

CD-1 Rezoning: 2090 West 1st Avenue - Oppose

Date Received	Time Created	Subject	Position	Content	Author Name	Neighborhood	Attachment
2025-11-13	17:36	CD-1 Rezoning: 2090 West 1st Avenue	Oppose	Have city planners ever walked in Kitsilano? W4th Ave is on a hill that slopes down to W1st and the beach, and due to this a walk from 4th Ave north along any of Maple, Arbutus, Yew or Vine rewards residents and visitors with beautiful views of the water, Stanley Park, open sky and a mountain backdrop. The low-rise residential buildings provide affordable, liveable, human-scale housing and do not block views that should be preserved for all. It makes no sense to ruin this area with towers that are too distant from Broadway Plan rapid transit (which was purportedly the basis for towers), that are inconsistent with the area, will displace residents, increase congestion and parking problems, cast shadows reaching down beyond Cornwall, and have a negative impact on the character, charm, liveability and affordability of the area. Towers make more sense on arterial streets closer to the Broadway transit line or other arterial streets, if towers continue to be the solution of choice favoured by planning. I OPPOSE this rezoning and ask the Mayor and Council to pause the Broadway Plan. I like to think we can do better.	Valerie Porter	Kitsilano	
2025-11-13	18:55	CD-1 Rezoning: 2090 West 1st Avenue	Oppose	We're a small city and I'm happy to see that we are growing. However, I'm sad to see many of Vancouvers little neighborhoods be destroyed. You're ruining the charm of our Kitsilano neighbourhood and also the views of anyone established on the hills. I don't know if you care what I think, but I don't believe high rises should be built north of west 4th. I'm sure many others have shared the lack of infrastructure to support the population and density of what all these high rise's would bring. Traffic in this city gets more hectic every year, full of more and more aggressive drivers... which is why it also makes me worried that our streets won't be as safe for pedestrians. We can cross our fingers that the transit plans will encourage folks to not own a car and not see it necessary to drive but I can tell you that I don't know one household who doesn't own (and need) at least one vehicle.	Laura Yen	Kitsilano	
2025-11-13	19:23	CD-1 Rezoning: 2090 West 1st Avenue	Oppose	Dear Council Members, I am writing to formally oppose the rezoning application for 2090 W 1st Avenue under the Broadway Plan. This proposal exceeds established planning guidelines, undermines community infrastructure, and violates critical density and urban design policies that were put in place to protect neighborhood livability. The approval of this development in its current form would set a dangerous precedent for over-densification and non-compliance with city policies. I also want to emphasize that I am not against responsibly and reasonably building density in the area. 2090 W 1st Ave is only one of many of these huge towers that are being proposed. Increasing the density of one corner lot nearly 700% is not responsible considering the neighbourhood and current infrastructure. Furthermore, allowing two of these buildings per block would cause unparalleled disturbances to the neighbourhood. The drastic change in skyline due to sporadic 20 storey buildings amongst the current 4 storey buildings in the neighbourhood goes against everything the Broadway Plan committed to. The following are the main objections to the proposed rezoning of 2090 W 1st Ave: 1. Overstepping Maximum Allowable Density (FSR Violation) The proposed FSR of 6.8 exceeds the maximum allowable 6.5 as outlined in the Broadway Plan. Density restrictions exist to balance urban growth with infrastructure capacity, and allowing developers to surpass these limits undermines the integrity of city planning and encourages unchecked, profit-driven expansion. The City must enforce its own density regulations to ensure measured, responsible development that serves the public interest. 2. Tower Floor Plate Violation – Oversized Massing The Broadway Plan limits tower floor plates to 6,500 sq. ft. (604 m²) to prevent excessively bulky towers that dominate the skyline and cast intrusive shadows. The submitted application suggests that multiple floors in the proposed tower likely exceed this limit.	Ben Preisner	Kitsilano	

			• The application booklet states a typical floor plate size of 6,499.71 sq. ft., which is suspiciously close to the maximum allowable size. • However, additional elements—such as circulation areas, storage, and wall thicknesses—are often not included in these calculations but contribute to the actual bulk and footprint of the building. • When all structural and functional components are factored in, the real floor plate very likely exceeds 6,500 sq. ft., violating the Broadway Plan’s massing restrictions. The City must require a transparent and independent review of the actual tower floor plate size, including all non-livable space, to ensure compliance. Allowing this project to sidestep established size limits sets a precedent for future developments to manipulate or skirt zoning restrictions. 3. Shadowing Impact on Public Spaces and Community Livability This oversized tower will significantly impact the character and livability of the neighborhood by casting large, prolonged shadows over key public spaces, patios, courtyards, and street corners. • Nearby rooftop patios and open spaces will be rendered less usable, directly contradicting Vancouver’s urban design goals of maximizing sunlight in pedestrian-friendly areas. • The Broadway Plan places strong emphasis on shadow mitigation, yet this tower will create permanent shade over high-traffic public areas, decreasing community vibrancy. The shadow maps provided in the application indicate that there will be shadows on Kitsilano Beach Park. Even if this does not occur between the spring equinox and fall equinox, this park is one of the most used parks year-round and the shadows will be present during the coldest and rainiest parts of the year (when allowing all sun through is the most important). Vancouver must prioritize public space quality over excessive high-rise development, particularly in an area known for its active street life and outdoor gathering spaces. 4. Public Infrastructure Strain – Schools and Transit at Capacity • Henry Hudson Elementary School is already at full capacity and operates on a lottery system due to over-enrollment. Adding 176 new residential units will intensify this strain and force families to relocate to other schools, undermining community stability. • Transit infrastructure is already overburdened. Broadway Plan assumes that increased density can be offset by transit access, but existing bus routes and transit stations are at maximum capacity during peak hours. • Increased congestion and longer commute times are inevitable if development outpaces transit expansion, directly impacting quality of life for both new and existing residents. Before approving high-density projects like this, the City must first expand school and transit infrastructure to accommodate growth—not approve developments and hope services catch up later. 5. Parking Shortages and Spillover Effects on Nearby Streets The proposal severely underestimates parking demand, offering only 59 parking spaces for 176 units. This unrealistic ratio ignores the reality that: • Many residents, especially families, still require vehicle access despite transit availability. • Nearby streets will absorb overflow parking, leading to increased congestion, safety issues, and diminished quality of life for current residents. • Nearly all permitted street parking is already taken every night, year-round. Adding more congestion with limited parking for these huge developments undermines community stability. This is not responsible urban planning—it is an attempt to force a transit-oriented model without considering practical needs. The City must demand a more balanced parking provision to prevent unnecessary disruption to the community. 6. Precedent for Future Development – A Critical Moment for the City The approval of this project would open the floodgates for developers to push density limits, exceed massing restrictions, and ignore urban design principles. If the City allows this oversized project to proceed unchecked, future developments will follow the same pattern of maximizing profit at the expense of livability. This is a crucial decision point: • Either the City enforces its own policies and upholds responsible planning,		
--	--	--	--	--	--

			• Or it signals to developers that density restrictions and design controls are meaningless. The proposed development at 2090 W 1st Avenue violates key provisions of the Broadway Plan and undermines neighborhood livability. It is too large, too dense, and too impactful on existing community infrastructure.			
--	--	--	--	--	--	--