

Dragnea, Irina

From: Edwin Ochmanek s.22(1) Personal and Confidential
Sent: Thursday, August 23, 2018 4:16 PM
To: Public Hearing
Subject: Rezoning Application for Arbutus Corridor ODP Amendments

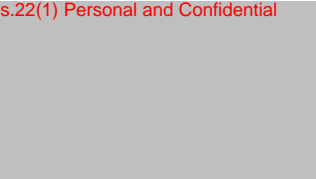
I think that the removal of West 1st through West 5th from the Greenway is a mistake. Currently, bikes and pedestrians are forced onto Fir St. in order to make their way to Granville Island. This is both dangerous and toxic and will not encourage families to use the Greenway for visits to Granville Island.

I urge council to reconsider this issue.

Thank you,
Edwin Ochmanek

E. J. Ochmanek Jr.

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Dragnea, Irina

From: Ken Dixon s.22(1) Personal and Confidential
Sent: Thursday, August 23, 2018 6:48 PM
To: Public Hearing
Subject: Rezoning Application for Arbutus Corridor ODP Amendments

Please present or record my opinion to this issue at the public hearing to be held regarding Rezoning Application for Arbutus Corridor ODP Amendments

Arbutus Corridor Official Development Plan Amendments

I feel that this is the wrong direction and this decision should not be taken with out much larger public discussion. The city has a clear opportunity to link the Arbutus Green way to the major public space of Granville Island the whole seawall path system and through that to the B.C. parkway walking and cycling path system.

The city controls this property now and should not give up this vital public link to the waterfront and these path way systems. This section should be integrated into the Greenway plan. This is a once only opportunity for the future generations of Vancouver and the lower mainland and should not be given up lightly. This requires a much larger more open public decision before being finalized as a decision.

Ken Dixon

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Dragnea, Irina

From: s.22(1) Personal and Confidential
Sent: Monday, August 27, 2018 10:05 AM
To: Public Hearing
Subject: RE: Arbutus Corridor ODP - Amendments

Dear Mayor and City Council,

I recently received a notice (first ever seen) in the mail addressed "Occupant". As an owner s.22(1) Personal and Confidential
s.22(1) Personal and Confidential, I was very concerned to hear of the amendments you are considering making to the Arbutus Corridor ODP.

In the several block radius around our building, is a very strong and diverse mix of residents and businesses, with a strong sense of community. Many own pets and walk to and from the island, the marina, to work, to Vanier Park and the museum, and to the dog beach just past Vanier. They also walk to and from the many coffee shops within this area, to meet with friends and for business, and to the four veterinarian hospitals that serve this area. There is no need to hop in a vehicle, as everything is within walking distance and this is the reason why many have purchased into the residential buildings in this area – we personally chose it not only for our business, but for our retirement. To get to many of the places mentioned, people use the pathway between the buildings from Broadway to 1st, and choose to do so over using Fir St. Even when the rail tracks existed this pathway was well used. And now as a gravel parking lot, it is still the chosen pathway and will continue to be used by dog walkers, joggers, the elderly (who love to sit by the community gardens, which is the only place currently with benches), and the wildlife (geese have nested on many of the buildings for years, return to this area to get away from Granville Island when it's too busy) instead of Fir Street. Also, if it was paved or partially paved, it would be the chosen pathway cyclists would use as well, as currently they continually get into confrontations with drivers using the same route on Fir St. Drivers shout at cyclists and cyclists shout at motorists – and this goes on morning and night (and widening Fir St and West 2nd would only make the situation much worse). The gravel pathway is the most direct path for residents/commuters to all of the above places mentioned, to special events like the fireworks in the summertime, to their homes and places of business, and I doubt this will change. So why not make it easier for all, and keep the plan the way it is or revise it to accommodate parking and travel? And why not expand the community gardens that still exist? There used to be many more that lined the parking lot north of West 2nd (the signage still exists), but the community was forced to remove them. Many residents in the area would support and welcome a permanent community garden being added back to this area as well. And I highly doubt any would support the widening of their streets, which would change the dynamics of the community greatly, and not in a positive way.

Sincerely,

Inga Liimatta
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Dragnea, Irina

From: Mark Burge s.22(1) Personal and Confidential
Sent: Thursday, August 30, 2018 12:36 AM
To: Public Hearing
Subject: Amendments to the Arbutus Corridor Official Development Plan and Regional Context Statement Official Development Plan

Hi,

My name is Mark Burge a life long resident of the City of Vancouver- I've been following the Arbutus corridor planning for some time now- Frankly since trains largely stopped running on it in 2001. - I've long been in favour of the city purchasing the land for a transporation/greenway. I've ridden the corridor many times since the preliminary route was constructed and very pleased with the work done on it so far. As I typically work evenings, I can not attend the meeting on September 5th, but its important to share my opinion as a citizen of the city.

So I'm very disappointed in the plan to sell off some the land that would make it much easier to connect the Arbutus Greenway to the False Creek Seawall. I really couldn't care if it is sold off to developers for fat stacks of money. What I do care about is a fully separated route for everyone to enjoy, just like the rest of the Arbutus corridor. So with that being said, I have a few questions-

What is different about the lands north of West 5th Avenue- the (Report - Arbutus Corridor Plan, Regional Context Plan: 2018 Jul 24) suggests " due to engineering and safety constraints." What are they?

Also in that report, it suggests that "Transportation facilities will instead be provided to the extent possible in adjacent street right-of-ways" What is the point of a long-separated path that could easily go from West 1st Avenue, all the way to Kent Avenue if to cut it off basically six blocks from the world famous Seawall. In a city where we have made massive strides to use alternative forms of transportation, this would be like having Cambie Street end at Broadway- which in this day and age is madness.

"Throughout the engagement process, there has been clear communication that the Option Lands would not form part of the Arbutus Greenway." This is completely untrue. I've been paying attention to all the communication about the greenway- and there's very little mentioned about this part of the greenway.

Given that the city is particularly interested in connecting their greenspaces and alternative transit routes, this whole change is completely at odds with its Greenest city goals.

But then again, this is what we get when we elect a slate of candidates, which highly dilutes the ability of normal citizens to make real changes in their community. A decision here has already been made, that much is certain.

Thank you for your time,

Mark Burge

Dragnea, Irina

From: White, Beverley
Sent: Tuesday, August 28, 2018 11:29 AM
To: Kevin Inouye; Public Hearing
Cc: Arbutus Greenway
Subject: RE: Notice of Public Hearing - Arbutus Corridor ODP and Regional Context Statement ODP Amendments

Hi Kevin,

Thank you for your email.

At the public hearing on September 5th, the proposal being considered is simply to remove transportation function for the portion of the Corridor between 1st Avenue and 5th Avenue. In light of technical and safety constraints it was determined that these lands would not form part of the greenway connection.

Amending the Arbutus Corridor ODP and Regional Context Statement ODP By-Law will not change the current zoning. If removed from the Arbutus Corridor ODP, these lands would retain their existing zoning, which are currently zoned FCCDD, C-2B and IC-1. Any potential rezoning would be part of a separate, future process, including public consultation.

The proposed changes to the Arbutus Corridor ODP and Regional Context Statement ODP By-Law are supported by the Arbutus Greenway Design Vision, which shows proposed "greenway extension" routes to False Creek and Granville Island. The Design Vision was approved by Council on July 11, 2018.

If you are interested to be kept up to date on the Arbutus Greenway project (and are not already on the listserv), you may wish to sign up at the bottom of this webpage.

I hope this information is helpful in responding to your questions.

Kind regards
Beverley

Beverley White | Planner
Planning, Urban Design and Sustainability | City of Vancouver
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From: Kevin Inouye s.22(1) Personal and Confidential
Sent: Monday, August 27, 2018 9:57 AM
To: Public Hearing
Cc: White, Beverley; Kevin Inouye
Subject: Notice of Public Hearing - Arbutus Corridor ODP and Regional Context Statement ODP Amendments

Hi City of Vancouver staff . . . I have received the 'Notice of Public Hearing' for the Arbutus Corridor ODP and Regional Context Statement ODP Amendments . . . I understand that the City of Vancouver has agreed to remove the land from the Arbutus Greenway Plan as a step to offer the land back to Canadian Pacific Railway. (I fully understand this).

Being new to Vancouver, I would like to ask a few questions about this Public Hearing:

- Is this meeting only to change the land use designation of these lands from Conservation and Recreation, to General Urban and Mixed Employment, in accordance with their existing zoning?
- Once the land designation is changed to General Urban and Mixed Employment is that the end of the re-zoning?
- I recognize that the City has eluded that they have a 'special interest' in the 'triangle'? I would like to ensure that information is disclosed and that at the Public Hearing additional information is shared and voted on
- I also recognize that the City of Vancouver also owns lands/buildings adjacent to the 'Option Lands' - Will the City be disclosing if these buildings/lands be part of an agreement to Canadian Pacific Railway either at the time the Option Lands are offered to CPR or in the future?
- If residents are concerned about density within these lands, is this the Public Hearing to attend or will the City of Vancouver hold a another public hearing once Canadian Pacific Railway / the City of Vancouver decide to develop these lands?

The only reason for my questions, is that as mentioned in the newspaper, the City appears to be approving projects before the next election and I am very concerned that people living in the neighborhood are not provided with ample time or information to discuss how they would like to see the neighborhood look and feel.

Thank you,

Kevin Inouye

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