

Dragnea, Irina

From: Randy Klarenbach s.22(1) Personal and Confidential
Sent: Thursday, August 23, 2018 4:42 PM
To: Public Hearing; Randy Klarenbach
Subject: Rezoning Application for Arbutus Corridor ODP Amendments

A few comments from a bike rider who uses the Greenway six times a week. The Greenway is brilliant and is much used BUT some of the improvements are flat out dangerous.

Between Broadway and 16th there are several white metal posts in the middle of the Greenway, apparently intended to separate bikes from pedestrians. Those (idiotic) posts are very dangerous, as bike riders approaching an intersection have to be aware of bikes going their direction, oncoming bikes, pedestrians using the Greenway both ways, vehicles crossing the intersection, pedestrians crossing the intersection AND those (idiotic) white posts. When riding through the intersection, there is too much to keep track of, and it is all too common to find riders swerving at the last minute to avoid those (idiotic) posts. The (idiotic) posts serve a very limited purpose in separating bikes and pedestrians, but cause far more grief than they solve. I note that the (idiotic) posts are repeatedly bent at their base, I can only assume because someone is colliding with them. The (idiotic) posts make no more sense than placing STOP signs in the middle of roadways. STOP signs belong at the corners of intersections, NOT in the middle of the road.

ALSO the corner cuts on intersections are getting better but they still tend to funnel bikes directly into oncoming pedestrians or oncoming motor vehicles (see for eg, West 49th, which is an invitation to disaster).

It would be nice if your engineers asked people who actually use the Greenway their opinion based on actual usage before installing such items as (idiotic) posts and hazardous curb cuts.

Dragnea, Irina

From: Paul Morris s.22(1) Personal and Confidential
Sent: Friday, August 24, 2018 10:06 AM
To: Public Hearing
Subject: Rezoning Application for Arbutus Corridor ODP Amendments

Please consider this point.

I would have thought that at least part of the triangular area at Fir and 2nd Avenue would be needed to provide a wide sweeping turn, if the proposed streetcar down the Arbutus Greenway is to connect with the existing streetcar route from Granville Island to Science World – a critical infrastructure link.

Cheers

Paul I Morris

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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

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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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