

Standardized Apartment Districts and City-Initiated Zoning Changes to Implement Broadway Plan and Cambie Corridor Plan - Other

Date Received	Time Created	Subject	Position	Content	Author Name	Neighborhood	Attachment
2025-09-05	13:19	Standardized Apartment Districts and City-Initiated Zoning Changes to Implement Broadway Plan and Cambie Corridor Plan	Other	<p>I don't think high rises should be permitted north of 7th Avenue and west of Burrard. It changes the character of Kitsilano neighbourhood. There is a need for more homes, so some rezoning is necessary for the building of low and mid rises.</p> <p>There is also very limited street parking in Kitsilano. Street parking is so scarce that it is common practice for delivery drivers from major courier companies to double park. This is a major safety issue. It can increase aggression in drivers when they get behind a double parked delivery truck. Delivery trucks also regularly illegally park near intersections. This compromises sight lines of drivers and pedestrians and increases the chance of collisions. This issue is compounded by the narrow side streets in Kitsilano.</p> <p>There should be enough parking stalls built in new buildings so people can park off of the street.</p> <p>If there is going to be more people living in this area, the neighbourhood will need more off leash dog parks. More people coming to Kitsilano will mean more dogs. This will lead to more interactions between off leash dogs and people. I am glad to see the new off leash dog park in Fairview, but Kitsilano needs a new off leash dog park. I think a portion of Connaught park should be designated off leash and fenced off to protect the public. This will fill a gap where it is too far to walk to the new off leash park at Granville Park.</p> <p>The Arbutus Greenway will need to be expanded to accomodate more cyclists and pedestrians with more people living here.</p>	Daniel Giroday	Kitsilano	
2025-09-05	13:22	Standardized Apartment Districts and City-Initiated Zoning Changes to Implement Broadway Plan and Cambie Corridor Plan	Other	<p>I have no problem with high rises going up on MAIN corridors. But when you start putting 25 -30 stories in residential areas, this is NOT right!!! You are distorting neighborhood's. Half of these buildings are empty. PLEASE keep the TALL buildings in the main streets, and leave the family neighborhoods in one piece.</p>	Trish Gabriel	Fairview	
2025-09-07	13:31	Standardized Apartment Districts and City-Initiated Zoning Changes to Implement Broadway Plan and Cambie Corridor Plan	Other	<p>I don't think the City has done enough to address the concerns raised about infrastructure and environment/sustainability. Sewage disposal &amp; water usage are significant concerns as the population increases and our existing infrastructure is not keeping up. Please listen to the Ted Talk by Molly Winter called "The taboo secret to better heath": <a href="https://youtu.be/2Brajdzp1o">https://youtu.be/2Brajdzp1o</a>. At about the 8 minute mark she talks about a high rise development in Portland, OR that recycles grey water and sewage without flushing to the sewage system AND the whole system was cheaper to build. The City should be re-zoning to allow and require this type of innovation.</p>	Michele White	Kitsilano	

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2025-09-08	10:08	Standardized Apartment Districts and City-Initiated Zoning Changes to Implement Broadway Plan and Cambie Corridor Plan	Other	<p>Good Evening Mayor and Council,</p> <p>My name is Leslie Canavan and my wife and I live in a single-family home about a 10-minute walk from the new Broadway Subway station. We’ve been here for many years and care deeply about our neighbourhood.</p> <p>I understand why the City is looking at more housing near transit. It makes sense, and I’m not against change; however I do want to make sure it’s done in a way that’s fair to the people who already live here.</p> <p>Property Taxes:</p> <p>One of my biggest worries is property taxes. If my home is suddenly valued for a mid-rise or high-rise designation, my taxes will jump. That could force people like us (retired) to move, even if we’d rather stay.</p> <p>My Question Is: Will the City offer any kind of relief-like, phased-in increases or deferral programs so long-time residents aren’t taxed out of their homes?</p> <p>Development Pressure:</p> <p>Being close to the subway means developers will come knocking. I’ve seen it in other areas. While some people might welcome that, others like us may want to stay put.</p> <p>How will the City protect residence from unwanted pressure to sell, while still allowing redevelopment where it makes sense?</p> <p>Transition &amp; Livability:</p> <p>Then there’s the day-to-day impact. Towers and mid-rises will bring construction traffic and noise as well as additional parking needs. This could make for chaos so I’d like to know what steps the City will take to make sure this transition is managed in a way that respects people who are already here and addresses parking concerns.</p> <p>Personal Touch:</p> <p>My wife is a landscaper and she has turned our yard (and many others) into a beautiful space. People stop to admire her gardens all the time. That’s the kind of care and stability long-time residents bring to a neighbourhood. Please balance redevelopment with fairness for people like us.</p> <p>Thank You.</p>	Leslie Canavan	Fairview	

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2025-09-08	14:20	Standardized Apartment Districts and City-Initiated Zoning Changes to Implement Broadway Plan and Cambie Corridor Plan	Other	<p>First, I want to say that I am very supportive of the overall direction here. Reducing unnecessary roadblocks for projects that already fit within Council-approved plans is the right move.</p> <p>That said, I want to highlight a concern about how the City is applying requirements for site-specific zoning in relation to the Province’s Transit-Oriented Area legislation.</p> <p>The recommendation is to continue requiring site-specific zoning for sites with tower limits in place. Tower limits were left in place for sites that are, in principle, outside for the 400m TOA tier. However, the planning department inexplicably chose a slightly different approach from the province for determining sites within the 400m tier.</p> <p>The province was clear in its approach: every property that falls even partially within the 400-metre radius of a rapid transit station is considered part of the TOA. That clarity was intentional, because it removes ambiguity and ensures consistency across municipalities.</p> <p>The City, however, has taken a different approach. Staff are only proposing city-initiated rezonings and removing tower limits where a majority of the entire block falls within the 400-metre radius. This block-based method may seem minor, but it creates a patchwork effect at the edges of each TOA. A handful of properties that the Province has explicitly deemed part of the TOA are left out simply because the City is choosing its own interpretation.</p> <p>The result is unnecessary complexity. Those excluded properties are now forced back into the site-specific rezoning process that this initiative is supposed to be eliminating. It introduces uncertainty, adds time and cost, and undermines the very efficiency gains this program is meant to achieve.</p> <p>My question is simple: why deviate from the Province’s definition? If the Province says a property is in the TOA, then it should be treated as such. I urge Council to harmonize the City’s maps with the provincial TOAs and avoid creating needless confusion for the properties at every TOA boundary.</p>	Brian Chow	Downtown	

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2025-09-10	19:10	Standardized Apartment Districts and City-Initiated Zoning Changes to Implement Broadway Plan and Cambie Corridor Plan	Other	<p>To: Mayor and Council From: False Creek South Re-Plan Public Hearing Sept 16th 2025 “Standardized Apartment Districts &amp; City-Initiated Zoning ...”</p> <p>This omnibus Rezoning is a massive work product by City Staff, and its aim to standardize and straighten the pathway to creation of new housing is well understood. But it should not be surprising that it has some rough edges that need to be ironed out as the Rezoning moves from approval in principle to enactment.</p> <p>We note a “small” but “significant” detail that we fear would be counter productive unless modified with a friendly amendment. If not addressed, we fear unintended consequences likely to obstruct delivery of whatever becomes the City’s preferred outcome for the very complex 6th Avenue corridor.</p> <p>The City needs to comprehensively study both sides of 6th Avenue to resolve its long-term transportation and servicing infrastructure, and to achieve its goals for expansion in affordability for residents and revenue for the City.</p> <p>False Creek South has not been considered in any City Planning work since 2018. Our concern, on the City’s behalf, is that Council does not accidentally work against the integrated expansions of Fairview and False Creek South. This concerned was raised at the time of the Rezoning Referral report and must be resolved now.</p> <p>The awkward separation of oversight across the 6th Avenue seam is leading the City to work against its own larger interest in prematurely converting portions of Fairview Slopes from FM-1 to R4. This encourages speculative investment, and land price lift before the City’s infrastructure and public realm planning has begun, and before even the City’s Landowner Concept plan for the lands north of 6th has meaningfully commenced.</p> <p>We therefore recommend the minor amendment to hold in abeyance the change from FM-1 to R4 in this Fairview sub area north of 8th avenue, and make this zoning change subject to the resolution of the City Landowner and Official Community Planning processes for False Creek South, including resolution of long term infrastructure along and across the 6th avenue spine.</p> <p>Graham McGarva Chair Re-Plan Community Planning Committee</p>	Graham McGarva	Fairview	