

## **Feedback on Development Permit Application 480 Broughton, Vancouver HUB Cycling/Vancouver Committee**

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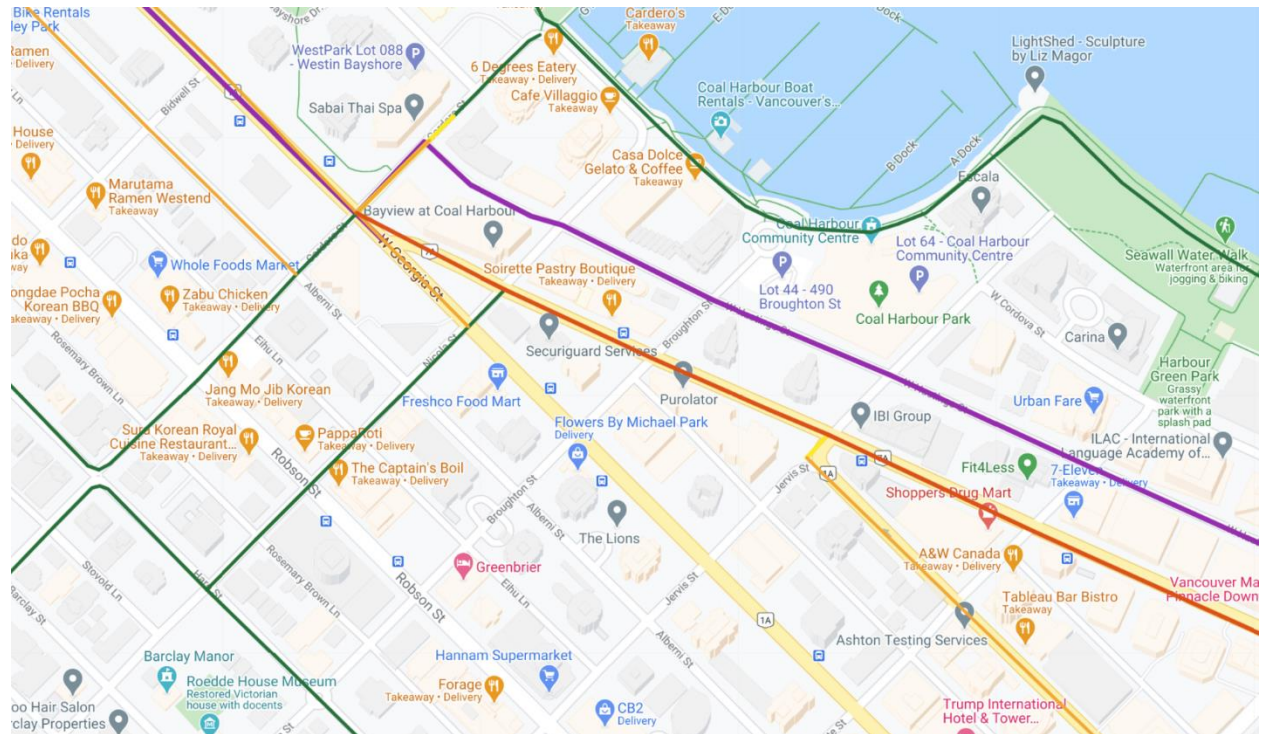
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to dpb.info, john.freeman, joming.lau, me

We write today to comment on the development board permit for the proposed school and housing complex at 480 Broughton. We are the Vancouver UBC Local Committee of HUB Cycling, and we are working to get more people cycling, more often. The most frequent reason cited in the research for people not cycling more is that they don't feel safe or comfortable when cycling. This is particularly true in the downtown core, near schools and community centres, and near housing developments designed to be more affordable than those with market rates. This project touches on many of those elements. It is a natural fit for improved cycling infrastructure.

There is today a significant gap in the Vancouver cycling network in between the end of the Dunsmuir cycle lane (at Hornby) and Stanley Park. There is CoV planning underway for the Georgia Gateway, along Georgia from Chilco to Cardero, which will include protected cycle lanes, but then the gap will remain between Cardero and Hornby. Considering east-west routes in this area, Georgia is very busy, Melville is one way only and has a hill, Pender has recently had the dangerous shared lanes removed for much of its length, and then there is Hastings. With its wide road allowance, and lack of hills, Hastings is the natural connector from Burrard and Hastings (where the Dunsmuir lane connects to) and Cardero. HUB Cycling has proposed that the City create a bidirectional protected lane along this stretch of Hastings. This will provide a much-needed connection between the Causeway and the downtown business district, but it also addresses the discontinuity in the Portside Greenway, and it would provide an essential connection to this proposed development, for students and parents, for people going to the Community Centre, and for residents of the new development. It would relieve pressure on the seawall path, a proven technique employed elsewhere in the City, such as along Charleson. Our recommendations are contained in our Pender Corridor Assessment, available here.

The gap we are discussing is shown in purple on the following map. Green lines are routes that are assessed as being safe and comfortable for many; yellow are comfortable for some, orange are comfortable for few, and red are comfortable for very few. All of this is from HUB Cycling's State of Cycling report developed with Translink.



We strongly recommend that the Transportation Plan for this development include a protected bidirectional cycle lane on the north side of Hastings. Any pick up and drop off zone should be on the vehicle travel lane side of this protected lane, with island curbs for unloading and loading. It will also be important to extend the current cycle routes in this area to the north, to reach Hastings, including routes along Cardero, Nicola, and Bute. With students from Lord Roberts temporarily assigned to this new school, we should expect a higher percentage of students cycling, given the longer distances some of them will travel to and from school.

We don't have specific comments on the building design, the housing, and so on. We generally support additional housing, especially more affordable housing. We agree with the logic of having a community centre, school, and housing co located. But we point out that this approach makes transportation routes to this site even more important. The time to plan for improved active transportation routes to this site is now, before the buildings are constructed. The development permit should note that the Hastings frontage is recommended to include protected cycling infrastructure.

Thank you for your consideration of these points.

Sincerely,

Jeff Leigh  
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