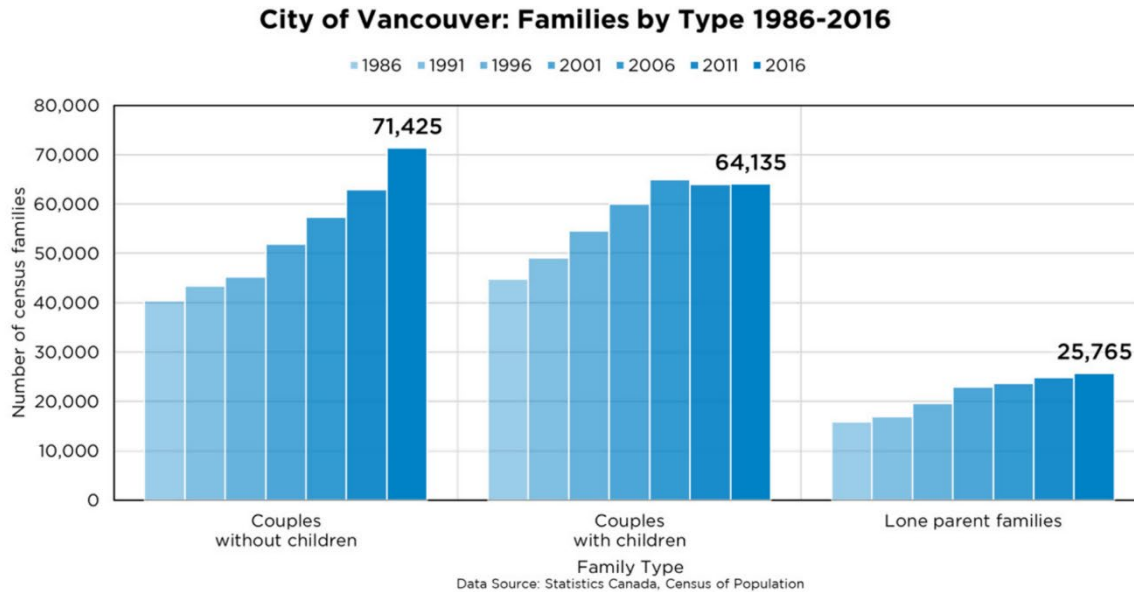
<sup>6</sup> <https://www.theglobeandmail.com/real-estate/toronto/article-work-from-home-trend-will-shape-real-estate-in-2021/>

<sup>7</sup> [https://www.vsb.bc.ca/District/Planning\\_and\\_Facilities/Long\\_Range\\_Facilities\\_Plan/Documents/sbfile/191121/LRFP-May29-2019-draft.pdf](https://www.vsb.bc.ca/District/Planning_and_Facilities/Long_Range_Facilities_Plan/Documents/sbfile/191121/LRFP-May29-2019-draft.pdf)

<sup>8</sup> <https://nyti.ms/2KlxHxr>



fewer families have children, the demand for traditional schooling will inevitably shift. The demand to transition to a hybrid educational model is becoming more pressing as the demographics within our cities and the needs of our communities change at a faster rate than ever before.



### **(c) The Data Do Not Support an Elementary School at the Foot of Broughton Street**

Any combination of the above changes upend the enrollment figures on which the project is based. Council should pause the project to collect new data. Avoid being generals "fighting the last war" – do not make a decision based on the data of yesterday, but instead gather and assess post-pandemic data.

To reiterate, the project appears to be trying to solve a problem that may no longer exist.

It's a project designed for yesterday's Vancouver and not tomorrow's. Wouldn't it make sense to defer action until Council knows what kind of student/child-care demand there is in a post-pandemic world? At a minimum, it is vital to revisit old data, reports, and assumptions to see how they stand up in today's fast-changing world. As this is being written, there are reports of the coronavirus mutating. No one knows how long this pandemic will last and whether there will be new strains of the virus (and hopefully not) that would cause even more lifestyle changes.

This new reality should put a pause on the project while new data is assembled to evaluate whether or not the planned project is needed going forward.

A new survey should be done to determine:

- 1) Where in the Lord Roberts Annex catchment area do students currently live? Are the majority of them closer to the existing school site than the proposed one?
- 2) How many students are projected to be in the catchment area in the post-pandemic world?
- 3) Is family size increasing or decreasing in the catchment area?



- 4) Even if remote work and school options don't increase; does the catchment area have enough current students and enough projected growth to justify the negative scenic, environmental, cultural, and safety issues presented by this project?
- 5) Would the community be better served by looking into other alternatives, including, but not limited to, consideration of a new West End Community Centre/School/Library?

As referenced above, in addition to determining if the need for this project is still valid, there are numerous other scenic, environmental, cultural, and safety concerns Council should consider regarding the project at hand.

#### **(d) The Project Raises Substantial Community Safety Concerns**

The project creates safety concerns for the children who would attend this school. The school is in a high-traffic area and near an active marina. Both pose safety issues for these young children.

Many of the kids will walk to school, which will require crossing high-traffic streets such as Georgia, Alberni, and Robson. Crossing these streets on a daily basis is a new danger for the large majority of students.

In addition, putting a school this close to an active marina with open gates and significant foot traffic going in and out to the docks puts those children at risk. Children will wander off from school or day care. They just do. Children are attracted to water.

The potential life-threatening situations of children having access to the docks and being that close to water is something that should concern Council. Should the project go forward and a tragedy occur – both Council and the developer face liability risks. At a minimum, Council should conduct a comprehensive safety assessment to determine the safety of the project in relation to the surrounding area – in particular, the marina and high traffic streets.

#### **(e) The Project Will Rob the Community of Rare Panoramic Water and Mountain Views**

There are few remaining properties with undeveloped water and mountain views in downtown Vancouver. This area, along with the parking lot on Cordova, near Waterfront Station, is one of the last parts of undeveloped water and mountain view property.

Few cities have these unique water and mountain views. These scarce city views of water and mountains – once lost – are gone forever. Even fewer cities have unobstructed swathes of land like where this project would be located. There are countless stakeholders with interests in the land who deserve to be consulted and have their voices heard, including First Nations citizens, area citizens, environmentalists, and marine biologists – to name only a few. A roundtable should be convened of all of the aforementioned before one of the last big, rare, public view spaces is obliterated.

Vancouver has seen the loss of much of the public view spaces of water and mountains that are what makes the city uniquely "Vancouver." Future generations in a Vancouver deprived of its picturesque water and mountain views will ask, "Who lost Vancouver?" The answer shouldn't be the members of Council.

In short, before this one last stretch of undeveloped view of water and mountains is taken away forever, "measure twice (with modern data) before sawing."

**(f) The Environmental Impact of the Project Remains Concerning**

Vancouver prides itself on making environmentally-responsible choices that align with Vancouver's values of sustainability and being "green." In keeping with these high, admirable standards, Council should consider how this project will affect the environment in Vancouver.

The city has a highly-publicized Climate Emergency Action Plan to address the most important issue of our time. The proposed project would almost certainly result in more vehicle traffic and equally importantly – increased vehicle idling. With 40% of carbon pollution coming from vehicles, the project can't help but result in an increase of such emissions. Would the city look favorably on a similar project that was put forward by a non-city entity?

Further, if data supports only one school building, does building two schools square with the city's climate plan? Although new buildings can be built with energy efficient measures, if only one school building is actually needed, isn't building only one a more environmentally-sound option?

In addition, if two are to be built, what is the funding source and timeline for the rebuild at Lord Roberts Annex? Has the funding source changed since the pandemic?

While the new facility itself will be up to environmental standards, what recent comprehensive environmental assessments have been done to ensure this project will not undermine the city's credibility with its long-term goal of reducing carbon emissions? Any action by Council should be deferred until one has been undertaken.

A study should be done which determines, among other things, where the student/day care population lives, what increase in traffic, if any, will occur as a result of the project and what increase in idling by vehicles will occur as a result of the cul-de-sac and adjacent streets being clogged at least twice a day. The results must be considered in light of the city's goals. Do they mesh, or are they in conflict?

Common sense tells us that because of the increased vehicle traffic as a result of this project, carbon emissions will increase. The school is almost certainly being built away from where the majority of the students live. A small percentage of overall enrollment will come from the Coal Harbour area. These increased emissions will come from not only parents dropping off and picking up kids for both school and day care, but also from commuter employees. Few employees are likely to live in the immediate neighbourhood.

The increase in traffic will cause traffic idling in both the cul-de-sac and on Hastings, Broughton, and Cordova Streets as parents cue up to drop off and pick up their kids. This idling will cause an increase in carbon emissions at a time when the city is trying to reduce them. The cul-de-sac creates unique problems as it is one-way in and out. The cul-de-sac is simply not designed for the kind of traffic that would occur.

In addition, the environmental study should evaluate the pros and cons of rebuilding and upgrading the existing site – which may be closer to where the student/day care population actually lives. The existing site already has the land and is better suited for traffic than the cul-de-sac and nearby streets. Building on the existing site may be the most long-term and environmentally-sound option consistent with the goals of the city.

In terms of marine life, the marina and surrounding water contain numerous species of marine life including harbour seals, otters, fish, starfish, herons, and jelly fish – to name only a few. The proximity of the project and especially the excavation associated with it is likely to disturb this marine life.

Has there been a study to determine the potential impact on marine life? If so, when? Was it done to today's standards? If no recent assessment has been conducted, it is imperative to do so before moving the project forward. The aquatic environment is too fragile to neglect doing so.

**(g) There Is Little Evidence of Consultation with First Nations**

It is unclear whether this property belongs to the city, park board, or school district. Regardless, it is on unceded land of the three area First Nations.

In 2014, Council unanimously voted to acknowledge that the city is on unceded First Nation territory, stating "[the city] will now work with representatives from the Aboriginal community to determine 'appropriate protocols' for conducting city business."

Given the project detrimentally changes the land, causing loss of Vancouver's treasured water and mountain views, shouldn't there be a consultation with the three First Nations? Doesn't Reconciliation require them to be consulted regarding this project – whether by law or by respect?

Further, has an up-to-date archeological study been conducted to determine if this land contains any items important to First Nations history or culture? If one has been conducted, when was it done? Would it comply with today's standards and were the relevant First Nations consulted about the findings?

Please defer action to keep yet another piece of unceded land from being forever changed without consulting with the First Nations of Vancouver.

**(h) Proposed Alternatives**

If the aforementioned surveys continue to demonstrate the need for a new school, there are superior alternatives that both allow for a new school building as well as accommodate BC Hydro's need for a new substation.

The best solution is the one that provides the greatest benefit to the entire community. Some alternatives to consider:

- 1) Redevelop the existing West End Community Centre and Library. Then, on that site, build a new community centre, library, and school. Even the social housing could be built there. BC Hydro could build its substation as planned. If a new Lord Roberts Annex school building is still needed, it could be built as planned.

In addition to revitalizing Denman Street, this alternative addresses many much-needed goals, including providing new, more spacious facilities for the outdated West End Community Centre and Joe Fortes Library. It also places the new school closer to the student population, which prevents them having to cross busy streets to get to and from school. Finally, this proposal allows funding sources for the projects to remain the same.

During construction at the site, the current community centre and library services could be moved and temporarily housed in other locations. Denman has an abundance of available rental space; utilizing spaces there to house the library and exercise equipment would benefit this area that has suffered. The community meeting rooms could be moved to a variety of places in the West End during construction. Meanwhile, the gym activities could be moved to the Coal Harbour Community Centre.

If for some reason a new West End Community Centre, library and school are not deemed attractive there are other viable options.

- 2) Move the BC Hydro site to the proposed Coal Harbour School location. Because it is underground, it would not result in the loss of Vancouver's unique scenic water and mountain view. It also would not place students on top of a substation, which would reduce parental concerns about EMF emissions. BC Hydro's payment and other funding sources would remain in place.

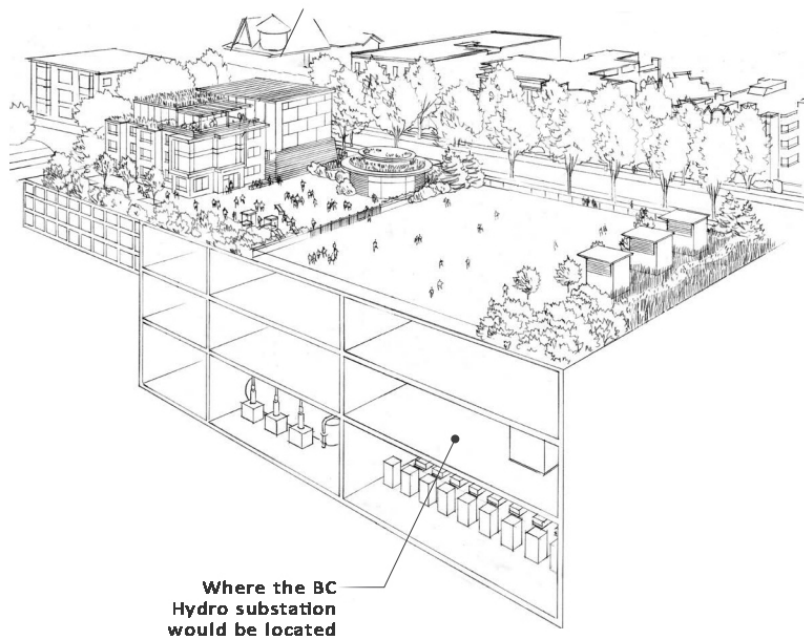
While the parking lot could be kept, a better solution would be to extend the existing park on the top of the Coal Harbour Community Centre to the top of the substation – or if the social housing is built on top of the substation, it could be built flush with the community centre. If the top of the social housing connects with the existing park, more park area would be created while preserving the panoramic view. Either option creates more park space on the waterfront without loss of community view.

- 3) Build the new school on the Lord Roberts site. This would result in a new school located closer to where the bulk of the students likely live. It also places the students in a safer environment with fewer high-traffic streets for students to walk across and isn't next to an active marina and a large body of water.
- 4) The social housing could be built at either location. If built at Lord Roberts, then families with children would be close to the new school but would not have to cross busy streets. If built at the Coal Harbour location, then the social housing could be built on top of the underground substation; a two-story housing project would not result in a loss of Vancouver's cherished water and mountain view.
- 5) If BC Hydro won't move the substation (and it can; this can be addressed in greater detail, if needed), then the new school could be built at the existing location on the athletic field before building the BC Hydro substation. Then, the old school could be demolished, allowing for a new and updated athletic field to be built in its place.

Another alternative would be for BC Hydro to build the substation under the athletic field, as shown below. Once constructed, the new school could be built on the field. With the new school complete, the old school could be demolished and replaced with the athletic field. This creates a win-win situation for all parties involved. BC Hydro would get the substation where it is currently located and our community would get a new school building closer to where the majority of the student population lives. (See image below of previously proposed West End substation as an example).<sup>9</sup>

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<sup>9</sup> West End Substation, from [https://www.bchydro.com/energy-in-bc/projects/west-end-substation.html?WT.mc\\_id=rd\\_westendsub](https://www.bchydro.com/energy-in-bc/projects/west-end-substation.html?WT.mc_id=rd_westendsub)



- 6) If there are concerns about where to locate students during the construction of a new school building or substation, there are many effective options to consider, including leasing space. The pandemic has crushed many businesses; leasing would have the added benefit of assisting local landlords who may have been counting on lease income for their retirement. Locations that easily come to mind are Denman Mall, Robson Market, the former Dover Arms location, and numerous other vacant facilities in the area. With a little creativity, the waterfront could be preserved, a new school built near students, and BC Hydro could have a new substation. All of these locations are entirely or largely vacant and wouldn't require the majority of students in the catchment area to cross any busy streets. The use of these buildings would also help prop up a neighborhood that contains far too many vacant and under-utilized buildings – a problem which has only been exacerbated by the pandemic. The use of these buildings during the construction of the school at the existing site would help the West End retain the livability necessary to remain a dynamic section of the city.

Another temporary relocation option is to utilize portable classrooms. Modern pod technology makes those buildings very attractive for short to medium term use.

The above plan allows for efficiently building one new school instead of two – the new post-pandemic world may not justify the cost of two school buildings, especially at the expense of the community's rare scenic views, safety, marine life, culture, and environment. This may be a project that had viability pre-pandemic, but additional research may show the project is no longer needed. Regardless, a project of this magnitude should involve communication with stakeholders and modern, up-to-date data.

In short, Council can be the catalyst for a "win-win" solution. BC Hydro gets a new substation, the West End gets a new school closer to where the students live, and the community at large doesn't lose one of the last open scenic views in Vancouver.

Yours truly,

"s 22(1) Personal and Confidential"

A large grey rectangular box redacting the signature of Jeremy E. Shragge.

JEREMY E. SHRAGGE  
Law Corporation

JES/nml

RLW
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Monday, June 14, 2021

Mayor Stewart  
City of Vancouver  
3rd Floor, City Hall  
453 West 12th Ave  
Vancouver BC V5Y 1V4  
Canada

RE: Public Hearing - 480 Broughton June 15<sup>th</sup>

Dear Mayor Stewart,

Thank you for giving us the opportunity to comment on this project.

Like many in our neighborhood, I am frustrated that The City plans to blight our precious neighborhood by constructing a massive eleven story tower that would loom over our only children's playground, obstructing greenspace, and harbour views for numerous neighborhood residents.

Since this project will have such a detrimental effect on our community, we should make this more palatable by addressing other aspects of this plan.

While the need for school facilities is understandable, the project does not need to accommodate housing, or be eleven stories high. There are two existing affordable housing projects one block in either direction from your proposed project. C-Side is a subsidized housing project one block to the east of your proposal, and Coal Harbour Housing Co-op is one block to the west. These are at 1288 West Cordova, and 1515 West Hastings, respectively.

To be fair, communities should share the burden of uplifting the less fortunate, but our neighborhood is already doing so. Further, a project such as this should consider whether the benefit to the City's need is enough to outweigh the damage you inflict upon our community.

We hope you re-consider the design and purpose of this project to address our communities concerns as well as the City of Vancouver's.

Respectfully,

"s.22(1) Personal and Confidential"

Russell L. Westbrook

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"s 22(1) Personal and Confidential"