
Subject: Development Permit with Variance Application No. DP100807

From: Brenda Schlesinger **Redacted**

Sent: Tuesday, May 30, 2023 12:41 PM

To: cityclerk <cityclerk@princegeorge.ca>

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Good Morning,

Please see my comments for the two variances requested below.

1. I have considerable concerns for the proposed decrease in parking availability at the complex. As a nearby resident of the area (Robson Ave, next to the walking path), I am concerned that the overflow parking for this building will fall into adjacent neighborhoods – particularly onto Elkhorn Crescent, but also onto Ochakwin and Robson Ave. Ochakwin is already dangerously congested at the intersection that will extend to this development, with many vehicles parked on the streets making it impossible to for a vehicle to drive in each direction at times, especially if one of the vehicles is a City Bus (this is a bus route). I am concerned that the situation will become more dangerous on Ochakwin, and that the overflow parking congestion will also extend to both Robson Ave and to Elkhorn Cres. In addition, this will lead to increased numbers of pedestrians crossing Foothills, which is a very busy corridor, with a known speeding problem. I see this as a safety concern.

In addition to the above, decreasing the parking suggests that the residents of this building will be using public transit. At this time, there is not sufficient bus stops adjacent to this property to support elderly residents. The nearest stops are at 15th and Foothills (a long walk for seniors), or across Foothills Blvd, at an as yet unmarked and uncontrolled crossing.

Residents of the neighborhood have not been notified to any plans for a controlled crossing at Foothills and Ochakwin (for vehicles and pedestrians), and this is a MUST if this development is moving ahead.

2. I have been a resident of this neighborhood for close to ten years, and in that time I have seen numerous vehicles leave the road (due to speeding, I believe) at this exact spot, the most recent just over a month ago. I believe if this building is permitted to be placed this much closer to the very busy Foothills Blvd., it is just a matter of time before a vehicle loses control, and collides with the building. In addition, this is (as mentioned above) a stretch of road where speeding is common. A building of this size, built close to the road will further impact visibility of vehicles entering Foothills Blvd., both from this new development and from Cranbrook Hill Road. Again, I see the potential for significant safety issues at this location for the motoring public.

In addition, this development, with the decreased setback, would not match the existing neighborhood layout. All of the other new development along the same corridor are adhering to minimum setbacks. So too should this project.

Finally, the posted drawings for this building show the corner of the underground parking mere inches away from the unstable hillside which is clearly marked in the development drawings as not to be disturbed. I fail to see how this can be achieved, and I worry about the long term stability of that slope once the development is complete.

I fully support high density housing, and other supports for our seniors. However, the developer asking for these variances clearly indicate that the proposed building does not fit on the site proposed. I believe that the development either needs to be moved to a more suitable location, or it needs to be right-sized for this location.

Thank you for considering the needs of the current taxpayers in the neighborhood as this motion is considered.

Brenda Schlesinger

4625 Robson Ave.

The purpose of this application is to vary the following sections of “City of Prince George Zoning Bylaw No. 7850, 2007”:

1. Table 7.4 7 “Parking Requirements” by decreasing the required parking for 2 bedroom dwellings in apartment housing from 1.5 to 0.9 spaces and visitor parking from 1 space per 7 dwellings to 1 space per 9 dwellings; and
2. Section 10.14 – “RM6: Midrise Residential”, Section 10.14.5 “Regulations for Principal Development” by decreasing the minimum interior side yard setback from 3.0 metres to 1.1 metres on the subject property. The proposed development permit with variance would facilitate the construction of a 67storey, 1277unit apartment on the subject property.