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CD-1 Rezoning: 4545-4575 West 10th Avenue - Other

Date Received	Time Created	Subject	Position	Content	Author Name	Neighborhood	Attachment
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2025-02-19	17:42	CD-1 Rezoning: 4545-4575 West 10th Avenue	Other	<p>Summary: The long-term viability of the 4545 West 10th project, viewed as a transit-oriented, higher-density development, will be critically degraded if the Millennium Extension to UBC and the Jericho Development proceed as currently envisioned.</p> <hr/> <p>The applicants assert that a major benefit of the 4545 West 10th proposal is its location. They state that</p> <p>“The site’s location along West 10th Avenue, a major transit route, is ideal for higher density, mixed-use development. The site’s accessibility to public transportation supports the city’s broader goal of encouraging transit-oriented development.”</p> <p>Indeed, the 99B line now provides excellent, high frequency access to public transit. However, the situation will change once the Millenium Extension to UBC is completed. Specifically, according to the currently approved vision for the extension, almost all UBC bound transit traffic beyond Alma Street will bypass West 10th Avenue once the extension is completed. Consequently, there will be no longer be a need for a high frequency transit line along 10th Avenue.</p> <p>Further, the proposed development will be far from the nearest TransLink station. It will lie approximately on the boundary of a circle with 1 km. radius centered at the Jericho Station (located as currently envisioned, in the core of the Jericho Development). The 1.25 km. walk to the station will traverse hilly terrain -- walkable for many people, but a considerable challenge for seniors, the “out of shape”, the infirm and some parents pushing baby carriages.</p> <p>The absence of both a nearby high frequency bus line and of a convenient nearby TransLink station will have many negative transit consequences for the approximately 1000 potential residents of 4545 West 10th Avenue. For example, visualize many of the residents going to work on a rainy winter morning, each facing the choice between 15 minute or longer walk to the Jericho Station or gathering with many others at a low-frequency bus stop at 10th and Sasamat.</p> <p>Given the above issues, the applicants should delay seeking approval until there is sufficient clarity regarding the final outcomes of the UBC Millenium Line Extension and the Jericho Development. At that time, rezoning for a higher density development might or might or might not be appropriate. If the applicants want approval now, they should scale down their proposal to something more in line with what many people have proposed – a smaller scale, community-oriented development that allows for future growth in Point Grey and preserves its “village spirit”.</p>	Art Warburton	West Point Grey	Attachment 1
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2025-02-20	15:45	CD-1 Rezoning: 4545-4575 West 10th Avenue	Other	<p>(Update of Case 201002217554)</p> <p>Summary</p> <p>When the UBC Millenium Extension eventually replaces the 99B bus line, the proposed development will likely be more than one kilometer from the nearest TransLink station and West 10 Avenue will become a minor transit corridor. At that point, the development will not be transit-oriented and will not meet the criteria for “Green Sustainable” as described in C2(b) of the City’s Rezoning Policy for Sustainable Large Developments. Consequently, consideration of the rezoning application should be delayed until the uncertainties regarding the Millenium Line are sufficiently addressed.</p> <p>Details</p> <ol style="list-style-type: none"> 1. The applicants state in their Application Booklet that “The proposal fulfills the criteria for sustainable large developments outlined in the City’s Rezoning Policy for Sustainable Large Developments.” 2. They applicants emphasise the suitability of the site’s location for a Transit-Oriented Development. “Transit-Oriented Development: The site’s location along West 10th Avenue, a major transit route, is ideal for higher density, mixed-use development. The site’s accessibility to public transportation supports the city’s broader goal of encouraging transit-oriented development.” 3. The 99B line now provides excellent high frequency transit along West 10th Avenue. 4. The situation will change once the Millenium Extension to UBC is completed. According to the currently approved vision for the extension, most UBC bound transit traffic beyond Alma Street will bypass West 10th Avenue. Consequently, there will be no longer be a need for a high frequency transit line along 10th Avenue. 5. The proposed development will be far from the nearest future TransLink station, Jericho. Indeed, if the station is located as currently envisioned (in the core of the Jericho Development), the straight-line distance from the development to Jericho will be approximately 1 km. The longer, 1.25 km. walk to the station will traverse hilly terrain -- walkable for many people, but a considerable challenge for seniors, the “out of shape”, the infirm and some parents pushing baby carriages. 6. From 5, the proposed development will be outside of the 800-meter Tier if Jericho Station becomes the center of a Transit-Oriented Area. 7. The future probable absence of both a nearby high frequency bus line and 	Art Warburton	West Point Grey	Attachment 1
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			<p>of a convenient nearby Transit Station strongly suggest that</p> <ul style="list-style-type: none">• The proposal will not be transit oriented.• The proposal does not conform with the intent of the “Green Mobility” section of Rezoning Policy for Sustainable Large Developments, C.2(b), which states that the development will “support access to fast, frequent and reliable transit”. <p>8. Given 4, 5, 6 and 7, further consideration of this higher density rezoning proposal should be delayed at least until uncertainties regarding the construction of UBC Millenium Line Extension are sufficiently resolved.</p>			
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