

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

Date Received	Time Created	Subject	Position	Content	Author Name	Neighborhood	Attachment
2025-02-24	15:14	CD-1 Rezoning: 4545-4575 West 10th Avenue	Other	See attached pdf file	Ken Hughes		<a href="#">APPENDIX A</a>
2025-02-22	16:26	CD-1 Rezoning: 4545-4575 West 10th Avenue	Other	<p>I am a long-term resident of Point Grey and live across the street from the site. There are 4 areas of concern with the current plan that will affect the village.</p> <p>Noise: It does not appear that the plans for the shipping and receiving area for the grocery store and any other commercial unit on site include any noise reduction for trucks, like underground shipping and receiving. At the very minimum, a covered area should be required. The sound tunnel will affect residents on parts of Sasamat Street, 4500 block of W. 10th, as well as most residents 4545 - 4547 site.</p> <p>Safety: There is no mention about safety with increased traffic on Sasamat Street, Tolmie Street, and West 10th Ave. Lots of cars will be turning at those intersections. What is the city planning to do about noise and safety on West 10th with the increased traffic?</p> <p>Height: The height of the twin towers is out of proportion to the neighborhood. Why is the city not requiring this plan to fit in with the look and feel of our village? The twin towers should fit with the average height of the other apartments on the 4600 block of West 10th..</p> <p>Gaps in services: The size of this site offers the opportunity to install a central plaza in front of the Grocery store entrance. An appropriately sized Library is also needed as part of this design. A central plaza and Library would increase livability, a sense of community, and help meet the needs of new residents and existing residents.</p>	Mel Felker	West Point Grey	
2025-02-24	14:08	CD-1 Rezoning: 4545-4575 West 10th Avenue	Other	<p>Design Sustainability Issues at 4545 W 10th Avenue</p> <p>Background</p> <ul style="list-style-type: none"> <li>• This is a higher-density, large-scale rental development (571 rental units). Many residents will use public transit for their daily transportation needs.</li> <li>• 99B now provides a key benefit -- excellent transit service a 2-minute walk from the proposed site. <ul style="list-style-type: none"> <li>o Nearby, fast, frequent, and reliable transit.</li> <li>o A direct connection to TransLink Stations</li> </ul> </li> <li>• It is important to do everything possible to ensure that the development</li> </ul>	Art Warburton	West Point Grey	

will retain its key advantage.

- But the future of 99B is uncertain.
- Will W 10th Avenue lose its “99-Level” transit access?
- If so, when will that happen?
- Will the development create an underserved "demand lump" at 10th and Sasamat?
- The applicant's current design choice – higher density, large-scale development. creates a significant risk to sustainability. It is contrary to the principles of sustainable design.
- The applicant can choose to reduce the sustainability risk, right now, by delaying the proposal until the transit future sufficiently clarifies, or by modifying the density request.

Development’s Alignment with Rezoning Policy for Sustainable Large Developments

The policy’s stated intent:

- Big picture
  - o “Large developments are expected to demonstrate leadership in sustainable design”.
- Transit focus
  - o Green Mobility (Section C2 (b)). The development is expected to “support access to fast, frequent and reliable transit”.

(Translation –make sure that there is nearby fast, frequent, reliable access to the SkyTrain network)

- Seeking current approval, the applicant has chosen a design path that does not satisfy a fundamental expectation of the policy – demonstrated sustainable design.

Choices for Council

- Approve the application now. Accept the substantial possibility that the development might create a problem for the City and development residents -- a large, underserved “demand lump”.
- Reduce risk by postponing further consideration until the transit uncertainties have been sufficiently resolved.

				<p>Choices for Applicant</p> <ul style="list-style-type: none"> <li>• Proceed with the application, knowing that higher-density large-scale development might create a risk for the residents -- a large underserved "demand lump".</li> <li>• Delay the application until the transit uncertainty is sufficiently reduced.</li> </ul>			
2025-02-23	19:17	CD-1 Rezoning: 4545-4575 West 10th Avenue	Other	<p>I am a long-time resident of Point Grey and a big supporter of our neighbourhood centre, complete communities and local businesses. I am a member of Friends of Point Grey Village.</p> <p>Council works hard to find ways to improve our city, with a focus on problem solving and implementation actions. That too is our focus.</p> <p>The population increase and the return of the grocery store will certainly be a long-awaited boost to our village, which has the highest shopfront vacancy rate on the westside at 15.1%. Safeway closed its doors for the last time in July 2018.</p> <p>The benefits of the development can be significantly enhanced with a few important actions from Council.</p> <p>Community aspirations for the Safeway site were always high. It is a large, flat, empty site and the developer has no tenant relocation costs. This is a multi-generational opportunity to provide missing services, a safer and more pleasant streetscape, and much needed housing variety.</p> <p>To give you an idea of scale of the proposal, the proposed 571 units is about a 75% increase in the total number of units in the entire village within the C-2 zone, which currently has 330 residential units.</p> <p>We watched other Safeway sites play a major role in community- building. It was a long- standing City policy to use community amenity contributions to provide missing community infrastructure. Two fairly recent examples:</p> <ol style="list-style-type: none"> <li>1) Marpole: The new Safeway development provided financing towards the new community centre and a 75 place child care.</li> <li>2) Arbutus Village: You will see 6 storeys of housing above the Safeway store which is a 125-unit social housing project run by the YWCA and a Musqueam society. Hearing the stories of the seniors and single moms living in this building are truly heart-warming accounts of life's turned around and quality of life greatly enhanced.</li> </ol> <p>So you can imagine how disappointed we were when a decision was made that the Safeway site should be a MIRHPP project and that all the community amenity would go to private sector operated below market units. The Miami- based developer, BGO, had made it clear from the outset that it was interested in rental units for long term cash flow for Sun Life International but this did not necessitate the use of MIRHPP, not did it negate the opportunity to do some creative public-private partnerships with the City or</p>	Christina DeMarco	West Point Grey	<a href="#">Attachment 1</a>

Province to ensure much needed housing supply would be accompanied by community services.

Here is an example of a missing piece of community infrastructure.

The lack of childcare is a big issue in our community and one of the important criterion in evaluating community impacts of this development. It was puzzling to read the Council report and only see the current childcare facilities listed with no comments on availability of places, or expected demand generated by the new development. We spoke with child care staff at the open house and had a follow up meeting. City staff confirmed that there was a current deficit in the neighbourhood.

In the absence of report analysis, we have done some quick math. The new development is 571 units. 37 % of units, or 211 units, will be 2 or 3 bedrooms, suitable for families. These units could generate demand for over 50 child care places, if one out of four of these units have a child of childcare age. And extra demand will come from the 70 or so on-site retail workers. The current childcare problem is going to be greatly magnified. We pity the poor parents who will have to drive driving out of the neighbourhood and maybe even out of the City to secure childcare.

The council report states there is no financial uplift to pay for any amenities other than the below market units. We can understand why there is not much uplift, but it does not explain why a creative solution could not be crafted through some sort of public -private partnership. Please use our property tax base to solve this problem.

Additional population without adequate community facilities is not a path to a better city. It is a path to a broken city.

Here are our requests of Council:

- 1) Request staff to report back on how the childcare problem is going to be resolved in Point Grey in advance of occupancy of the new development.
- 2) Request the developer to improve livability and the business environment by undergrounding truck and car access off Sasamat, similar to treatment from Tolmie.
- 3) Request staff to develop solutions to deal with problems related to neighbourhood fit of Point Grey Place, such as compliance with the City's guideline of 80 foot distance between buildings, and compliance with the MIRHPP policy stating that "Projects must consider and respect transitions to surrounding areas and homes"
- 4) Request staff to implement Vancouver Plan People First policies, as requested by the Point Grey BIA in August 2023, to help with safety, place-making and economic development. Specifically, install a 40 km pedestrian priority zone and a mid-block crosswalk. We have spoken to TransLink staff - these items will require their approval and TransLink is open to evaluating these requests.



				<p>5) Request staff to look for opportunities to use City property to increase sidewalk width in sections of the development’s 10th Avenue facade. This is the only opportunity in the village to provide an improved public realm through more generous sidewalk width, for outdoor public and private seating, bike racks, and perhaps double row tree planting.</p> <p>6) Request the developer to use more imagination and creativity in improving the plaza and the façade, by for example, increasing the size of the plaza to the west, adding a smaller plaza in front of the grocery store entrance, and providing additional commercial/retail units.</p>			
2025-02-23	10:39	CD-1 Rezoning: 4545-4575 West 10th Avenue	Other	<p>To: City of Vancouver Mayor and Councillors From: Jean Baird, Chair, Friends of Point Grey Village</p> <p>Over the past three years, Friends of Point Grey Village (FPGV) and our community have dedicated hundreds of volunteer hours to this important project on the old Safeway site. Friends of Point Grey Village is comprised of community and business owners (database of 600+) who are committed to the revitalization of the village.</p> <p>We recognized that a well-designed development on this 3-acre site, occupying one third of the entire commercial area of the village, could make a tremendous contribution to the enduring prosperity and livability of Point Grey Village.</p> <p>In March 2022, almost three years ago, Friends wrote to Mayor and Council: “We formally request Council to direct staff to adopt flexibility with regard to MIRHPP limitations. The West Point Grey Community Vision, adopted by Council in 2010, outlined a process for a comprehensive planning analysis and engagement process in advance of any rezonings for the Safeway site. We ask the City to begin community engagement now in order to clarify community needs and hopefully come up with a community/developer win-win formula.” A well-run city listens to and responds to community. To date that has not happened.</p> <p>If the starting point for planning was the needs and ambitions of the community, then the 10th Ave Safeway site would include a mix of housing:</p> <ul style="list-style-type: none"> <li>• Co-op housing, for affordability</li> <li>• Condos—partly for people living in the community who wish to sell their homes, downsize and stay in the community and stay in the real estate market. Mostly because there are limited condo options in WPG.</li> <li>• Rentals</li> </ul> <p>From that same starting point an imaginative development would include a mix of community services to build a complete community and a 15-minute village:</p> <ul style="list-style-type: none"> <li>• childcare, to address a crisis as significant as the housing one</li> <li>• purpose-built library, to meet the need of a growing community as noted by the 25-year VPL Facilities Master Plan; the current library is too small and</li> </ul>	Jean Baird	West Point Grey	<a href="#">Attachment 1</a>

				<p>located in an old bank building.</p> <ul style="list-style-type: none"> <li>• plaza, to continue the established use of the site for community events and gatherings to make the community vibrant and liveable.</li> </ul> <p>Likewise, it would look a lot different</p> <ul style="list-style-type: none"> <li>• mid-rise rather than towers, to respect the rest of the village and neighborhood</li> <li>• green space, a necessity of urban life</li> <li>• wider sidewalks, for outdoor dining and other fun activities</li> <li>• variegated, lively streetscape rather than one, long façade</li> <li>• People First Streets</li> <li>• Mid-block crossing for safety and traffic calming</li> </ul> <p>Despite three years of the community and the BIA trying to work with BGO to make this development better, very, very little has changed.</p> <p>Despite the community spending significant time attending open houses (total attendance 735) and submitting high volume of comments to Shape Your City (1,301 and 12 pages of Q&amp;A) little has changed. Actually, many in the community are wondering if the architect took all the constructive ideas and suggestions and applied them to the 4th Ave Safeway site development; it's the same architect.</p> <p>This project could have set a national example for how to redevelop an antiquated supermarket site, and rejuvenate a badly ailing urban village. Instead we are offered an aggressive and over-built financial product with no village character, no community facilities, no concern or respect for local scale.</p> <p>The previous council revised the parameters of the Moderate Income Rental Housing Pilot Program to allow for this large development site to be eligible. We ask that if you can be flexible for the developer that you also be flexible for the community.</p> <p>My colleagues at Friends of Point Grey Village will be outlining specific measures that can be added as conditions of approval—safer streets, improved livability for impacted and future residents, community place-making, to name a few. By rolling up our shirt sleeves tonight, we can make some progress toward enhancing the economic prosperity of the village.</p>			
2025-02-23	17:11	CD-1 Rezoning: 4545-4575 West 10th Avenue	Other	Monstrous, very tall block of flats, very little public space, no cross walk--surely we can do better. And the dying village needs the spark!	Scott Steedman	West Point Grey	

# PRESENTATION AT PUBLIC HEARING

FEBRUARY 25, 2025, 6pm

Regarding 4545-4575 West 10th Avenue

**Presenter Ken Hughes** (Resident)

President, Strata Council

Point Grey Place

s. 22(1) Personal and Confidential

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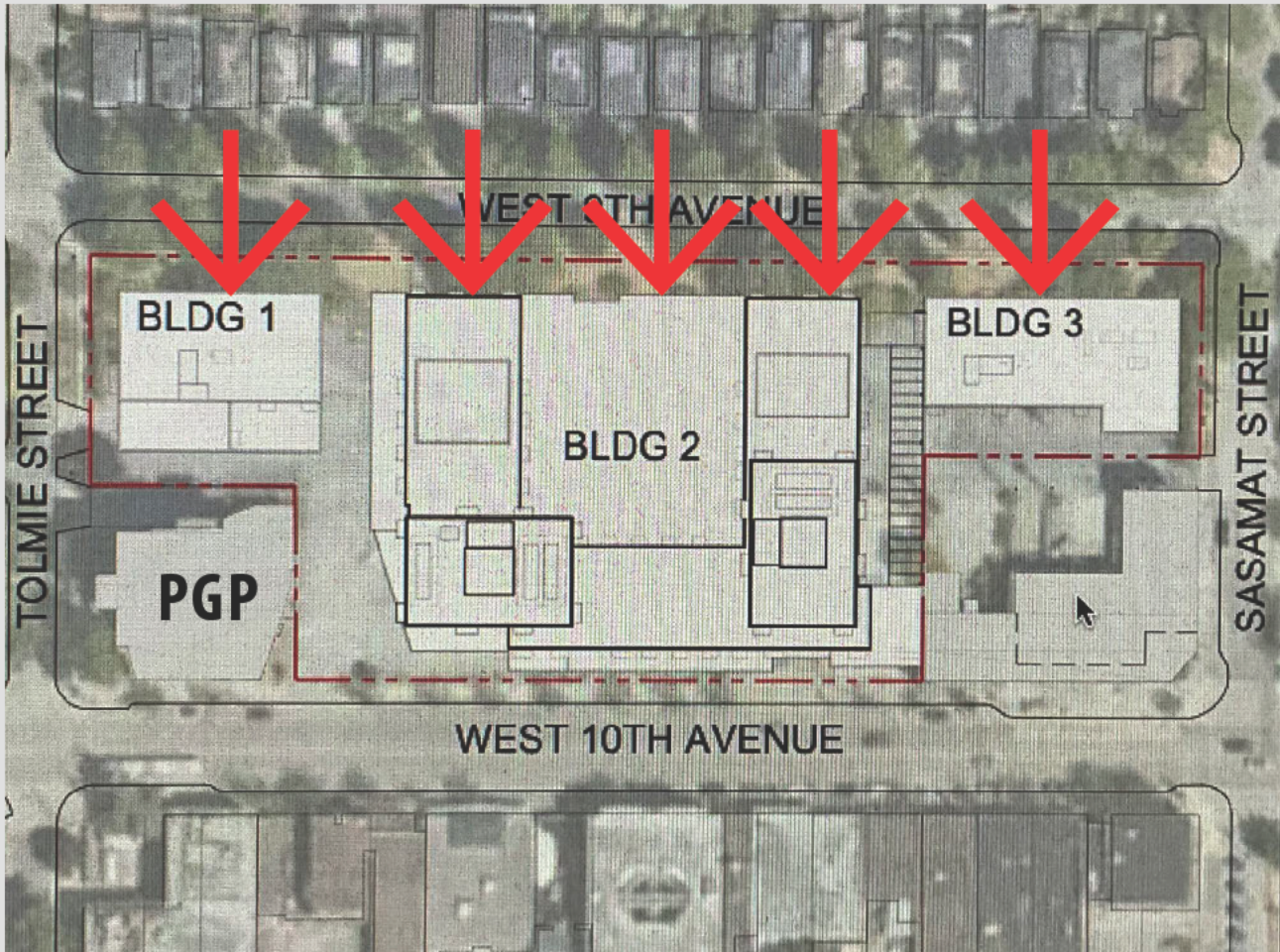


- **KEN HUGHES**  
**President, Strata Council.**
- PGP supportive of new affordable homes and development of West Point Grey Village neighbourhood.
- Opposed to bulkiness and extreme height of buildings boxing in Point Grey Place.
- We will be significantly affected by this colossal development.
- Communication with BGO since 2021/22, has been almost non-existent.
- We demand the City request modifications before rezoning approval is given.

# POINT GREY PLACE

Existing 30 year-old brick building:  
29 residential units & 4 commercial units





- Stagger position of the two towers to lessen bulkiness of development, and to let through more light to PGP.
- Lower the height of two towers.
- Reduce six-storey buildings (BLDG#1) to four-storeys.

# REDUCE HEIGHT OF BUILDINGS NORTH OF PGP

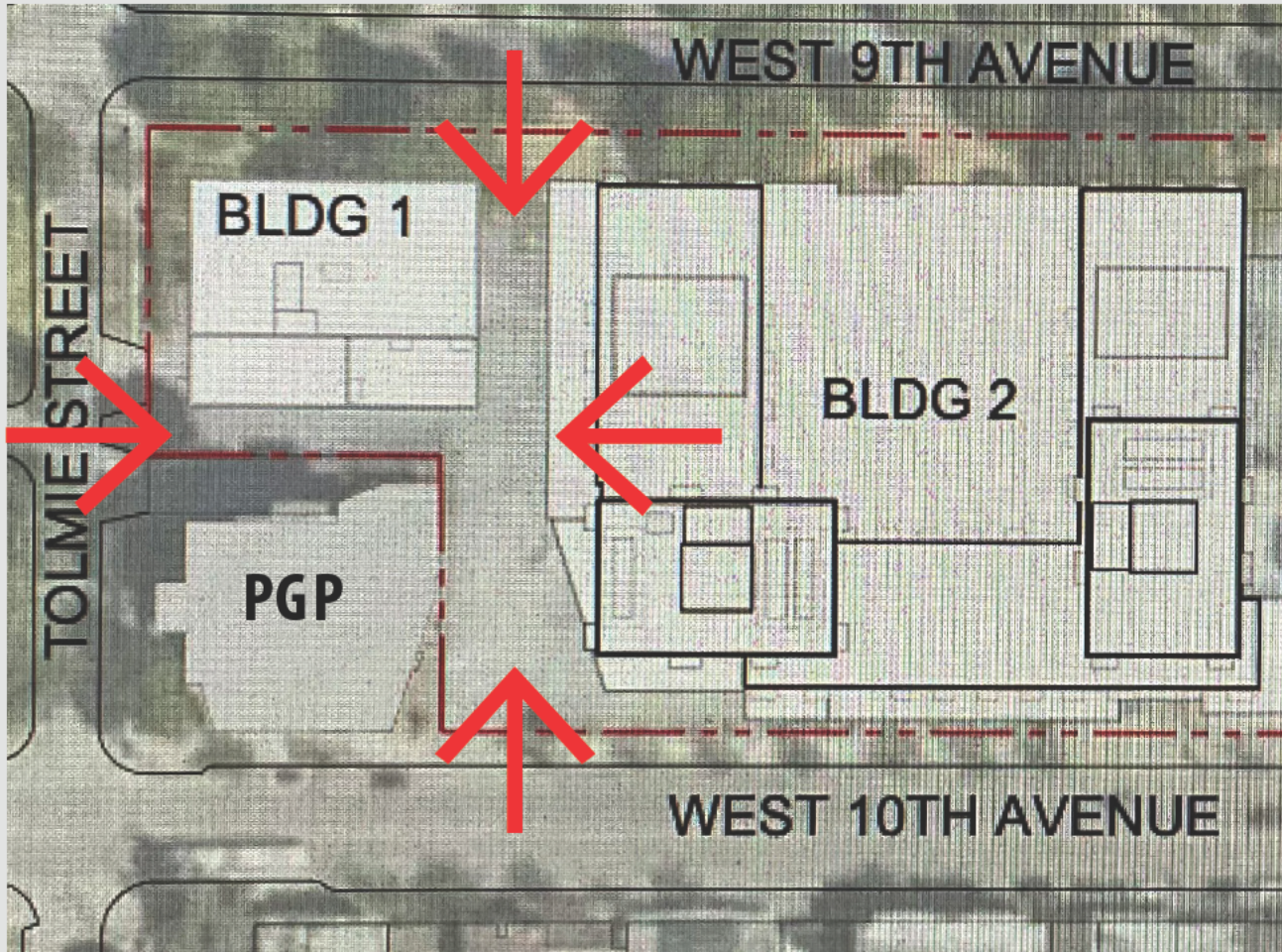




- The plaza needs to be bigger to create a badly-needed civic space for the neighbourhood.
- The plaza has been described as a 'postage stamp' in size compared to the size of the overall development - *Urban Design Panel*.

# INCREASE SIZE OF PLAZA

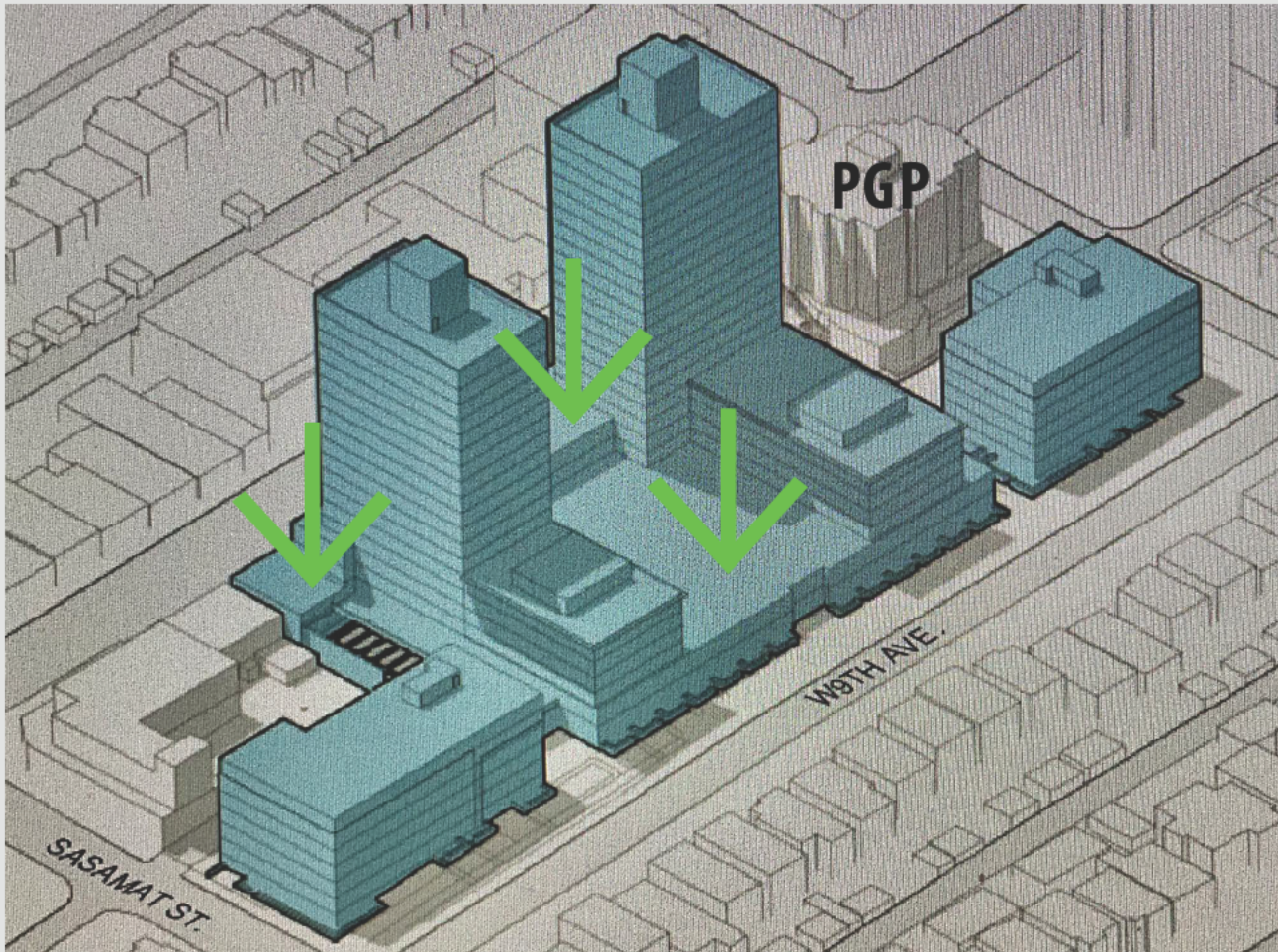




- Widen lanes running south to north between buildings 1 and 2 to 80 feet.
- Widen lane running east to west between Building 1 and Point Grey Place to required 80 feet, to ensure privacy for residents .
- Create additional lane running from Tolmie Street to Sasamat.

# WIDEN LANES BETWEEN BUILDINGS





- Green space is required at street level. At present, no evidence of this.
- Currently, green space appears to be accessible only to residents of new complex (as shown by arrows).

# ADD GREEN SPACE AT STREET LEVEL

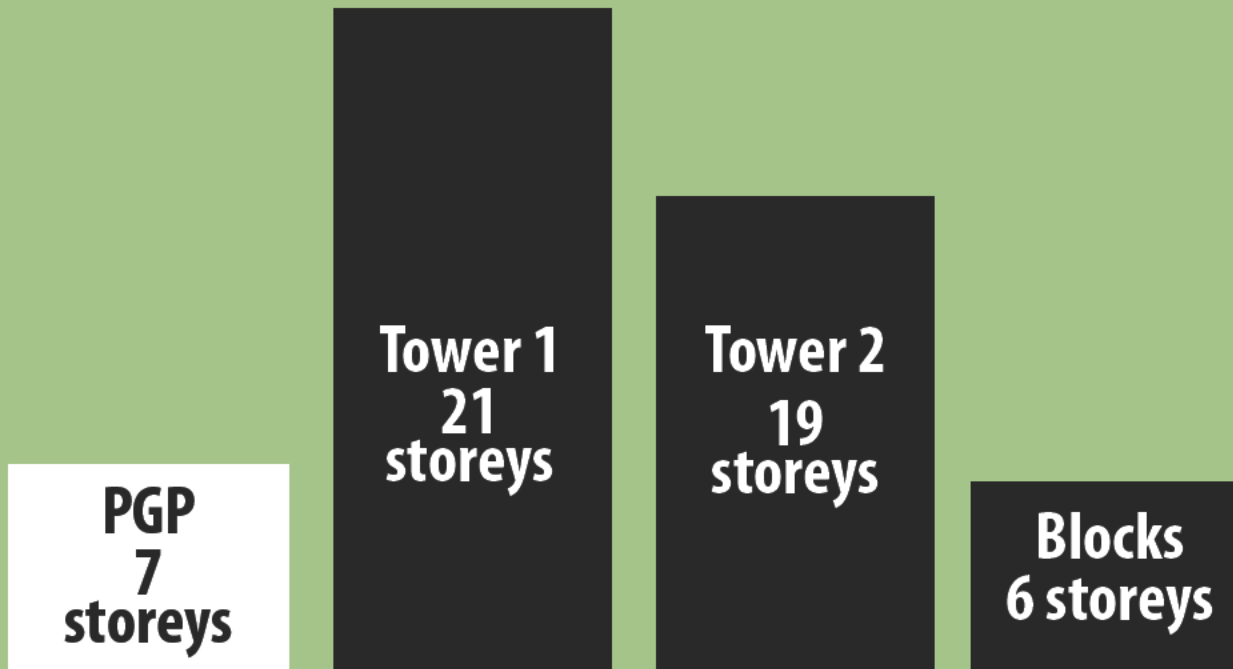




- Traffic management required to deal with increased volumes.
- Intersection at 10th Avenue and Tolmie already dangerous due to speeding cars and narrowness of side street.
- Pedestrian safety on Tolmie Street?
- Children's music school at PGP.
- Fire hydrant outside PGP.
- How will increased parking be controlled?
- Delivery vehicles will require parking space (couriers, garbage trucks, food trucks etc.)?

# TRAFFIC CONTROL ON TOLMIE STREET?

## Relative heights of buildings in development compared to Point Grey Place



**‘It’s very, very large,  
rather bulky and missing  
what one might call  
a village character.’**

- Michael Geller, quoted in Vancouver Sun, February 8, 2025.

- Urban Design Panel was critical of this development and only narrowly approved it with the Chair’s tie-breaking vote.
- Residents of Point Grey Place request the City insist on a more humane redevelopment of the former Safeway site by BGO, as a condition of approving this rezoning application.
- Or, is this mammoth development what ABC thinks is their idea of ‘A Better City’?
- **Thank you!**
- **KEN HUGHES**  
**President , Strata Council**  
**Point Grey Place**