

Report date range from: 1/30/2024 2:30:01 PM to: 1/30/2024 4:31:00 PM

**PH 1 - 4. CD-1 Rezoning: 2015 Main Street and 190 East 4th Avenue - Support**

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Date Received	Time Created	Subject	Position	Content	Author Name	Neighborhood	Attachment
2024-01-30	15:30	PH 1 - 4. CD-1 Rezoning: 2015 Main Street and 190 East 4th Avenue	Support	<p>Overall I support the application.</p> <ul style="list-style-type: none"> <li>* Encouraged that it is using net zero and mass timber</li> <li>* Suggest high degree oversight, compliance monitoring, and transparency regarding use of offsets</li> <li>* There is literature that suggests that many carbon offsets do not end up offsetting the actual amount of carbon promised</li> <li>* I applaud the lack of car parking. this should set a new standard for developments within a close proximity to skytrain/transit, and in walkable neighbourhood</li> <li>* Lots of bike parking is great for encouraging modal shift</li> <li>* Building parkades is expensive, requires carbon intensive concrete</li> <li>* I am pleased to see a few pages on stormwater management in the design documents, however I would suggest that management of rainwater is a top priority for this site as it is at a high grade, within the historical false creek watershed, and proximity to major streets creates runoff concerns</li> <li>* Ensure that infrastructure is in place to not only capture/store rainwater but also treat it</li> <li>* Research out of UBC has indicated that native plant gardens are able to filter out pollutants including the salmon-killing toxin 6ppd quinone</li> <li>* Encourage greater use of green space and native plantings, the drawings have a lot of pavement in the public realm.</li> <li>* Consider permeability of materials used, with traditional asphalt there is greater risk of runoff and greater stress on water treatment infrastructure. Using permeable pavement or rain gardens would pay off in the long run by supporting our water treatment infrastructure</li> <li>* Balconies: I live in the area and would argue that balconies are extremely underused due to heavy traffic noise from road below. Having a balcony on this intersection would be unpleasant. With a building this tall and with great views I find it difficult to imagine that having a balcony would be a greater mental health benefit. Having lively, car-free or car-light space on the ground level would be a much greater mental health benefit.</li> </ul>	Auston Chhor	Mount Pleasant	