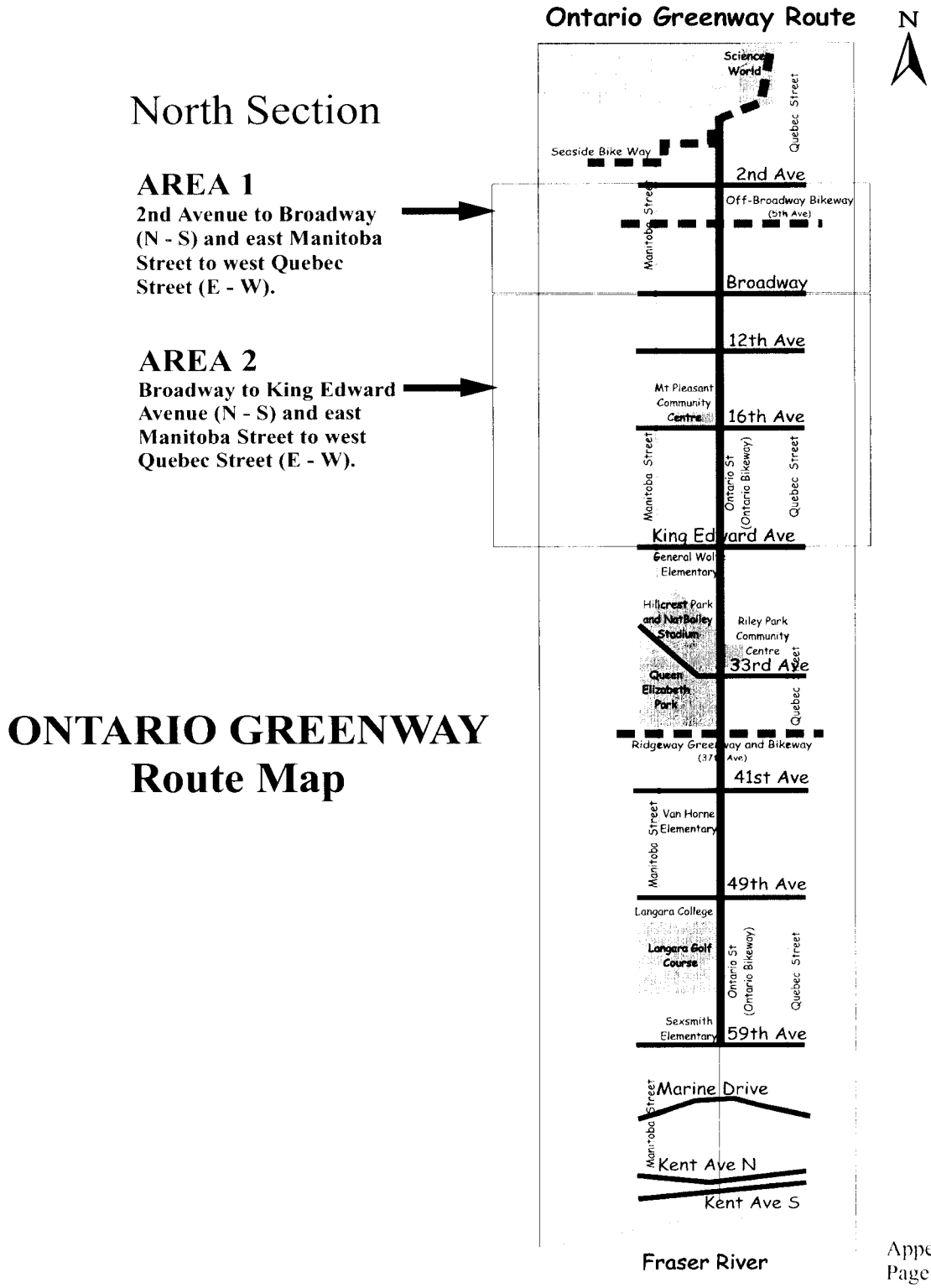
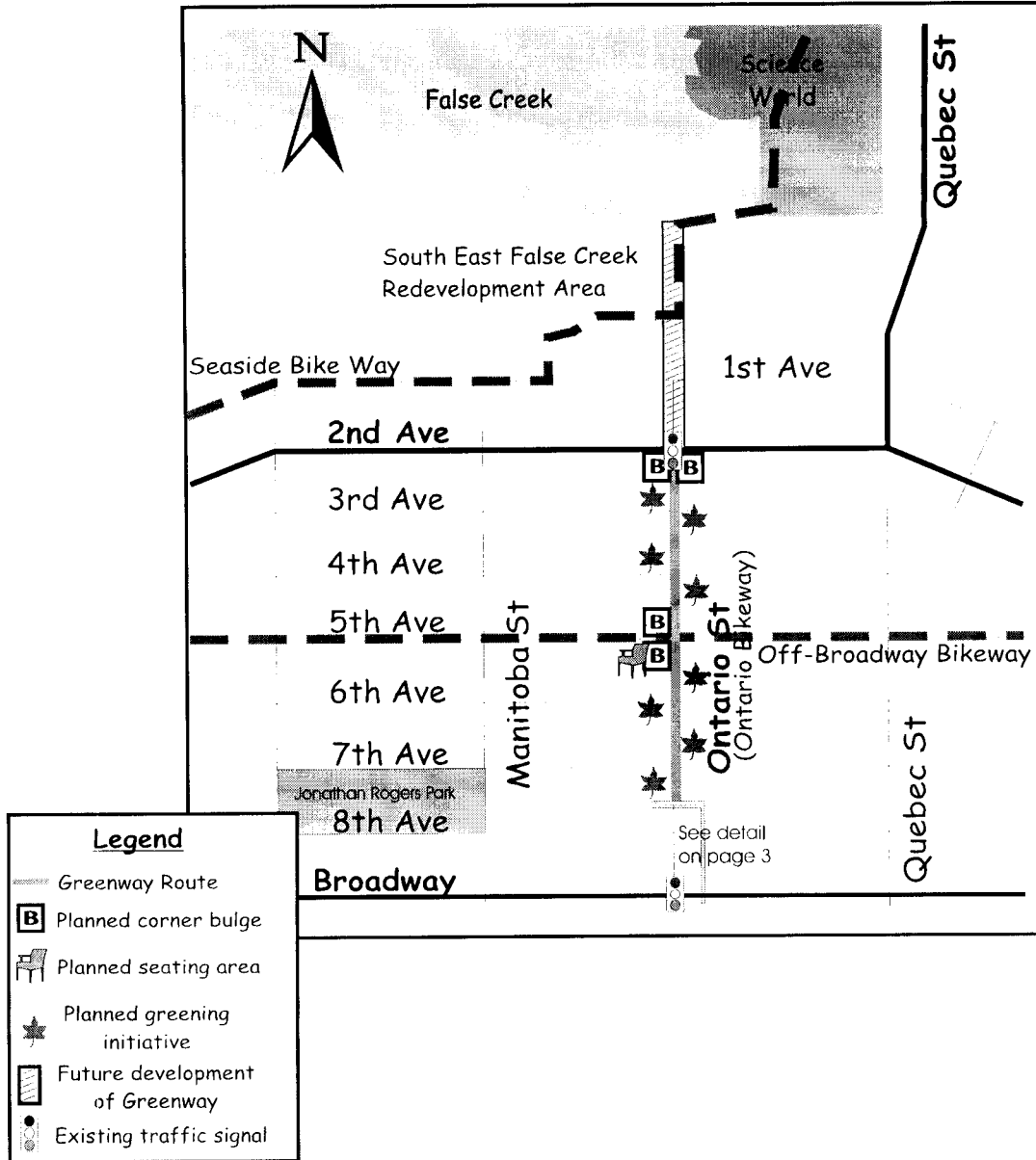


APPENDIX A



Proposed Ontario Greenway
Survey Area 1: 2nd Avenue to Broadway,
 East side of Manitoba to West Side of Quebec

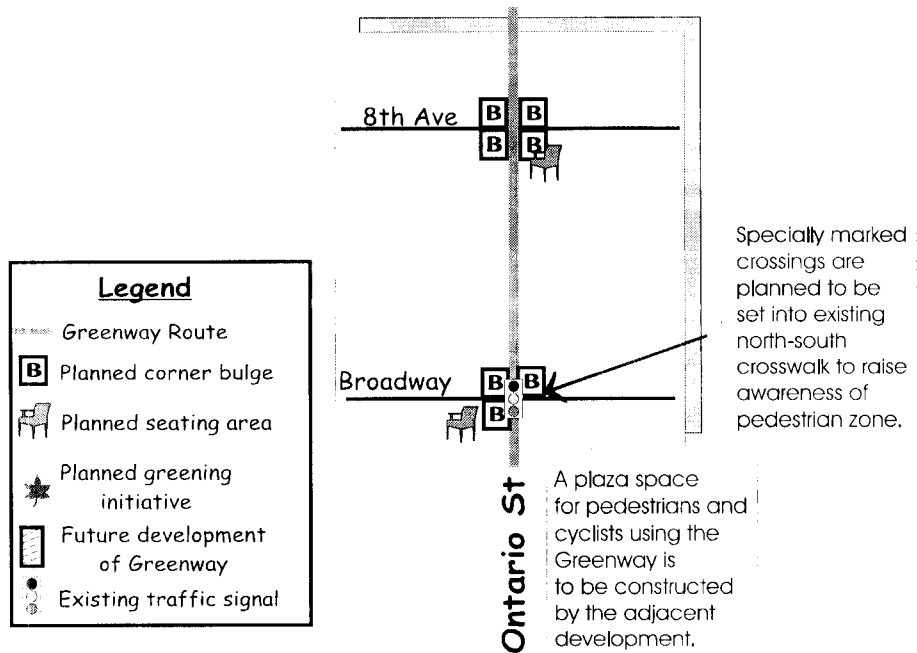


Area 1 Detail

Other Planned Greenway Features:

Corner bulges at 8th Avenue will provide more green space and will increase pedestrian safety by improving visibility and reducing crossing distance. The bulges include a seating area adjacent to the Raven Song Community Health Centre. The sidewalk will also be realigned on the east side of the street to improve pedestrian access to the facility.

Corner bulges on Ontario Street at Broadway will help to slow traffic turning onto Ontario Street, while accommodating commercial vehicles, and provide more green space for this section of the Greenway. Seating is planned for the SW corner of Broadway and Ontario which includes a drinking fountain and bike rack.



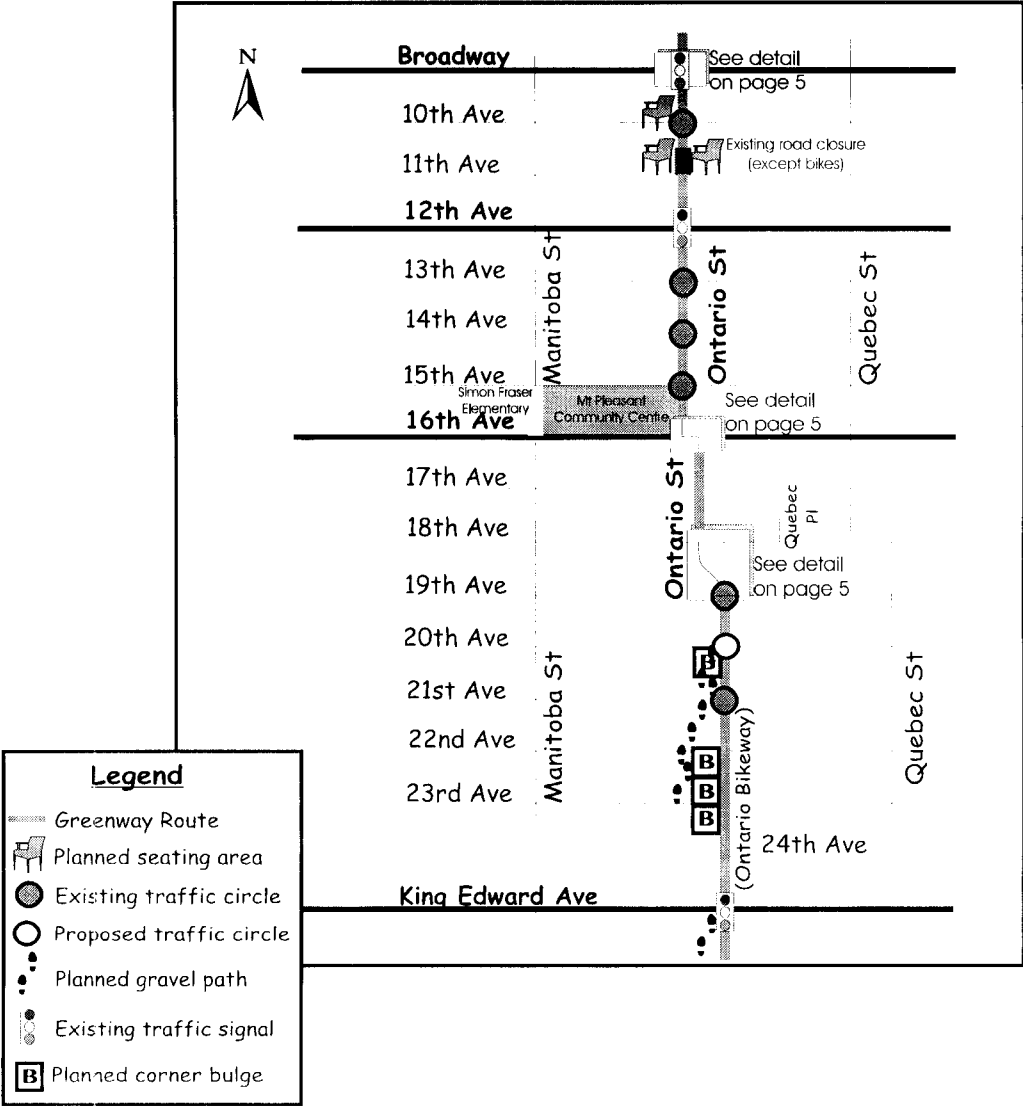
Greening Initiatives:

Many Ontario Street businesses and residents have responded favourably to the idea of greening initiatives between 2nd Avenue and Broadway. In partnership with the adjacent owner, the City is planning to install low maintenance planting which would be cared for by the owner through the City of Vancouver's Green Streets Program.

South East False Creek Redevelopment:

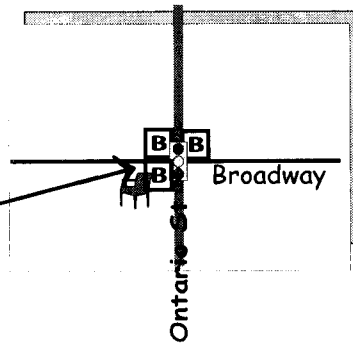
The portion of Ontario Street between 2nd Avenue and False Creek will be designed concurrently with the South East False Creek redevelopment.

Proposed Ontario Greenway
Survey Area 2: Broadway to King Edward Avenue,
East Side of Manitoba to West Side of Quebec



Area 2 Detail

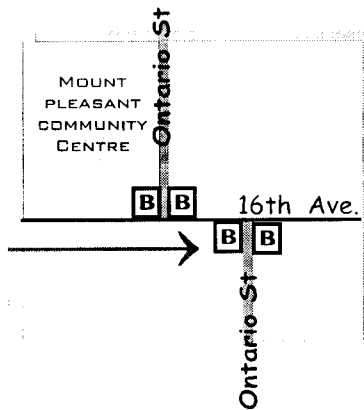
A special crossing is planned to be set into the existing north-south crosswalk to raise awareness of pedestrian zone.



Corner bulges on Ontario at Broadway will enhance the pedestrian crossing while allowing access to commercial vehicles.

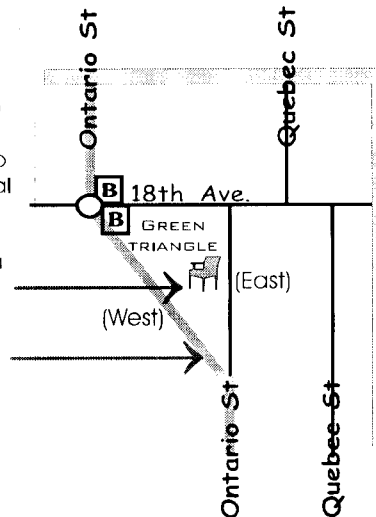
Curb ramps will be added where they do not exist or improved at 13th, 14th, 15th, 19th, 20th, 21st, 22nd, and 23rd Avenues to improve pedestrian safety.

An extended bulge is planned to realign the southwest corner of 16th Avenue which will help to increase pedestrian and cyclist safety by slowing traffic turning south onto Ontario Street.



Bulges onto 16th Avenue will improve the crossing for pedestrians and cyclists by reducing the crossing distance and providing better sight lines. They will also increase green space on the corner. The crosswalk will be specially marked to raise awareness of this pedestrian zone.

Proposed expansion of park space into west section of Ontario Street to create a special community space with plantings and a seating area.



Proposed narrowing of west roadway.

APPENDIX B

Businesses and residents in **AREA 1** were solicited for their comments on the overall plan but there are no proposed on-street items for construction that require a community survey, therefore no survey was undertaken.

Verbatim Comments from Survey Area 1

-Corner bulges are not a good idea in my opinion.

-Your plan will definitely increase public and non business industrial traffic and traffic which is not commercial business. I will expect to receive some consideration from the City. Your present intention to de-industrialize the street by virtue of the intended plan will make the property less desirable for its intended use. I would expect acknowledgment but perhaps this has been considered and we will receive some relief?

-How much does a corner bulge cost to construct? I daresay it's expensive. Only immediate local traffic should be permitted on the 'Greenway'. To accomplish this there should be 'stop' signs on every corner, as well as speed bumps installed. In other words, make it such a hassle for cars that they will choose another street to drive on.

-The City has to step up patrols for graffiti artists. Minimum fine should be \$1000 and double for each subsequent conviction. We pay over \$1000 a year to keep painting out these bums! Our city is a mess.

-Looks great!

-Excellent plan. Thank you.

-I am concerned that there should be pedestrian crossing at 1st/Ontario. This is a dangerous crossing for bikes, rollerbladers and pedestrians. Also concerned about SE False Creek development area. Wish to receive info on this when it will be developed and that the wildlife and environment be a major consideration as well as pedestrian and bike traffic. I support the Greenway project.

-Excellent initiative. I believe that the back alleys that front onto Ontario will see increased traffic as some business seek to avoid the corner bulges. Please consider placing speed bumps and yield or stop signs in each alley to reduce potential for accidents with cyclists. Similarly, intersection at Ontario/7th must have larger stop signs with flashing red lights. I see numerous cyclists/car/truck potential accidents each day. Thank you and good luck!

-Great!! Two of my staff ride bikes to work and use the existing bikeway.

-The corner bulges sound like a good alternative to slow traffic on Ontario. I am not sure about the seating area at 5th Ave as we have noticed an increase of graffiti artists in the neighbourhood. Perhaps a well marked crosswalk at 4th Avenue would slow down 4th Ave traffic which moves rather fast. We do see cyclists slowing at the stop sign heading north at 4th Ave but rarely do they completely stop. We would like to see this 4th/Ontario intersection made safer for cyclists, but certainly would not be in favour of a 4-way stop.

-I am pleased with initiative overall. Although just a tenant, am willing to participate in low maintenance planting program. Currently there is a lack of adequate residential parking for residents between 4th and 5th Aves. Am concerned that proposal will require existing (non-permit) parking putting more pressure on local parking demands yet with no attempt to increase residential parking spaces on street. Any attempt to slow or reduce traffic on Ontario is good! Glad that the area between 7th and False Creek will be improved. What about a set of pedestrian controlled lights at 1st Ave. or at least a stop sign? Thats it. Thanks!

-On the whole the plan meets with my approval. Would it be possible to put a bench between 2nd and 5th/ 5th and 8th Ave similar to the one on Cambie between 9th and 10th on the east side? Being a senior citizen these rests would be quite helpful when out walking. Thank you.

-see attached letter.

Leigh Cross
33 & 35 E 6th Avenue
Vancouver, BC, V5T 1J3
Canada

604-708-1938
fax: 604-708-9034
cell: 604-644-9810
email:crossl@telus.net

June 24, 2001

Vancouver City Council
C/o Engineering Services, Greenways Branch
City Hall, Vancouver

Ladies and Gentlemen of the City Council,

We appreciate and thank the Engineering Department for giving us this chance to address the proposed Draft Plan for an Ontario Greenway between Broadway and Second Avenue.

As the developers, owners and residents of the first dual residential and industrially developed lot, we have vital personal and financial interests here. We have worked hard and, I hope, intelligently. We have spent a good deal of money.

May we ask you, how do you conceive of the future of our area? Will it continue to be industrial? Residential?

Our zoning regulations allow no new residences to be built. This would lead us to believe that you favor industrial use.

But our mill rate severely punishes industrial property over residential. This would lead us to believe you favor residential use. In fact, most industries have already been taxed out of town. The industrial vacancy rate is extremely high.

The proposed Ontario Greenway would seem to make sense only if this area were to be residential. Your proposed "Seating Areas, drinking fountains . . . making the route more pleasant and interesting," plus "corner bulges and . . . planting to be cared for by the owner" will only succeed in further congesting commercial vehicle traffic.

Do you seriously think that this "planting" will be maintained by "the owner" who, in most cases, is only collecting rent from a factory building, cares not a fig and resides somewhere else in the City?

And why should this "owner," whether or not he cares a fig, maintain and assist in beautifying an area of our City, which the City, itself, treats as an obvious stepchild?

The streets and lanes in this part of town are disgustingly filthy and littered with trash that the City can apparently only afford to clean perhaps once a year if at all.

Vandalism and theft are rampant. We must fortify our property with fences, gates, locks, security alarms, watchmen and in spite of this we are routinely vandalized and robbed once or twice a month to the tune of several thousand dollars a year because the City apparently can't afford to hire and equip sufficient police to protect its citizens and their property. This is true throughout our City.

With no nighttime police presence the graffiti "artists" exercise their "talents" continually. The City can apparently not afford to prevent, only afford to paint out these excrescences perhaps once a month--if at all--and with a particularly revolting shade of brown.

Why is it that the City can afford to spend millions on this frivolous, inconsequential (even if politically correct) "greenway" development when the City can't afford to give us basic police and cleaning services for which we are grievously taxed and services which are routinely taken for granted in other cities?

Once again, we thank you for this opportunity to express our opinions. We hope they are given some credence.

Very sincerely,

The image shows two handwritten signatures in cursive. The top signature is for Leigh Cross and the bottom one is for Velma Cross. Both are written in dark ink.

Leigh and Velma Cross

cc: The Province, the Sun, and the Georgia Strait

SURVEY AREA 2 BROADWAY to KING EDWARD, EAST SIDE OF MANITOBA STREET TO WEST SIDE OF QUEBEC STREET				
		Yes	No	No Opinion
18 th Avenue Traffic Circle	on route	89%	11%	0%
	entire survey area	87%	11%	2%
Ontario Street Changes Between 18 th and 19 th	on route	80%	18%	2%
	entire survey area	76%	21%	4%
20 th Avenue Traffic Circle	on route	76%	11%	13%
	entire survey area	80%	11%	9%

The originally proposed changes between 18th Avenue and 19th Avenue have been abandoned by staff due to strong localized objection and replaced with road narrowing without a traffic pattern change.

1400 surveys were delivered, 280 were returned of which 55 were from residents on the greenway/bikeway.

APPENDIX C

ONTARIO GREENWAY BUDGET - Northern Section

Requested Funding	To Be Allocated From	Amount
Proposed Greenways Improvements	30000134 & 30002965	\$512,000
Infill Street Lighting	30003084	\$86,000
Future Development Areas	~	forthcoming in subsequent reports
Total Estimated Cost of Project		\$598,000

Temporary Staff	30003084	\$104,000
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In addition to the proposed capital costs, operating budgets require an increase in funding as a result of this project. Commencing in 2003, without offset and subject to annual budget review, the following increases are required to maintain the improvements proposed:

- \$1,000 - Street Operating Budget for maintenance of gravel paths;
- \$12,000 - Streets Operating Budget for horticultural maintenance;
- \$1,500 - Traffic Operating Budget for signage and stencil maintenance;
- \$1,900 - Electrical Operating Budget for street light maintenance; and,
- \$1,600 - Electrical Operating Budget for increased energy costs for the infill lighting.

The Office of Cultural Affairs has Council approved funding for public art on the Ontario Greenway.