

## Dragnea, Irina

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**From:** C. Robb s.22(1) Personal and Confidential  
**Sent:** Tuesday, September 04, 2018 10:54 PM  
**To:** Public Hearing  
**Subject:** Arbutus Corridor Official Development Plan

To whom it may concern,

I am writing to express my concern with the plan to sell a portion of the Arbutus transportation corridor back to CP for \$1. I disagree with the recommendation to council that the lands are 'not required for transportation or greenway purposes' and am opposed to removing the lands from the Arbutus Corridor Official Development Plan.

The City's purchase of the Arbutus corridor was touted as an important investment in transportation options for the people of Vancouver, not a short-term investment in land development. Selling off part of the corridor does not consider the corridor's long-term value to Vancouverites, particularly if regained in its entirety, and goes against Vancouver's Greenest City initiatives. I lived along the Arbutus corridor for 30 years and can attest to its importance for transporting the people of this city, both during the years it was transited by trains and more recently. While the area between 1st and 5th Avenues is complex, it was safely traversed by trains for decades and unclear 'engineering and safety constraints' do not seem a sufficient reason for short-sighted planning that will reap only short-term benefits.

Thank you for your time,

C. Robb

## Dragnea, Irina

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**From:** Kerry Bjarnason s.22(1) Personal and Confidential  
**Sent:** Wednesday, September 05, 2018 7:47 AM  
**To:** Public Hearing  
**Subject:** Wednesday evening public hearing .62 acre sale to CP

My written comment to the city planner does not seem to have made it to the posted stage so I am writing again. I would like to see the .62 parcel of land contemplated to be sold to CP remain part of the Arbutus Corridor so that it becomes the access from Fir & W5th Ave down to the seawall. It seems so logical and intuitive compared to the other suggestion that pedestrians and cyclists get back onto Pine and down to 1<sup>st</sup> Avenue and then to the seawall. That will annoy a lot of motorists using those streets. It feels like a double back when on a cycle. I agree with the residents quoted near the end of the article by [mrobinson@postmedia.com](mailto:mrobinson@postmedia.com) in today's Vancouver Sun page A-3.

Respectfully submitted,

Kerry Bjarnason  
W5th Ave resident

**Dragnea, Irina**

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**From:** Naomi Reichstein s.22(1) Personal and Confidential  
**Sent:** Wednesday, September 05, 2018 10:00 AM  
**To:** Public Hearing  
**Cc:** Kelley, Gil; Dobrovolny, Jerry  
**Subject:** Public hearing: Comments from Vancouver Public Space Network on Arbutus Corridor ODP and Regional Context Statement amendment  
**Attachments:** Letter from VPSN--Arbutus Greenway Public Hearing Sept. 5, 2018.pdf  
**Importance:** High

Dear friends,

On behalf of the Vancouver Public Space Network (VPSN), in preparation for tonight's public hearing, I attach herewith our letter containing comments on the proposed removal of the Option Lands from the Arbutus Corridor ODP and the proposed amendment to the Regional Context Statement ODP Bylaw.

Thank you very much for the opportunity to comment.

All good wishes,

**Naomi Reichstein**  
Arbutus Greenway Project Lead  
Vancouver Public Space Network (VPSN)  
[naomi@vancouverpublicspace.ca](mailto:naomi@vancouverpublicspace.ca)



Vancouver Public Space Network  
www.vancouverpublicspace.ca  
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September 5, 2018

Mayor Gregor Robertson  
Members of Vancouver City Council  
Vancouver City Hall  
453 West 12th Avenue  
Vancouver, BC V5Y 1V4

Dear Mayor Robertson and Members of City Council,

**Re: Amendments to the Arbutus Corridor Official Development Plan (ODP) and Regional Context Statement Official Development Plan; Public Hearing of September 5, 2018**

The Vancouver Public Space Network (VPSN) appreciates the opportunity to submit comments for the public hearing of September 5, 2018 relating to the Arbutus Greenway. The proposal on the table concerns removing the lands between West 1st Avenue and West 5th Avenue from the Arbutus Corridor Official Development Plan (ODP) (the “Option Lands”) and amending the Regional Context Statement Official Development Plan Bylaw to allow non-transportation uses.

Ever since the City of Vancouver purchased the Arbutus Corridor, the VPSN has been an enthusiastic, consistent supporter of its potential as a greenway. As a stakeholder group, we have contributed to all stages of consultation, providing recommendations to the City on the greenway’s possibilities within the public realm.

We are concerned about the proposal to dispose of the Option Lands at this stage, as we feel that this step could have real potential to compromise the Arbutus Greenway's reach to the City's northern shore, which includes False Creek, the Seawall and Granville Island. In the long view, the most important aspect of the Greenway is that it should provide a streamlined, uninterrupted transportation link spanning all the way from the City's southern to its northern shore. The City's design plan of July 2018 itself states, "Ensuring safe and comfortable travel between False Creek and the Fraser River for all ages and abilities is one of the City's core objectives." It further states, "The Arbutus Greenway will enable people of all ages and abilities to safely and comfortably travel between False Creek and the Fraser River using a variety of non-motorized means. It will also provide connections to neighbouring areas."

We know that the City has at least the intention of providing a good link to the Seawall; however, before disposing of the Option Lands, the City should ensure completion of a fully satisfactory alternative link to the Seawall that is high-quality and multimodal. At this early stage, the details on how the Greenway would connect to the Seawall are still vague and tentative. The VPSN would like to see a more detailed vision for pedestrian-friendly and cycling connections between Granville Island and the 4th Avenue area. That whole area still remains very automobile-centered. We consider it premature to conclude, as the City has evidently done, that the Option Lands are "not required for future greenway purposes." While we do not necessarily oppose their sale in the long term, the alternatives have not yet been developed in any detail. Disposing of the lands prematurely could also have the effect of seriously reducing flexible options for developing different streetcar lines.

We need hardly remind the City that once the lands are sold, they can never be recovered. As we see no urgency to dispose of them now, we consider it eminently in the City's interest to retain them while the Greenway remains in the design stage and until such time as an accessible, multimodal and beautiful corridor is completed linking the Fraser River to the Seawall for all pedestrians, cyclists and streetcar riders to enjoy.

As passionate advocates of the Arbutus Greenway, we remain available to discuss these matters with you at any time.

Thank you for the opportunity to comment.

Sincerely,

Naomi Wittes Reichstein  
Arbutus Greenway Project Lead  
Vancouver Public Space Network (VPSN)  
[naomi@vancouverpublicspace.ca](mailto:naomi@vancouverpublicspace.ca)

cc:

Gil Kelley, General Manager of Planning, Urban Design, and Sustainability  
Jerry Dobrovlny, Chief Engineer and General Manager of Engineering Services

## Dragnea, Irina

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**From:** Anne Creaser s.22(1) Personal and Confidential  
**Sent:** Wednesday, September 05, 2018 10:03 AM  
**To:** Public Hearing  
**Subject:** Arbutus ODP - Option Lands - Sept 5th Public Hearing

I am writing to ask that Council vote against separating the Option Lands from the Arbutus Greenway and instead retain the lands as Conservation & Recreation. Currently, that stretch serves as a much shorter direct route for pedestrians to Granville Island and to the bus stops at 4th and at 2nd, as well as needed parking for the adjacent businesses. Zone 1 of the Greenway contains 4,600+ residents according to the City's own reports, most of these in Burrard Slopes. These walkers use that direct route to avoid busy Fir intersections. For walkers, these intersections are no more of a safety concern than other areas of the Greenway and such concerns are easily solved.

While the proposed Pine extension for the bike route is workable due to the speed at which they can cover an indirect detour route, ... that is not the case for pedestrians who may be carrying groceries. They need, and will use, the shortest route possible, especially returning from the Island to reach the bus-stops, the Slopes and up to Broadway. Further, given its proximity to a tourist area and residents coming from multiple directions, more than one route should be retained. Plus that stretch sorely lacks any greenspace for business employees taking breaks or eating lunch.

In addition, the Triangle should be retained as green space for the adjacent False Creek residents who only have hardscaped seawall nearby. It may also need to be preserved for streetcar pull-out area for the future (as they always break down, backing up several cars). All of the option lands should remain low height (2 to 3 floors) in order to preserve existing views both from downtown and from the south, the view for the fireworks, the topographic bowl that float planes fly through, and the general pleasant scale of the area. It is this scale that supports the business use we see occurring there. No subsequent rezoning should occur.

There are other "Surplus" lands the City owns in Kerrisdale, portions of which could be offered to C.P. instead. Those lands would better serve C.P.'s and the City's residential development aims in a more appropriate location. The City should take much greater care to preserve its access routes near key tourist destinations, especially ensuring that these routes will be beautiful and green.

To-date, the public has been advised that this is a done-deal, firm contract and cannot be changed, so they have felt barred from comment or input throughout the process. There was no consultation on that C.P. deal. Other options deserve to be explored before the City signs-away a critical portion of the Greenway without consultation.

A. Creaser  
Burrard Slopes Resident

Sent from my iPhone

## Dragnea, Irina

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**From:** S L s.22(1) Personal and Confidential  
**Sent:** Wednesday, September 05, 2018 10:52 AM  
**To:** Haid, Susan; Ball, Elizabeth; Carr, Adriane; De Genova, Melissa; Bremner, Hector; Jang, Kerry; Stevenson, Tim; Louie, Raymond; Reimer, Andrea; Deal, Heather; Affleck, George; Robertson, Gregor; lon.laclair@vancouver.ca; Public Hearing  
**Subject:** Arbutus rails lands public hearing September 5 2018  
**Attachments:** Arbutus rail lands Public hearing 5th September 2018 .docx

Hello,

For \$1, the Canadian Pacific Railway (CPR) can get back portions of the Arbutus rail corridor in Vancouver.

These are lands on the east side of Fir Street between West 1st and West 5th avenues.

Before the City of Vancouver bought the nine-kilometre rail corridor from CPR in 2016, it determined that these properties will be of no use for its planned greenway.

As Susan Haid, city assistant director of planning for Vancouver South, recalls in a report to council, there are “engineering and safety constraints” regarding the utilization of these so-called “Option Lands”.

This makes no sense to give away land that you think is not needed. This land is needed.

The purpose of buying the railway right of way is to preserve it for a future street car or LRT route. The land between west 1st avenue and west 5th avenue is needed for a street car to make a connection to downtown.

Lon LaClaire, the city’s director of transportation, said the real challenge with the option lands is they’re too close to Fir St.

“We wouldn’t be putting people walking and cycling on that corridor because we couldn’t make the crossings safe at the lanes, at the arterial and at the minor streets,” he said.



LaClaire said there were other options in the area that could connect the Arbutus Greenway north to False Creek that are "greenway-like in feel."

That is rubbish statement.

The land between West 1<sup>st</sup> and West 5<sup>th</sup> is safe for transportation. It was used by CP for transportation until 2001 with no incidents. It was also used by a street car until 1950's that went all the way to Richmond.

There are still rail signals in place at busy intersections. The city can add new traffic lights at West 4<sup>th</sup> avenue and on west 5<sup>th</sup> avenue. There would be two lights at west 4<sup>th</sup> but they can be linked to change at the same time. There are two traffic lights at Arbutus and Broadway. The same is at 12<sup>th</sup> and Arbutus.

Lon LeClair is just making excuses for justify giving away land for free.

The City of Vancouver has plans for a two street car routes.

1. Granville island to waterfront station with extensions to Stanley park and yaletown.
2. Granville island to westside vancouver and Richmond.

Your problem is you are only thinking short term. You think the land is not needed for a bike route.

This is very short sighted by the City of Vancouver.

The main reason to spend \$50 million for a railway right of way is to use it for a railway for transportation of people on trains not on bikes.

There is already an existing bike route on Cypress street that is parallel to Arbutus that has been there for 20 years. Cypress street bikeway connects to the bike lanes on Burrard Bridge and on Hornby Street.

As you are aware, the Canada Line was under built with very short trains. In future, a second route to Richmond is going to be needed. This second route could be an LRT from downtown Vancouver to Richmond. There is already a rail bridge between Vancouver and Richmond. Both Vancouver and Richmond own the railway rights of way. Building an LRT would be very cheap.

It would be very stupid to give away a short section of land that you think is not needed in the short term. You need some long term thinking.

Since 2008, The City of Vancouver has been very opposed of a street car operating from Granville Island to downtown saying there is no demand.

If you look at the recent development that have happened in and around the olympic village and in Chinatown. The population is there to make a street car well used and it would connect with other transit.

City of Vancouver could be like West Vancouver and operate its own transit in partnership with Translink. The problem with the limited heritage trams that Vancouver used to operate is that it was a summer only service with limited schedule and operated independently with no transfers allowed. If people were allowed to transfer from street cars to other buses and sky train then it would have been more successful.

Think long term and keep the land between West 1st and West 5th avenue. If you do not want to use it as a bike route or walkway then use it as park land. Plant some grass and planters with some benches for people to sit and enjoy a break in the sun. That way the land is preserved for a future LRT route.

It is unnecessary that the city needs to spend any more money developing the old railway right of way. It is fine as it is today. Bike and pedestrian paths is enough for now. Save the money and renovate the community centers instead. The city should scale back its plans for spending millions on arbutus green way. It doesn't need to be a new park. It is just a transportation route. I live right beside the this railway right of way and do not need a new park.

I think it is stupid to give up land for \$1. That old railway between West 1st and 5th is used for parking by local business. City could collect parking fees from anyone that wants to park on public land.

There are many uses that could be used for this land as following:

1. Parking - Install a few of those new parking meters like on beach avenue.

2. Park – Just plant some trees and grass then add a few benches and litter containers
3. Temporary housing that can be moved when it is time to build a light rail line.

Think about. Keep the land public. Ignore what your own employees recommend.

Michael Bond

## Dragnea, Irina

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**From:** Fiona Cormier s.22(1) Personal and Confidential  
**Sent:** Wednesday, September 05, 2018 12:22 PM  
**To:** Public Hearing  
**Subject:** Rezoning Application for Arbutus Corridor ODP Amendments

Keep the options open on the Option lands!

I oppose changing the land use designation of the Option lands/selling it back to the CPR because I think these decisions will remove any future option to use the Option lands as a connector between the end of the Arbutus corridor and False Creek.

If the land use designation of the Option lands is changed to allow General Urban and Mixed Employment uses, there is no doubt that the owner of these lands (whether that is the City or the CPR ) will develop and build on these lands. The opportunity to use these lands as a connector will then be irrevocably lost.

It makes little sense for the bikes and pedestrians using the corridor to terminate at 6 th and Fir. Many will want to continue north to connect with the False Creek seawall or with the entrance of Granville Island. The Option lands would provide a natural route to these destinations for these groups, a route that is already physically separated from vehicular traffic. This route will not exist if the Option lands have already been built on.

Current planners have noted that street right of way widening along Fir Street and West 2nd Avenue may be required to accommodate [future] multimodal transportation requirements for the street and streetcar trackway alignment requirements for the street. They have said this BEFORE any detailed site level review has been done. It is entirely possible that future planners, with the benefit of proper site review, technical analysis, consideration of surrounding context and public consultation, may determine that the best route is, in fact, the Option lands, but they will not have this option if these lands have already been developed and built upon.

City planners should keep in mind that the decisions they make now affect future generations. We should be making those decisions with as full an understanding of the implications as possible. A decision to change the land use designation of these lands harms the future by taking away options.

Please keep our options open and keep the Option lands as part of the Arbutus Corridor.

Fiona Cormier  
s.22(1) Personal and Confidential



s.22(1) Personal and Confidential

### Contact Details

Name: Peter Reese

Address: ,

Address2:

Phone: s.22(1) Personal and Confidential

Email: s.22(1) Personal and Confidential

Alt. Phone:

Preferred contact method: Either

### Request Details


1. Describe details (who, what, where, when, why):

Regarding Arbutus Corridor ODP Amendments:

Consider including land between W 5th & W 1st for future transportation purposes rather than removing as per proposed Amendment if serious about future streetcar on Arbutus Corridor - an Arbutus Corridor streetcar should connect to any future False Creek streetcar car, so unless the idea is to run a streetcar along Fir Street between 5th & 1st these lands should be retained - as a sidebar, note that Burrard Bridge was constructed to include a rail crossing below therefore there is a feasible potential to connect to and complete a streetcar loop around False Creek via an operable bridge under Burrard Bridge if this CP rail ROW was retained (and that bridge could also be a pedestrian / cyclist connection as per my "S'nauqway" proposal many years ago, which Dale Bracewell will remember) - in any case at least consider leaving decision to next Council if possible

- Regards - Peter Reese, Architect AIBC

s.22(1) Personal and Confidential



**Additional Details**

Forwarded to Publichearing@vancouver.ca; Delete. Do not add to report.

**Map and Photo**

- no picture -

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**EN**

**FYA to:**

**FYI to:**

## Dragnea, Irina

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**From:** Janice Wong Studio s.22(1) Personal and Confidential  
**Sent:** Wednesday, September 05, 2018 2:47 PM  
**To:** Public Hearing  
**Subject:** AC ODP Amendments: Amendment to the Arbutus Corridor Official Development Plan and Regional Context Statement Official Development Plan

### **Re: AC ODP Amendments: Amendment to the Arbutus Corridor Official Development Plan and Regional Context Statement Official Development Plan**

Dear Mayor + Council + City of Vancouver,

I am writing to express my opposition to the removal of the northern Arbutus Greenway "Option Lands," north of 5th Avenue, south of 1st Avenue, east of Fir Street

I am opposed because I believe the City will lose an exceptional opportunity to connect the popular and successful Arbutus Greenway to the east with the equally popular Seawall bike/pedestrian paths, the Central Valley Greenway and BC Parkway, and to the west with the bike route along 1st Avenue, and to the Burrard bike route.

I currently own property and business adjacent to the most northern section of the Arbutus Greenway, and, for the past 10 years, have observed how well-used this area is. The route along 1st Avenue is in constant use by pedestrians and cyclists, and the section along Fir Street is in constant use by gardeners, cyclists, pedestrians, dog walkers, the many people who are accessing Fisherman's wharf, the Seawall and Granville Island. And, the community gardens are treated as a small urban refuge, with many people enjoying the benefits of quiet moments on the benches positioned along the tracks.

Quoting from the July 10, 2018 Policy Report: the AC ODP Amendments state "*Remove lands which are not required for transportation or greenway purposes...*", **I seriously question why these lands were ever deemed unsuitable for both transportation and greenway purposes.** Everyone I speak with comments that it makes no sense to leave the current Arbutus Greenway "truncated" at 5th Avenue, when it seems such a natural and sensible decision to have it meet the Seawall, 1st Avenue and Burrard bike routes.

Again from the report: "Strategic Analysis" "*Prior to the Purchase Agreement, the City had identified lands located south of West 1st Avenue and north of West 5th Avenue on the east side of Fir Street not required for light rail, walking or cycling use, due to engineering and safety constraints.*"

From my 10 years' observation, I see more safety issues/constraints related to the fact that cyclists using the 1st Avenue bike path are currently forced to keep to roadways, such as Fir Street, rather than being able to use a fully connected and separated Greenway. With respect to both engineering and safety constraints, I point out the fact that the Arbutus Greenway currently crosses a number of much larger, busier roadways and this hasn't presented a design/engineering/logistics/safety problem.

*"Transportation facilities will instead be provided to the extent possible adjacent street right-of-ways."*  
This will force cyclists to continue to use the roadways in the area.

As mentioned in the AC ODP Amendments report, "*The purpose of these proposed ODP amendments is to remove lands not required for transportation or greenway purposes as recommended in the Arbutus Greenway Design Vision presented to Council on July 11, 2018. This is a required step in order to meet conditions set out*

*in the Arbutus Railway Line Purchase and Sale Agreement between the City of Vancouver and Canadian Pacific Railway Company.”*

Clearly, this is indicating that the “Option Lands” were always meant to be returned to CPR. Such a decision is exceedingly disappointing and shortsighted, considering the opportunity for a beautifully designed, city-wide, linked alternative transportation route.

*“Next steps”*

*The proposed amendments outlined in this report are one step in a series required under the Purchase Agreement with CPR. As part of the next steps, City staff will undertake a process to explore future land use and density options for the triangular shaped parcel of land within False Creek South on the east side of Fir Street, north of West 2nd Avenue. Staff expect to bring forward a proposed amendment to the False Creek Official Development Plan setting out development potential for this parcel, for consideration by Council in 2019.*

It appears the City, with the deal it made with CPR, is more concerned about potential real estate development than leaving a future legacy of a connected Arbutus Greenway that would meet the Seawall bypass, the route past Science World and join the Central Valley Greenway and the BC Parkway.

Clearly, this will be a tremendous lost opportunity.

I ask that City Council retain the “Option Lands” or at the very least, defer the decision on the AC ODP Amendments to the future Council.

Sincerely,

Janice Wong  
s.22(1) Personal and  
Confidential