

Pamela Martin

From: Richard Marshall [REDACTED]
Sent: August 1, 2018 4:01 PM
To: Public Hearings
Subject: Public Hearing -- 930 Fort Street -- 9 August 2018

I have the following comments on this development permit:

- The City's notice only indicates that a variance is sought to reduce the number of parking stalls to 27. How many parking stalls should this building have, and why isn't this number referenced in the notice? Was this an oversight or by design? By not including the bylaw-required number of parking stalls, the City's notice lacks transparency and makes permit-specific comments difficult.
- All new high-rise developments are seeking a variance to reduce the number of parking stalls. This is happening concurrent with a significant reduction in the number of surface parking lots catering to the public. While arguments are regularly made by developers that most new downtown owners/renters will walk/bike/bus, in my opinion, this is a convenient way for developers to maximize profits by disguising/offloading parking requirements to the City at the expense of downtown businesses and residents, and suburban drivers.
- Until the walk/ride/bus future arrives, all new high-rise developments should be built in a flexible manner which provides adequate private parking and revenue-generating, above-ground, multi-story, public parking that subsequently can be converted by the developer to residences when downtown parking is no longer needed. This building can be 17 stories -- why not 3-4 stories of above-ground public parking?
- Instead of granting variances to reduce the number of high-rise parking stalls, the City should be requiring developers to incorporate creative/flexible private/public parking solutions into their new buildings (providing MODO memberships, as proposed for this building, is not the solution).

Regards, richard