

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 12:05:53 PM  
**Subject:** Accessibility on Greenway

Hello,

On Saturday my husband and I walked the length of the proposed greenway.

I am very pleased that you are working to make the greenway more accessible while you consult on the future plans. I know you received many complaints about the paving. We live near the paved portion. I note that it seems to be the busiest section of the route. This is because it is accessible for people with walkers, strollers, on bikes, etc. Although the graded portion north of 16th is OK, the paved portion is the most inclusive. I would encourage you to consider more paving as a temporary measure. While the few who have been using the trail for years may not like the aesthetics ( I don't like the way it looks either) as a person with differently abled family members I appreciate being able to share this trail with them.

I understand you are still in the process of making temporary improvements. I suggest you look at safe crossing at all major intersections with marked crosswalks. I would also suggest that at a minimum you grade any areas that are not paved so they match the gravel area in Kerrisdale and south of 41st.

This is this first city project that I have been excited about in years. Looking forward to seeing how it develops.

s.22(1)

**From:** s.22(1)**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>**Date:** 10/1/2016 10:22:34 AM**Subject:** Arbutus Greenway - please make all ages, wheel friendly

Last weekend, my 5 year old son and I biked from his swimming class at s.22(1) downtown into Stanley Park.

We took the Arbutus Greenway north until Broadway and the paved portions of it were amazing!!!

Please continue this work and complete this job. We would have loved to ride all the way along.

As it was, once the paved area ended, the going got tougher and tougher until it died for us at Broadway.

Shortly before Broadway, we saw an elderly woman struggling through the rough ground on the Greenway, trying to make it. I bet she would have loved a smooth surface.

I wish you could have heard the squeals of delight from my kid as we rolled free and safe down the paved path. I'm happy to go record that for you if it would help.

Instead, for now, please find attached two cell phone pics.

s.22(1)

Vancouver

🔍 galloping goose trail ↻

🔍 galloping goose trail ↻



3/13/2017



Page 3



**From:** "Paola Q" <paola@vancouverpublicspace.ca>  
**To:** "Dobrovoly, Jerry" <jerry.dobrovoly@vancouver.ca>  
 "Wittgens, Margaret" <Margaret.Wittgens@vancouver.ca>  
**Date:** 10/4/2016 11:20:15 PM  
**Subject:** Arbutus Greenway - Temporary & Permanent Pathway Design  
**Attachments:** VPSN letter - Arbutus Greenway.pdf

Dear Mr Dobrovoly and Ms Fitzgerald,

We're writing on behalf of the Vancouver Public Space Network (VPSN) to provide input on the Arbutus Greenway planning process. Note that this letter is also attached as a pdf.

The VPSN supports the City's initiative in seeking to construct a temporary pathway in the near-term, with the eventual goal of creating a more permanent sustainable transportation corridor - and public space - unlike any that currently exist within the city. Once completed, the new greenway will be a true asset for residents and visitors to Vancouver. We see great potential for the greenway to go far beyond a safe, comfortable and functional transportation corridor, to become a meaningful place and a destination in its own right.

With that in mind, we have participated in the recent City-led workshops and would like to take this opportunity to highlight a few considerations pertinent to both the design and decision-making around the temporary and permanent paths.

The choices surrounding the temporary path will shape the extent to which residents will contribute to incorporating the greenway as an appreciable presence in the city over the long term. To that end, the VPSN strongly supports the creation temporary and permanent pathways that are safe, separated and accessible to users of all abilities. This emphasis is in keeping with the City's position, expressed at the workshops, that safety and accessibility are the two "non-negotiable" variables in the pathway design.

Here are our specific recommendations for the temporary pathway:

1. **Surface materials:** While gravel may provide a more 'natural,' permeable quality, the VPSN supports the use of asphalt as it will allow the greenway to be used by the greatest range of mobilities. Where standard black asphalt may 'read' like roadway, dyed asphalt may help to create a pathway that is more visually compatible with the greenway. We would further urge the consideration of permeable asphalt or other paving materials that support stormwater filtration.
2. **Separated paths:** To promote safety as well as clarity between users of differing modes, levels of ability and confidence, we support the provision of separate paved paths for cyclists and pedestrians. Experiences on the seawall shared paths have consistently shown that cyclists and pedestrians don't mix well beyond a certain volume of users. If greenway width allows, perhaps there are even locations where a third path made of gravel could parallel the two main paved paths, in recognition of the fact that many Vancouverites have made it clear that they are seeking more natural materials underfoot.
3. **Optimizing public realm expenditures:** The VPSN appreciates the City's interest in building a temporary pathway that will meet residents' needs while a more permanent pathway is designed. That said, given the expense, we encourage the City to seek opportunities to minimize the amount of work that needs to be redone later. Where possible, we feel the City should create the best pathway from the beginning so that it won't need to be replaced entirely when permanent construction begins.

With regard to longer-term planning for the permanent greenway, we recommend the following:

1. **Existing bicycle routes:** As the City plans the Arbutus Greenway, we suggest some consideration be given to the role and function of nearby designated bicycle routes (e.g. Trafalgar/Valley, Cypress/Angus). Given the potential for high user-volumes on the greenway, having good parallel routes will help discourage the sorts of conflicts between commuter cyclists and recreational cyclists that has occurred on other popular pathways. (A positive precedent: the Seaside Bypass functions as a good alternative route in relation to the seawall).
2. **Safety features:** Lighting, emergency call boxes, multilingual wayfinding and safe crossings with appropriate signage at arterial cross-streets are all important components. Sufficient illumination must be provided for the safety of greenway users without creating "light pollution" - which impacts residents and wildlife alike. At the workshops, the City indicated that it might pilot a project for indirect lighting on the greenway, which we support provided that it offers sufficient brightness for safety.
3. **Sustainability:** To the extent that the City itself introduces landscaping, we wholeheartedly endorse drought-resistant native species, including indigenous grasses. We discourage commercial grass and turf, which drain water resources, invite chafer beetle infestation, and would serve little functional purpose on the greenway's border areas. We encourage the City to consider using parts of the greenway to support - and pilot - sustainable landscaping practices, including permaculture design, pollinator gardens, edible landscaping, and test alternatives (example: the City of Coquitlam is testing lawn alternatives to deter chafer beetles) <http://www.tricitynews.com/news/coquitlam-plants-lawn-alternatives-to-deter-chafer-beetles-1-2192814>
4. **Community ambience and cityscapes:** The greenway passes through an engaging diversity of environments, and connects many key assets (including an array of community gardens, City Farmer, and other key sites). At the workshops we attended, residents strongly supported the idea of maintaining the greenway's community feel. We support this, as it ensures a strong and authentic 'sense of place' is fostered as part of the greenway design. Attention should be paid to balancing the greenway's movement function with this community ambience, and we encourage investigating future stewardship options that enshrine attention to this balance.
5. **Comfort and amenities:** In order for public spaces to support a wide range of users, they require comfort-enhancing amenities. Benches, tables, drinking fountains and washrooms should be placed at appropriate junctures along the greenway.
6. **We further support *in principle* the idea (identified by the City) of buying decommissioned CP cars and converting them into coffee shops or comfort stations along the path (akin to San Francisco's collecting vintage streetcars from around the world and putting them back into actual use on its own streets).** The balance between enhancing public space through economic activity, and overly commercializing the space is a delicate one. Our support is tempered by desire to see further discussion on the nature of any such commercial activity so that the various considerations at play can be explored more fully.
7. **Safety:** Could be supported and enhanced by ensuring that greenway design enables good natural surveillance and incorporates CPTED design principles. As with other public spaces, VPD bike and mounted police units could also be considered if warranted.
8. **Railway heritage components:** We are heartened at statements made during the workshops that the City is paying attention to incorporating or otherwise retaining heritage railway markers along the Arbutus Greenway. We encourage the incorporation of the preserved decommissioned tracks as decorative elements and urge the City to leave existing railway markers in place (these include the short wooden poles in Kerrisdale Village, the decommissioned wooden utility poles south of 16th). Where railroad crossing signs and lights have to be removed by regulation (from 12th, 41st, etc.), we recommend that the City refurbish and transplant these signs as decorative elements elsewhere on the corridor.
9. **Other placemaking opportunities:** Finally, the opportunity to further enhance the greenway through other community-led placemaking opportunities should not be overlooked. Part of the appeal of the greenway relates to its history of incremental additions by members of the adjacent communities (primarily in the form of gardens, but also other gathering areas, community art and other initiatives). Supporting community members to engage with, and steward, the greenway in this fashion is key. So too is the opportunity to enable other placemaking activities. An enabling approach such as this could support reconciliation with local First Nations, foster a greater sense of inclusion for newcomers, or provide a new and different type of canvas for members of the city's artistic community.

\*\*\*\*\*

Thank you for this opportunity to provide comment on the Arbutus Greenway project. We look forward to participating in future consultations and to commenting further as specific designs emerge. Should you have any questions about our commentary, please do not hesitate to contact us.

Sincerely,

Paola Qualizza,  
 Chair, Vancouver Public Space Network  
 E: [paola@vancouverpublicspace.ca](mailto:paola@vancouverpublicspace.ca)

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



October 4, 2016

Jerry Dobrovolny  
Megan Fitzgerald  
City of Vancouver  
453 West 12th Avenue  
Vancouver, BC V5Y 1V4

Re: Arbutus Greenway - Temporary & Permanent Pathway Design

Dear Mr. Dobrovolny and Ms. Fitzgerald,

We're writing on behalf of the Vancouver Public Space Network (VPSN) to provide input on the Arbutus Greenway planning process.

The VPSN supports the City's initiative in seeking to construct a temporary pathway in the near-term, with the eventual goal of creating a more permanent sustainable transportation corridor - and public space - unlike any that currently exist within the city. Once completed, the new greenway will be a true asset for residents and visitors to Vancouver. We see great potential for the greenway to go far beyond a safe, comfortable and functional transportation corridor, to become a meaningful place and a destination in its own right.

With that in mind, we have participated in the recent City-led workshops and would like to take this opportunity to highlight a few considerations pertinent to both the design and decision-making around the temporary and permanent paths.

The choices surrounding the temporary path will shape the extent to which residents will contribute to incorporating the greenway as an appreciable presence in the city over the long term. To that end, the VPSN strongly supports the creation temporary and permanent pathways that are safe, separated and accessible to users of all abilities. This emphasis is in keeping with the City's position, expressed at the workshops, that safety and accessibility are the two "non-negotiable" variables in the pathway design.

Here are our specific recommendations for the temporary pathway:

**Surface materials:** While gravel may provide a more 'natural,' permeable quality, the VPSN supports the use of asphalt as it will allow the greenway to be used by the greatest range of mobilities. Where standard black asphalt may 'read' like roadway, dyed asphalt may help to create pathway that is more visually compatible with the greenway. We would further urge the consideration of permeable asphalt or other paving materials that support stormwater filtration.

**Separated paths:** To promote safety as well as clarity between users of differing modes, levels of ability and confidence, we support the provision of separate paved paths for cyclists and pedestrians. Experiences on the seawall shared paths have consistently shown that cyclists and pedestrians don't mix well beyond a certain volume of users. If greenway width allows, perhaps there are even locations where a third path made of gravel could parallel the two main paved paths, in recognition of the fact that many Vancouverites have made it clear that they are seeking more natural materials underfoot.

Optimizing public realm expenditures: The VPSN appreciates the City's interest in building a temporary pathway that will meet residents' needs while a more permanent pathway is designed. That said, given the expense, we encourage the City to seek opportunities to minimize the amount of work that needs to be redone later. Where possible, we feel the City should create the best pathway from the beginning so that it won't need to be replaced entirely when permanent construction begins.

With regard to longer-term planning for the permanent greenway, we recommend the following:

Existing bicycle routes: As the City plans the Arbutus Greenway, we suggest some consideration be given to the role and function of nearby designated bicycle routes (e.g. Trafalgar/Valley, Cypress/Angus). Given the potential for high user-volumes on the greenway, having good parallel routes will help discourage the sorts of conflicts between commuter cyclists and recreational cyclists that has occurred on other popular pathways. (A positive precedent: the Seaside Bypass functions as a good alternative route in relation to the seawall).

Safety features: Lighting, emergency call boxes, multilingual wayfinding and safe crossings with appropriate signage at arterial cross-streets are all important components. Sufficient illumination must be provided for the safety of greenway users without creating "light pollution" - which impacts residents and wildlife alike. At the workshops, the City indicated that it might pilot a project for indirect lighting on the greenway, which we support provided that it offers sufficient brightness for safety.

Sustainability: To the extent that the City itself introduces landscaping, we wholeheartedly endorse drought-resistant native species, including indigenous grasses. We discourage commercial grass and turf, which drain water resources, invite chafer beetle infestation, and would serve little functional purpose on the greenway's border areas. We encourage the City to consider using parts of the greenway to support - and pilot - sustainable landscaping practices, including permaculture design, pollinator gardens, edible landscaping, and test alternatives (example: the City of Coquitlam is testing lawn alternatives to deter chafer beetles). <http://www.tricitynews.com/news/coquitlam-plants-lawn-alternatives-to-deter-chafer-beetles-1.2192814>.

Community ambience and cityscapes: The greenway passes through an engaging diversity of environments, and connects many key assets (including an array of community gardens, City Farmer, and other key sites). At the workshops we attended, residents strongly supported the idea of maintaining the greenway's community feel. We support this, as it ensures a strong and authentic 'sense of place' is fostered as part of the greenway design. Attention should be paid to balancing the greenway's movement function with this community ambience, and we encourage investigating future stewardship options that enshrine attention to this balance.

Comfort and amenities: In order for public spaces to support a wide range of users, they require comfort-enhancing amenities. Benches, tables, drinking fountains and washrooms should be placed at appropriate junctures along the greenway.

We further support in principle the idea (identified by the City) of buying decommissioned CP cars and converting them into coffee shops or comfort stations along the path (akin to San Francisco's collecting vintage streetcars from around the world and putting them back into actual use on its own streets). The balance between enhancing public space through economic

activity, and overly commercializing the space is a delicate one. Our support is tempered by desire to see further discussion on the nature of any such commercial activity so that the various considerations at play can be explored more fully.

Safety: Could be supported and enhanced by ensuring that greenway design enables good natural surveillance and incorporates CPTED design principles. As with other public spaces, VPD bike and mounted police units could also be considered if warranted.

Railway heritage components: We are heartened at statements made during the workshops that the City is paying attention to incorporating or otherwise retaining heritage railway markers along the Arbutus Greenway. We encourage the incorporation of the preserved decommissioned tracks as decorative elements and urge the City to leave existing railway markers in place (these include the short wooden poles in Kerrisdale Village, the decommissioned wooden utility poles south of 16th). Where railroad crossing signs and lights have to be removed by regulation (from 12th, 41st, etc.), we recommend that the City refurbish and transplant these signs as decorative elements elsewhere on the corridor.

Other placemaking opportunities: Finally, the opportunity to further enhance the greenway through other community-led placemaking opportunities should not be overlooked. Part of the appeal of the greenway relates to its history of incremental additions by members of the adjacent communities (primarily in the form of gardens, but also other gathering areas, community art and other initiatives). Supporting community members to engage with, and steward, the greenway in this fashion is key. So too is the opportunity to enable other placemaking activities. An enabling approach such as this could support reconciliation with local First Nations, foster a greater sense of inclusion for newcomers, or provide a new and different type of canvas for members of the city's artistic community.

\* \* \* \* \*

Thank you for this opportunity to provide comment on the Arbutus Greenway project. We look forward to participating in future consultations and to commenting further as specific designs emerge. Should you have any questions about our commentary, please do not hesitate to contact us.

Sincerely,



Paola Qualizza,  
Chair, Vancouver Public Space Network  
E: [paola@vancouverpublicspace.ca](mailto:paola@vancouverpublicspace.ca)

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

cc: Margaret Wittgens, Director, Public Space & Streets, Engineering Services  
Dale Bracewell, Manager, Transportation Planning



**From:** s.22(1)  
**To:** ["Arbutus Greenway" <arbutusgreenway@vancouver.ca>](mailto:arbutusgreenway@vancouver.ca)  
**Date:** 10/1/2016 4:44:29 PM  
**Subject:** Arbutus Greenway

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Please finish paving the greenway and make safe crossings at all it's intersections.

thanks,  
s.22(1)

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 3:58:25 PM  
**Subject:** Arbutus Greenway (s.22(1))

Hi,

I have used the arbutus greenway a couple of time. I really like. The part that is paved is easier to bike and walk on and I would like it if the whole path was paved.

I like the barriers and direction to use the crosswalks at 25<sup>th</sup> and 16<sup>th</sup>. I think something similar needs to be done at 12<sup>th</sup> and Broadway. Also, although there are stop signs by the railway tracks most people have gotten out of the habit of stopping there. I find that when I cross around 6<sup>th</sup> I need to be particularly careful as cars generally don't see that stop sign. As a long term solution there needs to be some work to improve the crossings.

Regards,

s.22(1)  
s.22(1)  
  
s.22(1) Vancouver British Columbia | V6T 1Z3 Canada  
s.22(1)

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 10:39:03 PM  
**Subject:** Arbutus Greenway (s.22(1) )

---

I support a temporary hard surfaced path on the Arbutus Greenway corridor. Gravel is unsafe for cyclists.

s.22(1)

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 12:22:04 PM  
**Subject:** Arbutus Greenway (s.22(1) )

Please make the Arbutus Greenway a hard surface for bike commuting - Thank you,

s.22(1)

s.22(1)

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**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 1:57:24 PM  
**Subject:** Arbutus greenway comments

I have been a bike commuter for 35 years in Vancouver and longed for designated paths many times. I live at s.22(1) s.22(1) now and I am thrilled with the greenway.

I am hearing strong opinions from friends who have rarely used a bike and are struggling with the idea of aging. I do hope that you will take all opinions into account but don't be swayed by those who are unable to embrace changes. The asphalt surface works well for me on a bike, my friend who uses power mobility and those with arthritis issues who cannot walk well on uneven ground. Those with heart issues can manage the low grade of the ex railroad. I power walk with urban poles and get a good increase in my heart rate in my back yard at no cost to my reduced income.

I see young Mum's walking with pushchairs and there is a great opportunity for community interactions. I applaud your open communications and look forward to a wonderful, innovative greenway which will influence health and add many new opportunities to Vancouverites for fun and exercise.

Sincerely  
s.22(1)

Vancouver



**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/1/2016 5:45:00 PM  
**Subject:** Arbutus Greenway feedback

I have been riding the greenway on my bicycle and find the paved portions great. Obviously not so great on the soft gravel portions. I am in favour of temporary paving the rest until the final plan is decided on. This email is my personal opinion however I do manage s.22(1) field services for the West Side of Vancouver. My office is located at s.22(1) which is just off the Arbutus Greenway. Approximately 30 s.22(1) employees report to this location and I can't help but think it would be easier for me to encourage them to commute by bicycle if the greenway was paved. Our parking at our location is seriously overcrowded and any person that commutes by bike frees up one spot.

thanks -s.22(1)  
s.22(1) Vancouver BC

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 1:05:49 PM  
**Subject:** Arbutus Greenway paving

Hi,

I would just like to voice my thoughts about the new Arbutus Greenway. I think it's been a wonderful change to the city's cycling/walking landscape. We live in Kerrisdale, very close to the Arbutus corridor and, as avid commuting cyclists, we definitely want to see the greenway fully paved. We were so excited to see that started, as the sections that are already paved are so fantastic for us to use (road bikes).

I am hoping that the city does not reverse their decision to fully pave that corridor. If doing so, I feel a large number of potential cyclists would not be able to make use of such a wonderful greenway.

Thanks,

s.22(1)

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Make Every Day Count

s.22(1)

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/2/2016 10:20:55 PM  
**Subject:** Arbutus Greenway Surface

Hello ;

A Paved separated Arbutus Greenway is what should be enacted into a worldwide Gold standard destination point for recreational tourism of all types.

What is the point in having paved portions interspersed with unusable crushed rock trails?, in effect you are making the paved parts unusable and inaccessible, in effect a bridge to nowhere that ends halfway across the river and therefore useless and a waste of money.

Pave it all or not at all is what logic speaks to us.!

Those with Mobility challenges with walkers, scooters, wheelchairs would be completely excluded from the Arbutus Greenway, they are citizens every bit as much as all others including the community gardeners and deserve access as such instead of being treated like 2nd class citizens and instead by this caving in to some Nimby special interest groups who never learned to share and want it all for themselves those with mobility challenges are discarded and shunted aside as in we don't care about you, that is disgusting!!!!!!

Slicks + stones or gravel = flats.

Paved is not dangerous in fact it is far safer then the much more difficult to control in gravel surface cycling where you are much more likely to hit a rut or lose control.

As for the oil slick environmental concerns, we will not be riding oil tankers down the rail trail, the paving does not cause oil slicks nor runoff nor have i ever seen such from any paved bike trail so i don't see that as being relevant.

The amount of oil carried by a tanker that would be used for the material to pave it would be so negligible as to be irrelevant with zero impact on the possibility of oil spills or their impact one way or another.

As for a crushed rock rail trail who would want to run on it?, baby strollers and dogs could not use it, who would want to walk or run on stones with sharp edges?, that is what crushed rock is.

It seems to me that pavement is the best option as it is usable by all the stakeholders and equally so, and think of the other multipurpose users of a rail trail, the skateboarders, longboarders, Rollerbladers, dog walkers, runners, joggers, mothers jogging or walking behind strollers, pretty much all cyclists and even walkers, a gravel surface would exclude most if not all of the before mentioned.

I get that a crushed rock rail trail would be a lot cheaper but so would square tires on a car and in both cases would be just about the same, unusable, in effect a bridge with no access past the middle of a river to the other side functionally speaking.

With a paved surface there would be No bias as all the stakeholders i mentioned and any others for that matter could All easily utilize such a paved rail trail, the bias that is suggested would only exist on a gravel rail trail where only a small % of stakeholders could utilize such a surfaced rail trail, while the vast majority of the potential users would be excluded due to a surface that would make their participation untenable.

I am baffled as to how anyone can think a shared pathway is a safe option no matter the surface.

Skateboarders, longboarders, Rollerbladers, dog walkers, runners, joggers, mothers jogging or walking behind strollers, pretty much all cyclists and evenwalkers wandering and meandering about and across a shared pathway is not a safe context.

It is basically asking for collisions, accidents, injuries and confrontations to occur.

When it comes to Cars/Bikes, Bikes/Pedestrians, People/Dogs and their owners the only safe and secure option is separation where the various users can not physically interact with each other and cause incidents to occur.

Skateboarders, longboarders, Rollerbladers & Cyclists should be on one path with all others on the other with a barrier to keep them segregated from each other and therefore safe.!

Thank you for listening to my thoughts

s.22(1)

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 3:53:05 PM  
**Subject:** Arbutus surfacing

Hi there – I just wanted to chime in that I really hope that the arbutus greenway surfacing will be something that is amenable to cyclists and people with limited mobility.

Thanks!

s.22(1)

s.22(1)

s.22(1)

s.22(1)

Vancouver, BC V7Y 1K3

s.22(1)

s.22(1)

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s.22(1)

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s.22(1)

s.22(1)

*If you are unable to access the links above, please cut and paste the URL that follows the link into your browser.*

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**From:** s.22(1)  
**To:** ["Arbutus Greenway" <arbutusgreenway@vancouver.ca>](mailto:arbutusgreenway@vancouver.ca)  
**Date:** 10/4/2016 2:58:49 PM  
**Subject:** Asphalt

---

I am looking forward to a fully paved Arbutus greenway for all to use!

Best wishes,  
s.22(1)



**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 2:24:59 PM  
**Subject:** s.22(1)

Hello folks.

Now that the city has succeeded in obtaining the precious Arbutus corridor,  
lets make sure everyone benefits.

The corridor is such a precious piece of land and as it cost the taxpayers a lot of money (buying it from C.P. rail) it should not be **only** *the home owners* along the corridor who benefits and so, I'm totally in favor of making the corridor available to bicycle riders as well.

Thank you.

Greetings: s.22(1) Vancouver. V6E  
0B1

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/3/2016 5:51:22 AM  
**Subject:** Feedback for Arbutus Greenway Usage

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Greetings,

I just wanted to comment on my observations using the Arbutus Greenway north and south of 12 Avenue where I reside. In the finished (prepared) south direction I continue to see more foot and cycling traffic than in the unfinished north direction. I'm not sure if psychologically the unfinished direction is uninviting or if it is difficult to walk on the rough surface. I would recommend proceeding with finishing the south direction surface to ensure maximum person loading to form better understanding of how the path can be used.

I would like to add I have never visited Kerrisdale in my 16 years of living in Kitsilano but I now use the Greenway as a walking path to head there for groceries and casual expenditures. While pulling my shopping cart I would find it a better experience if the complete stretch was asphalt.

Regards, s.22(1)  
s.22(1)

**From:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 3/9/2017 10:19:32 AM  
**Subject:** FW: s.22(1) / Arbutus Corridor - DB 447312

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**From:** Kauffmann, Otto  
**Sent:** Wednesday, October 05, 2016 8:31 AM  
**To:** s.22(1)  
**Subject:** RE: s.22(1) Arbutus Corridor - DB 447312

Sounds good s.22(1) I will wait to hear back.

Otto

---

**From:** s.22(1)  
**Sent:** Tuesday, October 04, 2016 8:26 PM  
**To:** Kauffmann, Otto  
**Subject:** Re: s.22(1) Arbutus Corridor - DB 447312

Hi Otto

I don't yet have the name of a contractor. I was waiting for permission from the City before obtaining estimates for the work.

I will now proceed with getting a couple of estimates based on the arborist report that was sent to you and will provide the information you request as soon as possible.

Thank you so much for this!!

Kind Regards

s.22(1)

On Oct 4, 2016, at 4:48 PM, Kauffmann, Otto <[otto.kauffmann@vancouver.ca](mailto:otto.kauffmann@vancouver.ca)> wrote:

Hi s.22(1)

Another update – our Risk group has gotten back to me and they have assigned a lawyer to prepare a license agreement which allows your contractor onto CoV property to undertake the work recommended in the arborist report. It also indemnifies the City and we will expect to see some proof of insurance from your contractor. Once the agreement is ready, I will forward it for signature.

In the meantime, there is some content I have to add – can you provide the following:

- Full legal name of your contractor that will undertake the work
- A date range when you will complete the work (give yourself a few weeks here to ensure the contractor finishes to your satisfaction)

Talk to you soon,

Otto

---

**From:** Kauffmann, Otto  
**Sent:** Thursday, September 29, 2016 12:25 PM  
**To:** s.22(1)  
**Subject:** RE: s.22(1) Arbutus Corridor - DB 447312

Hi s.22(1)

Just wanted to update you on this. I met with Parks Board last week and they don't have any issue with what the arborist report proposes. They did ask that I contact our Risk Management group so I am following up on that. Once I hear back from them, I will let you know.

Regards,

Otto

---

**From:** s.22(1)  
**Sent:** Thursday, September 22, 2016 9:08 AM  
**To:** Kauffmann, Otto  
**Subject:** Re: s.22(1) Arbutus Corridor - DB 447312

Hi Otto

Here is the arborist report which was completed in July 2016..

Thank you for your consideration of this request

Kind Regards,  
s.22(1)

On Aug 26, 2016, at 11:00 AM, Kauffmann, Otto <[otto.kauffmann@vancouver.ca](mailto:otto.kauffmann@vancouver.ca)> wrote:

Hi s.22(1)

I have discussed this with our development services folks and Parks Board. I'm going to deviate slightly from what we discussed and ask that I get a chance to review the trees with Parks Board in 2 weeks when I'm back from vacation.

In summary, here are the steps I foresee:

- I will review with Parks Board to determine the 'value' of these trees (as discussed they are kind of scrubby and will likely be removed when the corridor is developed – so low value)
- From my meeting with Parks we'll be able to permit or not permit you to top the trees
- If permitted, you will be required to get a street use permit for the work – this can be done at our development services counter at 507 W Broadway
- You and your contractor will be responsible for all site safety including permits from 3rd party utilities (most notably hydro).

I will be back from vacation Sept 12<sup>th</sup> and I will arrange the meeting with Parks then.

Regards,

Otto

**From:** s.22(1)  
**Sent:** Friday, August 26, 2016 10:28 AM  
**To:** Kauffmann, Otto  
**Subject:** Fwd: s.22(1) Arbutus Corridor

Hello Otto

I'm wondering if you might have had a chance to take a look at this area just south of s.22(1) and whether you might consider our request?

Kind Regards,  
s.22(1)

Begin forwarded message:

**From:** s.22(1)  
**Subject:** s.22(1) Arbutus Corridor  
**Date:** August 4, 2016 at 7:00:20 AM PDT  
**To:** [Otto.kauffmann@vancouver.ca](mailto:Otto.kauffmann@vancouver.ca)

Hi Otto

Thank you for speaking with me last week concerning a number of trees situated to the east of our property which is located on the corner of s.22(1) s.22(1). The trees are on the Arbutus Corridor

I had asked you to take a look at an area of limbs that are blocking our view (which was once out to Point Atkinson). There are a number of dead branches caught in the limbs of these trees which have broken off in storms or been cut by BC Hydro in maintaining the line. We would like permission at our expense to tidy up this area.

The trees have been topped over the years (last in the early 1980's) and now have huge secondary re-growth from the previously topped sites. There is some question as to the status of the topping sites from which the re-growth has occurred. They have been heavily pruned by Hydro along the east side of the trees rendering them heavily weighted on the west towards the houses below. The family who live directly below on the west side of the trees at s.22(1) have petitioned the city in the past to remove them, however their request was denied.

Please see the attached photo. The trees that stick up the highest are not others in the background - they are the re-growth from the previous topping site.

I also attach the report of a consulting arborist from Mountain Maple Tree Services that includes information concerning this area of trees

We are not asking that the trees be removed. We would like at our expense to have the trees reduced in height to where they were previously topped and tidied up to maintain a hedgerow. We would be willing to pay for the work to be done by City, or to pay a private company under City supervision to tidy up this area of trees.

Kind Regards  
s.22(1)



<image001.jpg>

**From:** "Bengston, Kathy" <kathy.bengston@vancouver.ca>  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 3/9/2017 11:23:46 AM  
**Subject:** FW: Arbutus Corridor (s.22(1))

Re: s.22(1)

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**From:** Correspondence Group, City Clerk's Office  
**Sent:** Monday, September 26, 2016 11:25 AM  
**To:** s.22(1)  
**Subject:** RE: Arbutus Corridor

Thank you for your email which has been circulated to the Mayor, and Vancouver City Council.

Correspondence Group  
City Clerk's | City of Vancouver  
[mayorandcouncil@vancouver.ca](mailto:mayorandcouncil@vancouver.ca)

---

**From:** s.22(1)  
**Sent:** Saturday, September 24, 2016 10:56 AM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** Arbutus Corridor

Dear Mayor and Council:

I have just finished reading the "Arbutus Railway Line Purchase Agreement" and noted that many references to the City agreeing to "purchase the Railway Line for continued operation on the terms and conditions set forth in this Agreement." This Agreement was prepared following the "Guidelines Respecting Net Salvage Value Determination Applications" published by the Canadian Transportation Agency. This land, which is a 60 foot strip of land from False Creek to the Fraser River, is the core of the Arbutus Corridor, and in many places is surrounded by verges, owned by the City, and streets, also owned by the City. Why is it that the City is now building an asphalt path for walking and cycling when the City signed the Agreement which clearly states articles 13.1(d) "The City hereby represents and warrants to CPR...{that}...the City intends to operate light rail passenger transit on the Lands consistent with the Transportation 2040 Plan adopted by the City's Council on October 31, 2012."

I have attended the recent consulting meeting about this 'temporary path' and find it quite foolish to spend such money on a temporary path when much of the Corridor does not have a sidewalk beside it on the lands previously owed by the City. Some of these streets do not have a curb and sidewalk. I found this consulting process a guided facilitation to justify continuing the expenditure on a temporary path. Although we did decide not to paint the path green and that it should have a crown.

I understand that the General Manager of Engineering was tasked with this process during a period of transition to a new Director of Planning, is it not time that planning process, as defined by the Agreement Article 9-City Plans, be returned to the Planning Department? There are time constraints written into the Agreement.

Yours Truly  
s.22(1)

**From:** s.22(1)  
**To:** ["Arbutus Greenway" <arbutusgreenway@vancouver.ca>](mailto:arbutusgreenway@vancouver.ca)  
**Date:** 10/1/2016 4:55:37 PM  
**Subject:** Greenway -yes

---

Hi,

I think a greenway will absolutely surely improve cycling safety and will contribute to a livability of that part of the city.

s.22(1)

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 12:36:13 PM  
**Subject:** Hard surface is great!

---

I love cycling or walking on the asphalt.  
Cycling on the grit raises dust and damages bike chains and gears.  
Walking on it isn't thrilling either - stones in the shoes.  
Please pave the rest of it!!

Thanks

s.22(1)

Vancouver

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 2:35:45 PM  
**Subject:** hedge - s.22(1)

Please forward to s.22(1)

Hi s.22(1)

It was great to meet you at the greenway open house at Kerrisdale Community Centre. I thought I would give you a week in your new job before I "harass" you. BTW - i phoned the general info line for the City and they didn't have your e-mail address.

I've included some of the e-mails I have sent to the City regarding the hedge across the street from me (I live at s.22(1)). I am concerned about 1) hedge maintenance - it needs to happen soon (next 6 months) and 2) not losing the hedge with the final greenway design. I'll leave you to read the e-mails and maybe you could get back to me on these two issues when you have a minute. thx! have fun!!

On Jul 27, 2016, at 4:06 PM, s.22(1) wrote:

Hello Otto Kaufmann and the team,

I'm sure you are all having lots of fun planning our new greenway. I think it's just great that the City will have this awesome amenity and it happens to be just outside my front door! I wanted to bring your attention to a hedge that we would not like to lose. I live at s.22(1) and it's right across the street. I have a love/hate relationship with this hedge. It provides a visual barrier between the homes and the Sperling Sub-Station which is important not to lose. However, as the hedge grows it also blocks out the evening sunlight from our home. So in my ideal scenario, we would keep the hedge but it would get a good trimming on the sides and top. I can also understand that for safety reasons the first few feet of the hedge my need to get trimmed to allow more visibility into the greenway. If for some reason you see the need for this hedge to be removed could you let me know.

thanks very much

(I'm sure you are looking at precedents like New York's highline and the great bike/pedestrian/art trails in Scandinavia (Copenhagen especially).

s.22(1)

> Begin forwarded message:

>

> From: s.22(1)

> Subject: Fwd: Arbutus Corridor - hedge

> Date: June 27, 2016 at 4:56:31 PM PDT

> To: "Deal, Heather" <Heather.Deal@vancouver.ca>

> Cc: s.22(1)

>

> Hi Heather,

> I remembered incorrectly - Jerry had emailed me with this response which seems reasonable. As the major growing spring season for the hedge has passed, I think i will wait to bug him again in the new year when hopefully there may be some idea what is happening with the hedge.

>

> chewy meeting today!

>

>

> s.22(1)

>

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>

>> Begin forwarded message:

>>

>> From: s.22(1)

>> Subject: Re: Arbutus Corridor - hedge

>> Date: May 6, 2016 at 9:05:37 AM PDT

>> To: "Dobrovlny, Jerry" <jerry.dobrovlny@vancouver.ca>

>> Cc: s.22(1)

>>

>> thanks for looking at this so quickly. if we only have to wait a year than yes that's no problem. but what crews have found in previous cuts is that they can only go so far back before they get to the brown and that point in some spots is close to the road already.

>> is there a chance that the road would be widened and/or that we would lose the hedge entirely? - 50 Working Copy Right 1059  
 3/13/2017

would be to happy about that.

>> thanks again for your time,

>>

>>

>> s.22(1)

>>

>>

>>

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>>

>>

>>> On May 6, 2016, at 5:47 AM, Dobrovolny, Jerry <jerry.dobrovolny@vancouver.ca> wrote:

>>>

>>> Hi s.22(1)

>>>

>>> Thanks for your reply. We're happy to work with you on the future configuration of the hedge but only in the context of the design for the Arbutus Greenway. We've looked at the hedge and there is nothing urgent needed for this year and the scale and cost of the work is substantial. I'm not opposed to making changes to the hedge but would like any of those decisions to be made when we are designing the greenway which will start later this year.

>>>

>>> Thanks for your email. I realize you were hoping for some changes this year, but I trust you understand the financial challenges of trimming the entire length of hedge before understanding the final configuration.

>>>

>>> Thanks again and please stay connected once the Arbutus Greenway work begins later this year.

>>>

>>> Jerry

>>>

>>> Sent from my iPhone

>>>

>>>> On May 5, 2016, at 9:37 AM, s.22(1) wrote:

>>>>

>>>> Thanks Jerry for your response and for sending someone out to look at the hedge. I understand that the plan and implementation of the corridor are years away. However i think some hedge maintenance should be undertaken in the meantime. Cedar hedges can't be trimmed back very far (maybe 3 inches) before you get down to the brown bits that won't grow. The hedge overhangs s.22(1) which is already 2/3rd's width and the untrimmed hedge reduces the width even more so that vans and trucks are starting to have a hard time even passing parked cars. The hedge was trimmed (thanks to the City) on the sides in 2010 and 2013. What i would like to see is another hedge trimming but this time including the top of the hedge which has been year by year steadily reducing the amount of sunshine that reaches our house.

>>>>

>>>> Thanks for your consideration.

>>>>

>>>> s.22(1)

>>>>

>>>>

>>>>

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>>>>

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>>>>> On May 5, 2016, at 9:24 AM, Dobrovolny, Jerry <jerry.dobrovolny@vancouver.ca> wrote:

>>>>>

>>>>> Hi s.22(1)

>>>>>

>>>>> Thanks for your email. As Sadhu mentions we are just setting up a project team to begin consultation and planning for the corridor. We'll send someone to have a look at the hedge. Any major changes would be done as part of the overall plan but if there's something minor that can be done beforehand we'll consider that.

>>>>>

>>>>> Thanks and we'll keep you posted.

>>>>>

>>>>> Jerry

>>>>>

>>>>> Sent from my iPhone

>>>>>

>>>>>> On May 4, 2016, at 5:04 PM, Johnston, Sadhu <Sadhu.Johnston@vancouver.ca> wrote:

>>>>>>

>>>>>> Greetings s.22(1)

>>>>>> I'd like to introduce you to our city engineer, Jerry Dobrovolny. We're just getting our team staffed-up to work on the corridor, so please excuse our delay in responding to your note.

>>>>>> I've asked Jerry to engage directly with you.

>>>>>> Thanks

>>>>>> Sadhu

>>>>>>

>>>>>>

>>>>>>

>>>>> -----Original Message-----

>>>>> From: s.22(1)

>>>>> Sent: Wednesday, May 04, 2016 12:15 PM

>>>>> To: Deal, Heather

>>>>> Cc: s.22(1)

>>>>> Subject: Re: Arbutus Corridor - hedge

>>>>>

>>>>> Hi Heather,

>>>>> sorry to bother you. i haven't heard from any staff yet on this.

>>>>> thx

>>>>>

>>>>>

>>>>> s.22(1)

>>>>>

>>>>>

>>>>>

>>>>>

>>>>>

>>>>>

>>>>>> On Apr 10, 2016, at 9:44 AM, Deal, Heather <Heather.Deal@vancouver.ca> wrote:

>>>>>>

>>>>>> Hi s.22(1)

>>>>>>

>>>>>> I will forward this to staff.

>>>>>>

>>>>>> I'm so excited about the future of the corridor/greenway!

>>>>>>

>>>>>> Heather

>>>>>>

>>>>>> Sent from my iPhone

>>>>>>

>>>>>>> On Apr 9, 2016, at 7:12 PM, s.22(1) wrote:

>>>>>>>

>>>>>>> Hi Heather,

>>>>>>> My husband and I were just sitting on our front porch enjoying the sun before it went down behind the hedge across the street. We were thinking it would be great if the hedge was 15 feet lower because it is 6:50 and sunset isn't until 7:55 tonight so we are losing an hour of sunshine. The hedge runs North/South between s.22(1) and the railway tracks below the Hydro lines generally between the Arbutus Club and the Sperling Street sub-station. Over the years, starting in 2008, I have talked with Murray Wightman, Murray Steer and Vince Santarelli from the City and Mike Land an arborist with BC Hydro about the hedge and getting it trimmed as it was encroaching on the street which is already 2/3 width. After many phone calls from me (36) the City stepped up and co-ordinated with CP and Hydro and then paid private contractors to trim it twice - in November of 2010 and again in October 2013. However the trimming has been on the sides not the top as the City was concerned about working under the Hydro lines. We have been in the house over 10 years now and every year the hedge grows and reduces our afternoon/evening sunshine. I am wondering if now that the City has more say in what is happening on the corridor lands if it would be possible to have the top trimmed down 15 feet?

>>>>>>> Thanks for your help!

>>>>>>>

>>>>>>>

>>>>>>> s.22(1)

>>>>>>>

>>>>>>>

>>>>

>>

>

s.22(1)



**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/1/2016 1:40:52 PM  
**Subject:** Letter re accessibility on Arbutus Greenway

---

[Please use this link to my letter to Mayor and Council and relevant City staff](#) regarding the need for paving of Arbutus Greenway.

I look forward to hearing back from you about this matter.

Thank you,

s.22(1)

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/3/2016 3:54:17 PM  
**Subject:** My thoughts

First, thank you to all involved for making the acquisition. I think it was a fair deal.

I have cycled the Arbutus Greenway several times in the months to get a feel for the route.

On Saturday Oct 1<sup>st</sup>, we cycled it from 10<sup>th</sup> Ave to 41<sup>st</sup> Ave and then followed East Blvd down to 57<sup>th</sup> Ave. We then continued down to Steveston utilizing their path along Railway.

Originally, I thought it would be a mistake to pave the Arbutus Line.

My views have changed after riding it several times. The path will be better utilized if paved.

It is a magnificent route and would provide a huge growth in popularity if it provided a smooth surface for a complete north /south corridor through the city

Perhaps the best way to combat the "Big Yellow Taxi " protest is to use recycled plastic for the path.

<http://www.cbc.ca/news/canada/british-columbia/vancouver-first-city-to-use-recycled-plastic-in-asphalt-1.1145071>

Since the city started the process four year ago. I am certain there have been technological advances since then

I was concerned about favourable grades creating too much cycling speed. I haven't seen it yet between King Ed and 33<sup>rd</sup>.

There are some good diversions down to Arbutus at arterial connections. 12<sup>th</sup> Ave would probably be safer if the corridor was diverted to Arbutus.

The east side of the path from 16<sup>th</sup> Ave to King Ed could benefit from garden boxes. Also from 4168 Maple after the hedges up to 33<sup>rd</sup> Ave has room for garden boxes.

Richmond has done an excellent job on Railway with one lane of asphalt divided only by a centerline. I like the northbound /southbound indicators as well as the Interurban tickets stamped into the asphalt.

I have cycled down to Steveston 4 times this year, including Canada Day. Everytime pedestrians and cyclists have shown respect for each other.

It seems we have trained cyclists and pedestrians to require separated paths in Vancouver. We can't seem to avoid clashes when both modes interact.

My thoughts have been summarized by one wide lane of plasticized asphalt and additional gardens where possible. The city seems to have a good handle on making intersections safe as possible.

Thank you for all your efforts and investments in cycling infrastructure. We appreciate it.

s.22(1)

Vancouver, BC

Number	Created Date	Feedback Type	Requestor Name	Phone Number	Email	Case Details
1.	10/04/2016	Opinion	s.22(1)	s.22(1)	No	<p>Subject: Arbutus greenway</p> <p>To whom it may concern, I applaud the decision to create the Arbutus Greenway. One of the best parts is the paved section from 16th to 33rd as it is accessible and easy to walk and ride. I look forward to the expansion of this paved path so that other pedestrians and cyclists can equally enjoy the rest of the greenway.</p>

**From:** s.22(1)  
**To:** "[Arbutus Greenway](mailto:arbutusgreenway@vancouver.ca)" <arbutusgreenway@vancouver.ca>  
**Date:** 10/1/2016 11:12:00 AM  
**Subject:** Pave Arbutus Greenway please

---

It is high time that it is paved. It is ugly the parts that aren't paved and it is safer and more accessible to everyone until a final decision is made for the area.

Thank you,

s.22(1)

**From:** s.22(1)  
**To:** ["Arbutus Greenway" <arbutusgreenway@vancouver.ca>](mailto:arbutusgreenway@vancouver.ca)  
**Date:** 10/5/2016 1:11:02 PM  
**Subject:** Paving

---

Let's get this path paved. I believe I am in the majority who want this to happen, at least temporally

**From:** ["Cook, Graham \311\" <Graham.Cook@vancouver.ca>](mailto:Graham.Cook@vancouver.ca)

**To:** ["Arbutus Greenway" <arbutusgreenway@vancouver.ca>](mailto:arbutusgreenway@vancouver.ca)

**Date:** 3/9/2017 2:31:01 PM

**Subject:** PDF from Hans Finken (Oct 4, 2016)

**Attachments:** Arbutus Greenway Improvement Society.pdf

**Graham Cook**

Digital Support Specialist, 3-1-1 Contact Centre

[graham.cook@vancouver.ca](mailto:graham.cook@vancouver.ca)

Local 88814

s.22(1)

Vancouver, V6J 2H4

Dear Mayor and Council,

October 1st, 2016

Re Arbutus Greenway temporary infrastructure.

We are writing to state the views of the Arbutus Greenway Improvements Society (AGIS) with respect to the installation of temporary trail infrastructure. A number of our members have attended the public workshops and have agreed that further comment is necessary with respect to the stated workshop talking points on safety, improved accessibility, path comfort and connectivity. In addition we would like to mention Public Art commemorating the heritage land use of the Arbutus Corridor by local First Nations and later use by CPR.

**First- Safety.** This was clearly the most commonly discussed issue at the workshops and a frequently related comment was that speeding cyclists were a threat to pedestrians. A goal should be to keep cycle speeds to less than 15kph. Experimentation with cycle calming infrastructure, such as chicanes, should be incorporated into the temporary trail at this first phase and the results measured and brought to the second phase workshops. At a minimum, AGIS believes that the pedestrian path must be kept separate from the cycle path- preferably by a 2m wide planted median.

AGIS also requests that pedestrians, people requiring mobility assistance and cyclists be given a safe and seamless passage right to, and across, all adjacent arterial road intersections- including 12th and 57th Avenues. The pedestrian crossings at arterial road intersections should be reconfigured for separately marked (green) bike crossings.

The Burrard Street crossing should be reviewed and consideration given to moving the current pedestrian crossing light at 5th Avenue to the actual Greenway location between 5th and 6 Avenues thereby benefitting greenway users and maintaining safe access for adjacent businesses such as the cinema and restaurants.

**Second- Connections.** The greenway must connect with the seawall path at the north end and the Canada Line Bridge at the south end. AGIS recognises that **cost** is an issue and that connecting infrastructure may require future modification as a result of the second phase planning process. But a minimum standard of safety requires that pedestrians, mobility chair users and cyclists be kept separate from vehicle traffic even if the temporary pathway is a shared space for right-of-way to mitigate costs issues. This minimalist approach could work for both Pine Street to Seawall and for Kent Avenue to the Canada Line Bridge.

Third- **Public Art.** This issue was discussed at the workshops. AGIS would very much support some artistic acknowledgment of the First Nations, at both ends of the trail, and the historical use of the corridor by CPR at, say, Kerrisdale. It is likely that CPR may actually contribute to such an initiative given their role in building the Canadian Confederation. A modest public art program could be commissioned and installed in time to enhance the City's planned celebration of the Canada's Sesquicentennial. We have included a few graphics indicative of a wide range of art from native story and house poles to rock statues but given the limited time available for we suggest that etched story lines on glacial erratic boulders would work as effectively as they have done for story line boulders installed during the Millennium celebrations.

Sincerely,



Hans Finken AGIS Chair

David Grigg. P.Eng. AGIS Co chair.



C.c CoV Managing Director of Engineering Mr Dobrovolny P. Eng



# Arbutus Greenway



**VISION**

# depictions

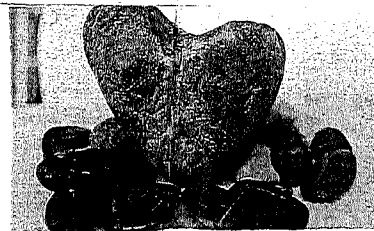
- . 41 ave/ Boulevard
- . 57<sup>th</sup>/east Boulevard
- . 33<sup>rd</sup> /Pine Crescent
- . 25<sup>th</sup>/King Edward



Possible sites to mark a Trail in the neighborhoods of : Arbutus Ridge, Kerrisdale and Shaughnessy. Trail blazers of Glacier Boulders, a depiction of nature's landscape art. Establishing a preliminary route for the Trans Canada Trail in and through Vancouver.



Page 5



## TRAIL BLAZERS

A series of distinct Glacier Boulders mounted dramatically in major traffic routes to gain public attention to nature's beauty. Monster erratics, an advance recognition of the Trans Canada Trail.



# Right-of-Way Greenways

The railway on the Corridor has over a 100 year history, for the last decade the owners have abandoned the tracks, abandoned maintenance, it sits in limbo, an eyesore, overgrown with invasive vegetation. A slum in areas, the tracks are are virtually "Trespassing in the Community" The City of Vancouver have designated some Right-of-Ways as Community Gardens, which are assigned to local residents to maintain and cultivate. A popular, novel innovation, well received. The Arbutus Greenway Concept is to compliment and enhance the Right-of-Way, outdoor Art.

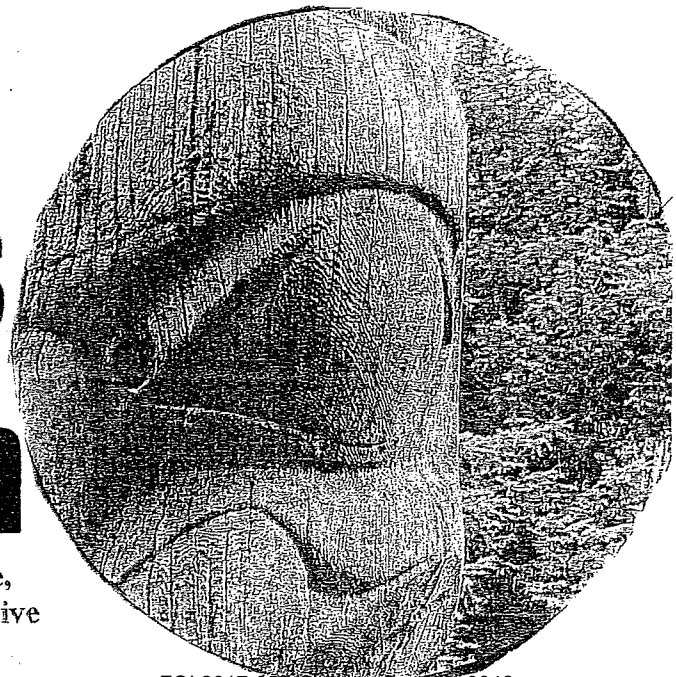
# and

# Trans Canada Trails

The Federal government has been establishing the Trans Canada Trail for the use of people, promoting health and fitness, walking, jogging, skating, biking, a 24,000 kilometre trail across Canada, coast-to-coast. A completion date in 2017 to celebrate a 150<sup>th</sup> Anniversary.

# First Nations Reconciliation

It is the intention to engage the First Nations to participate, to commemorate local culture and history, possibly a creative Artistic application to compliment the Boulders. The national Reconciliation program might be the glue to bring this together



**Arbutus Greenway  
Improvements Society**

s.22(1)

**Vancouver BC V6M 1R8**

**Mayor Gregor Robertson**

**and Vancouver City Councillors**

**453 West 12<sup>th</sup> Avenue**

**Vancouver BC**

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/4/2016 10:02:40 PM  
**Subject:** photo ideas for the Arbutus Greenway

I have some ideas for the Arbutus Greenway that I would like to share.

Below are some photo ideas for the Arbutus Greenway. These photos were taken while cycling through Europe on biking routes.

Photos 1 & 2 Note the large foosball table and horns to blow into which could provide fun activities along the Arbutus Greenway.

Photos 3 & 4 Photo 3 shows three paths creating safe areas: one for running in the middle, biking on the left and walking on the right divided by trees. Photo 4 a hoist fix it station for bikes!

Photos 5, 6 & 7 Shows a bike chain sculpture, planting sculpture and eye catching decoration on the side of a building to enhance the greenway.

Photo 8 Perhaps too late but bikes on train tracks! Might be fun to have on a small section of railway to be reminiscent of the original use of the greenway?

Not in the photos but an **outdoor gym** with stations could provide more usage, keeping the greenway active with people. I could see running groups using the outdoor gym as well as people of any age.

The gym could consist of a balance bar, chin up bar, small wooden steps, incline benches etc. A possible location for this could be between 16th avenue and 33rd. This is in the area of Shaughnessy which is one of the only communities that does not have its' own community centre. The outdoor gym would provide a place for exercise as well as social time for the community.

Also, **outdoor games** could provide healthy activities for families such as pickle ball courts, chess courts, bicycle/tricycle obstacle course, tether ball, slack line ect.

Thank you for your time.

Sincerely,

s.22(1)

Vancouver BC V6J2W7

s.22(1)





**From:** s.22(1)  
**To:** "[Arbutus Greenway](mailto:arbutusgreenway@vancouver.ca)" <[arbutusgreenway@vancouver.ca](mailto:arbutusgreenway@vancouver.ca)>  
**Date:** 10/1/2016 10:32:34 AM  
**Subject:** Please make Arbutus accessible to all

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I support temporary paving. I hope medium term you can beautify it. Perhaps curb any speeding mamils with nature chicanes like rocks and shrubs.

I used to live in the area and regularly cycle 10th and cyress visiting friends. I also have young kids in stroller.

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 12:24:14 PM  
**Subject:** Please pave the Arbutus Greenway!

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Hello,

Please pave the Arbutus Greenway!

A paved surface will make it more accessible for cyclists and people with limited mobility to use the path. Please guarantee the route works for everyone. I support a temporary hard surfaced path along the length of the corridor.

A paved surface along the length of the corridor does not preclude also having a non-paved surface along the length of the corridor.

Sincerely,

s.22(1)



**From:** s.22(1)  
**To:** ["Arbutus Greenway" <arbutusgreenway@vancouver.ca>](mailto:arbutusgreenway@vancouver.ca)  
**Date:** 10/1/2016 11:23:13 AM  
**Subject:** Pls pave the greenway

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I would use it every day

Thx. s.22(1)

**From:** s.22(1)  
**To:** "[Arbutus Greenway](mailto:arbutusgreenway@vancouver.ca)" <arbutusgreenway@vancouver.ca>  
**Date:** 10/1/2016 7:18:16 AM  
**Subject:** Re: paved path

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Please pave a path through the greenway. Expands usability dramatically!

s.22(1)

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/2/2016 10:50:02 AM  
**Subject:** Support for paving

Hello,

I am writing to express my support for paving the Arbutus Greenway for cyclists. I believe that a paved cycling route is safer than an unpaved trail and will encourage more cyclists to commute to work by bicycle.

I began commuting to work by bike 3 years ago, in large part due to the introduction of safe infrastructure for cycling (e.g. downtown bike lanes).

If the Arbutus Greenway were left unpaved I believe it would be a lost opportunity to support cycling in the city, as many commuters like myself would avoid an unpaved route due to concerns about less predictable terrain resulting in potentially more accidents and flat tires. In addition, an unpaved route will have more mud and dirt which is a deterrent to people who are cycling to work in their work clothes and do not have shower or changing facilities at the other end.

s.22(1)  
City of Vancouver resident

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/1/2016 12:53:19 PM  
**Subject:** Support for temporary paved surface

Hi,

I understand that the City of Vancouver is currently seeking input on the temporary Arbutus Greenway.

I would like to voice my strong support for a paved surface along the entire length of the Greenway.

I believe that a paved surface would allow the Arbutus Greenway to fulfil its envisioned purpose and will create a route that is accessible, enjoyable and - most importantly - safe for a wide range of groups including wheelchair users, pedestrians, novice cyclists, and commuter cyclists.

I understand that some residents who are lucky enough to own homes that back onto or are otherwise quite close the Greenway have voiced concerns over this paved surface. I imagine these residents are struggling to adjust to the idea that they will now have to share the Greenway with the broader public. However, I don't believe that these residents speak for the majority of people who may use the Greenway in the future. I hope the City will not let this small, but vocal, group undermine an accessible, enjoyable and safe Arbutus Greenway for the broadest range of users.

Sincerely,

s.22(1)

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 2:56:50 PM  
**Subject:** temporary surface (s.22(1) )

Hi,  
Please surface the Arbutus Greenway with asphalt.  
Shared or separated where feasible.  
I'm a 57-year old male who travels by bicycle on almost all my trips everywhere in the city. I look forward to riding on a gentle-grade greenway.  
If the temporary surface is gravel I won't use it.  
The Arbutus Greenway belongs to everybody. I hope the city does not give extra consideration to residents adjacent to the greenway, many of whom have long occupied the land as if it were an extension of their properties.  
Thank you for the opportunity to comment.  
I love Vancouver.

s.22(1)

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 1:50:03 PM  
**Subject:** Temporary surface (s.22(1) )

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Hello, I'm a local resident in Kitsilano, and just wanted to voice my support to the project team for installing a temporary asphalt path on the Arbutus Greenway. All CoV projects should strive for accessibility to the whole community, and I hope you guys continue with paving plans.

Regards,

s.22(1)

**From:** s.22(1)  
**To:** "Arbutus Greenway" <arbutusgreenway@vancouver.ca>  
**Date:** 10/5/2016 12:37:28 PM  
**Subject:** Temporary surface

I strongly support a hard surfaced temporary path for the Arbutus Greenway that is accessible to all, especially those with limited mobility.

We have family in the area and use the path quite frequently, and have been enjoying the new paved sections.

Thanks,

s.22(1)

Vancouver B.C.  
V5R 1T4

**From:** s.22(1)  
**To:** "[Arbutus Greenway](mailto:arbutusgreenway@vancouver.ca)" <arbutusgreenway@vancouver.ca>  
**Date:** 10/4/2016 4:30:14 PM  
**Subject:**

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Hi everyone!

I'd love to see Arbutus Greenway paved! Although I don't live in the area, I'd enjoy commuting there on my bike.

Thanks)

Best regards,  
s.22(1)





CA13Key - eForm Detail Report with Additional Details

Shows the detailed case information on selected eforms created within a time period and of a certain status

Date Run: Wednesday, February 22, 2017 9:49:28 AM  
 Case Creation Date: From 6/1/2014 To 9/30/2014  
 Case Status: Both

Case #	Street # From	Street # To	Street	Cross St/Unit #	Postal Code	Location Details	Case Details	Additional Details	Requestor Name	Phone	# of Calls	Date Created	Date Closed	Preferred Queue	Event Notes
101004995181	s.22(1)		W 11TH AV		NOT APPLIC		Describe details (who, what, where, when, why): Citizen was issued a permit earlier this year from Green Streets to garden at the Arbutus Corridor. She would like to know what the status is due to the recent media articles. The only information I was able to find was through the following link: <a href="http://www.vancouverun.com/life/Fire+infestation+complicates+Arbutus+Corridor+community/1000881/story.html">http://www.vancouverun.com/life/Fire+infestation+complicates+Arbutus+Corridor+community/1000881/story.html</a> Citizen did not agree with this information and would like to speak to someone from the department or a supervisor. Do you want to be contacted? Yes Type of feedback: Complaint Feedback regarding: CityDepartment Department: EngineeringServices Division or Branch Name: Green Streets		s.22(1)	s.22(1)	1	7/8/2014 4:17:00 PM	7/8/2014 6:19:48 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-07-08 18:19:47.79 Directed to Another City Department sent to Green Streets
101004999807							Describe details (who, what, where, when, why): Received via email: Dear Mayor Robertson and Council members, I understand that the City has the power to save the community gardens along the CP rail tracks in the Arbutus corridor. These gardens are sacred to many of us. CP is acting in a cynical, manipulative way. Please do all you can to stop CP from destroying the beauty that so many of us have built over the years. s.22(1) e contacted? No Type of feedback: Complaint Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor and Council		s.22(1)		1	7/9/2014 3:09:00 PM	7/9/2014 3:20:44 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-07-09 15:20:43.503 Directed to Another City Department Mayor and Council.
101004999843							Describe details (who, what, where, when, why): Vancouver Montessori School is concerned with CP Rail's July 31st to remove community gardens from the railway line in the Arbutus Corridor. Received via email. Do you want to be contacted? No Type of feedback: Opinion Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor and Council	A copy of the letter that was sent to CPR regarding this issue is attached to the case. -- (AVLM2, Jul 9 2014 3:19PM) Letter Attached	Vancouver Montessori School	6042610315	1	7/9/2014 3:14:00 PM	7/9/2014 3:21:57 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Updated Case Details: Description updated to: .  Agent Finished: Case Closed. Closed date : 2014-07-09 15:21:57.013 Directed to Another City Department Mayor and Council.
101005007827							Describe details (who, what, where, when, why): Caller would like to hear something and see some action from the Mayor and Council in regards to the Arbutus Corridor. She understands this is under the CP jurisdiction but this corridor is one of the most used bikeways/greenways in Vancouver. She said hundreds of people use it every day. She has not heard a single word from Mayor or Council in regards to this and she believes there must be some way to work this out. Do you want to be contacted? No Type of feedback: Opinion Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor and Council		s.22(1)	s.22(1)	1	7/11/2014 10:53:00 AM	7/11/2014 11:13:00 AM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-07-11 11:13:00.29 Assigned Sent to mayorandcouncil@vancouver.ca

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Date Run: Wednesday, February 22, 2017 9:49:28 AM  
Case Creation Date: From 6/1/2014 To 9/30/2014  
Case Status: Both

101005059535					Describe details (who, what, where, when, why): Citizen is very concerned about the CP Rail Arbutus Corridor. She has read in the newspaper that CP is going to be removing some very old trees along the railway track. She feels that CP should have the same rules and bylaws as citizen's do when it comes to cutting down trees. She wants to talk to someone from the City to find out exactly what the City about her concerns with the railway. She also thinks it is an environmental concern as she heard CP will be bringing in oil into the City. Please call s.22(1) to discuss her concerns. She also has CP's phone number but wants to talk to someone directly from the City about this. Do you want to be contacted? Yes Type of feedback: Complaint Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor and Council		s.22(1)	s.22(1)	1	7/23/2014 5:11:00 PM	7/23/2014 6:00:56 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-07-23 18:00:56.033 Directed to Another City Department Forwarded feedback to Mayor and Council.
101005068467					Describe details (who, what, where, when, why): Received via email: Dear Mayor Robertson and City Council Members,  We are writing to express anger and frustration over CP Rail's behaviour with regard to the Arbutus Corridor rail line.  We understand it was sold to CP many years ago by the public for a symbolic \$1, for reasons relating to its development and use as a rail line. And now we believe it is time for the public to reclaim this land by whatever means available for the public good.  This corridor is no longer functioning commercially and is sorely needed in the commons — for a transportation corridor and/or green space, and as a walking and/or cycling corridor. We are not gardeners ourselves, but the gardens along the corridor tremendously add to the feeling of community; they make us feel connected to others and they provide quiet places to walk.  CP made a great deal of money on the use of this land for the intended rail purposes — why should that continue beyond their rail use? Surely there must be some provision in law for the city to be able to reclaim this land for the public domain. And we are certain CP would have much to gain from the tax write-off (another form of public subsidy).  It would be a tragedy for this land to remain in private hands, and worse yet, for such a valuable community asset to be squandered with money ending up in the hands of a few developers — with CP also making a windfall fortune on the sale of the corridor for a purpose beyond their original, now obsolete, mandate.  Thank you for your attention to this matter.  Respectfully submitted s.22(1) Vancouver Residents Do you want to be contacted? No Type of feedback: Opinion Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor and Council		s.22(1)		1	7/25/2014 3:46:00 PM	7/25/2014 4:20:52 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-07-25 16:20:51.65 Directed to Another City Department Forwarded feedback to Mayor and Council.
101005080816					Describe details (who, what, where, when, why): Caller wants to say it's a poor idea to purchase to the Arbutus Corridor from CP. This money can be better spent elsewhere, and this purchase would have a small benefit for few very residents. Do you want to be contacted? No Type of feedback: Opinion Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor and Council		s.22(1)	s.22(1)	1	7/29/2014 12:39:00 PM	7/29/2014 1:12:27 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-07-29 13:12:27.1 Directed to Another City Department to Mayor and Council.
101005090039					Describe details (who, what, where, when, why): Agent thinks that the residents at the Arbutus community garden are not entitled to the land. COV shouldn't spend money in helping them to fight for it. Do you want to be contacted? No Type of feedback: Opinion Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor & Council		s.22(1)	s.22(1)	1	7/31/2014 11:51:00 AM	7/31/2014 12:50:41 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-07-31 12:50:41.333 Directed to Another City Department Sent to Mayor and Council

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Date Run: Wednesday, February 22, 2017 9:49:28 AM  
Case Creation Date: From 6/1/2014 To 9/30/2014  
Case Status: Both

101005150306					Describe details (who, what, where, when, why): Via Twitter: Anyone who understands real estate knows @CityofVancouver should buy the Arbutus Corridor. \$20M is a ridiculous offer. CP will sell so BUY!! Do you want to be contacted? No Type of feedback: Opinion Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor and Council		s.22(1)		1	8/15/2014 9:04:00 AM	8/15/2014 11:02:31 AM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-08-15 11:02:30.983 Directed to Another City Department Forwarded to Mayor and Council
101005151913	s.22(1)	ARBUTUS ST			Describe details (who, what, where, when, why): He called upset because he believes mayor is "pandering" to "squatters" who made gardens on CP Land near Arbutus Corridor. Do you want to be contacted? No Type of feedback: Opinion Feedback regarding: CityEmployee Department: MayorCouncil Division or Branch Name: Mayor		s.22(1)	s.22(1)	1	8/15/2014 12:40:00 PM	8/15/2014 12:56:21 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-08-15 12:56:21.12 Assigned Sent to mayor and council.
101005154694					Describe details (who, what, where, when, why): Received via email: CP owns the land. The city is willing to buy this land for \$30 mill. What advantage to the taxpayer does owning this land have? IF the city buys it, does that mean any taxpayer is allowed to pick the flowers or the vegetables that the nearby property owners have planted? Is it to become a walkway for all or? What advantage does owning this land have to all who pay taxes to buy it This is a lot of money. Do you want to be contacted? No Type of feedback: Opinion Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor & Council: Arbutus Corridor		s.22(1)	s.22(1)	1	8/16/2014 10:19:00 AM	8/16/2014 11:03:40 AM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-08-16 11:03:40.137 Directed to Another City Department Forwarded to Mayor and Council.
101005154707					Describe details (who, what, where, when, why): Received via email: I fail to see why we should pay \$20m for this land - let alone \$100m. Keep it like it is. Let the trains run. Walk along it if there are no trains.  \$20m can be better used rather than creating another rich person's hang out. OR is the plan to develop it and build high-rises? That way the city (us) would get our money back. Do you want to be contacted? No Type of feedback: Opinion Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor & Council: Arbutus Corridor		s.22(1)	s.22(1)	1	8/16/2014 10:26:00 AM	8/16/2014 11:04:47 AM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-08-16 11:04:47.14 Directed to Another City Department Forwarded to Mayor and Council.
101005154721					Describe details (who, what, where, when, why): Received via email: WHY is it even a consideration that tax dollars be spent on buying a multi-million dollar property for the purpose of preserving the vegetable gardens of squatters who have no business being there in the first place? This is not the lower East Side - its the West Side. If the residents here want to buy the property, let them do it with their own money. It's time for some fiscal responsibility. Do you want to be contacted? No Type of feedback: Opinion Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor & Council: Arbutus Corridor		s.22(1)		1	8/16/2014 10:32:00 AM	8/16/2014 11:06:13 AM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-08-16 11:06:13.27 Directed to Another City Department Forwarded to Mayor and Council.

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Date Run: Wednesday, February 22, 2017 9:49:28 AM  
 Case Creation Date: From 6/1/2014 To 9/30/2014  
 Case Status: Both

101005154735					Describe details (who, what, where, when, why): Received via email:  Watching the destruction of the community gardens worries me that we are losing sight of the vision we all had for Vancouver when these gardens were started. I appreciate your efforts to purchase the land. I hope there is a community-minded resolution possible.  Thank you, s.22(1) Do you want to be contacted? No Type of feedback: Opinion Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor & Council: Arbutus Corridor		s.22(1)		1	8/16/2014 10:35:00 AM	8/16/2014 11:07:12 AM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-08-16 11:07:12.193 Directed to Another City Department Forwarded to Mayor and Council.
101005180079					Describe details (who, what, where, when, why): Citizen would like it on record that she does not like that CP rail will be using herbicides on the Arbutus Corridor Do you want to be contacted? No Type of feedback: Complaint Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor and council	I advised citizen that contacting CP rail directly may be more useful however she did not want to.	s.22(1)	s.22(1)	1	8/22/2014 2:56:00 PM	8/23/2014 1:06:03 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-08-23 13:06:03.407 Directed to Another City Department Directed to Mayor and Council
101005196551	s.22(1)	CYPRESS ST			Describe details (who, what, where, when, why): s.22(1) lives right on the Arbutus Corridor and is disappointed that there are bike paths everywhere even where the public resisted them but the CoV has gone completely silent on putting a bike path on a greenway. s.22(1) really supported the Vision team but is beginning to question where the money is going and what is being done especially with bike counters versus really obvious work to suggest a solution. People are hurting because their gardens are gone. Residents are not for a railway running through and thus far the CoV has not been helpful. Do you want to be contacted? No Type of feedback: Complaint Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor & Council.		s.22(1)	s.22(1)	1	8/27/2014 10:28:00 AM	8/27/2014 12:10:22 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-08-27 12:10:22.013 Directed to Another City Department Sent to Mayor and Council
101005198928					Describe details (who, what, where, when, why): received via email. First, I want to say how impressed I am with the 3-1-1 service. I have used it twice, both times within the last 6 weeks, and have received prompt, friendly, efficient service and most importantly had my issues resolved in an astoundingly short amount of time.  Second re: the Arbutus corridor and the appalling disregard for community values shown by CP Rail. I would like to know if there are any by-laws in place, or any that could be implemented, to financially harm them so that the land is more nuisance than it's worth. I'm thinking something along the lines of: blade of grass one mm above a certain height? Fines and/or maintenance orders. One little pebble too dirty? Fines and/or maintenance orders. Obviously, these are extreme examples, but hopefully they illustrate my point: these bastards cannot be allowed to operate in a community for which they have so little regard Do you want to be contacted? No Type of feedback: Complaint Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor and council		s.22(1)	s.22(1)	1	8/27/2014 3:06:00 PM	8/27/2014 5:33:43 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-08-27 17:33:43.14 Directed to Another City Department Sent to Mayor and Council

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Date Run: Wednesday, February 22, 2017 9:49:28 AM  
Case Creation Date: From 6/1/2014 To 9/30/2014  
Case Status: Both

101005301562							Describe details (who, what, where, when, why): Received via email. If CP Rail truly refuses a fair settlement for the Arbutus Corridor, can't the city force a ettlement via the Expropriation Act? Do you want to be contacted? Yes Type of feedback: Opinion Feedback regarding: CityDepartment Department: MayorCouncil Division or Branch Name: Mayor and Council		s.22(1)		1	9/22/2014 2:24:00 PM	9/22/2014 3:23:00 PM	Feedback	Agent Created Case: Agent Updated Case Details: Reallocated to queue: CSRII  Agent Finished: Case Closed. Closed date : 2014-09-22 15:22:59.867 Directed to Another City Department Forwarded to Mayor and Council
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