1

Who is Ginter's Green Forever?

- Started as a response to the proposed bus service yard at 18th and foothills
- Thanks to our city leadership, mayor and council, public input was considered and the plan was scratched
- Grew into a community based group advocating for protection of Ginter's Green
- Over 3000 signatures on petition in past six weeks to preserve green space
- Presented by James Steidle and Susanne Weber

2

Where is Ginter's Green?

- Greenspace from the end of Foothills (at 18th) to the end of Ferry
- End of Massey to the University including the greenspace on escarpment
- Includes private property and publicly owned property

3

4

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6


Existing Zoning
Not an official park, reserved for right of way
UNBC Connector Trail
Vanier Park
City of Prince George | Esri, NASA, NGA,

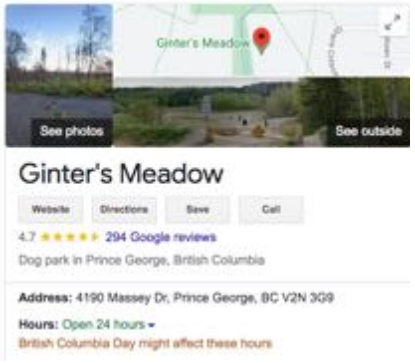
7


Not an official park, reserved for right of way
Exhibition Park
UNBC Connector Trail

8

A Popular Park

- 294 google reviews!
- Off-leash areas
- Wheelchair Accessible year-round (paved and usable trails)
- Accessible by public transit
- (cottonwood not served)
- Close to large population-base
- 5 minutes to downtown



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Values of Undisturbed Escarpment

- Massey Extension would bisect a critical forest
  - Wildlife/Identity values
  - Slope stability
  - Hydrological integrity
  - FireSmart
  - Trail Networks

11

Wildlife/
Identity
Values

12

Prince George is known as a city 'close to nature'

- Moose are part of our identity
- A reason people move here
- Greenspace and local wildlife is our brand!

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Prince George Official Community Plan:

"A City Defined by Nature" (page 22)

"Both the people and the place are defined by the rivers, the cutbanks and hillsides overlooking them…" (page 15)

"…recognizing and protecting the rivers, cutbanks, and significant hillsides as critical physical elements that create and reinforce our sense of identity and the place in which we live." (page 22)

14

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16

Many natural marvels!

- Great place for education, mental health, connection with nature, natural value

17

Slope Stability

18

FRIDAY, FEBRUARY 19, 1993 70 CENTS (plus GST) Low tonight: -14 High tomorrow: -7 Quesnel teams sidelined 17 Phone: 563-3441 Classified: 562-6666 Circulation: 562-3301

HILLSIDE STILL SLIPPING

UNBC road cost soars $3 million

by BERNICE TRICK
Citizen Staff

Continuing sliding problems along the main entrance to the University of Northern B.C. will cost an extra $3 million and probably delay road completion by a year, says Prince George city engineer Dwayne Hubbarson.

University Way, leading from 15th Avenue at Foothills Boulevard up along the Cranbrook Hill escarpment, began sliding in two areas late last summer during earthworks activities.

Proposed corrections will increase the cost of the road about 50 per cent to $11.7 million from the estimated $8.7 million.

City council will have to consider somedat measures and costs to be outlined at Monday's city council meeting by engineer Bob Kelham from McElhanney Engineering Services.

The extra work will probably mean the road will not be complete until 1995, Hubbarson said today.

Talks are being held with UNBC, but so far, university officials have not commented on they position regarding the delay. "This could have a significant impact on the university," said Hubbarson.

But there's little doubt the road will be completed, said Hubbarson.

"We know the problem, we know how to solve it. We just need to find the money to do it."

The city has spent about $4 million so far, almost half of the budgeted amount.

Administration is requesting the province to pay $2.4 million of the extra costs and is talking to UNBC about cost-sharing as well.

What went wrong with the project?

"A whole bunch of decisions were made based on the best information available, but in the end they didn't work," said Hubbarson.

Here's how it all started.

"In the beginning the university decided it wanted the access road to lead from 15th Avenue and Foothills Boulevard. We didn't object, and went ahead with a pre-design by McElhanney Engineering Services," said Hubbarson.

"There were no mistakes made during the pre-design, but there may have been errors made in the geotechnical work (which followed)," said Hubbarson.

To find out, the city has involved a second geotechnical request to examine the original geotechnical work done by Graham Engineering, which subcontracted Geo-Engineering of Calgary.

The sliding earth along 400 metres of the escarpment is caused by an ancient slide which dates back 10,000 to 15,000 years ago, Kelham said today.

"The slide became reactivated by the earthworks activity. We knew about the old slide, but didn't foresee the magnitude of the problems," said Kelham, explaining there are always risks with construction on slopes.

The actual sliding of the two areas, located just below the north entrance to the campus and near the bottom of Cranbrook Hill, can be measured in centimetres — and progress "absolutely no threat to any private property," said Kelham.

"Heavens no. There's no threat to anyone. People certainly don't have to worry about sitting them with a hotpot under their arm."

Both slides are different in character and require different solutions, Kelham said in the report, which city council will consider Monday.

To stop the movement, Kelham is proposing installation of water drains to remove groundwater as well as construction of an earth buttress to hold back the slide.

Fixing the higher slide is more simple. Drains are needed to remove the groundwater and some realignment of the road, both horizontally and vertically, is necessary.

Both areas are now stable due to frost in the ground, but the lower slide is expected to reactivate in the spring and to continue moving for years if left unchecked.

Council men consider four recommendations:

- Proceed with remedial measures.
- Increase the road budget by $3 million.
- Negotiate with Sharp Construction to do the work.
- Delay roadwork until financing is in place for corrective work.

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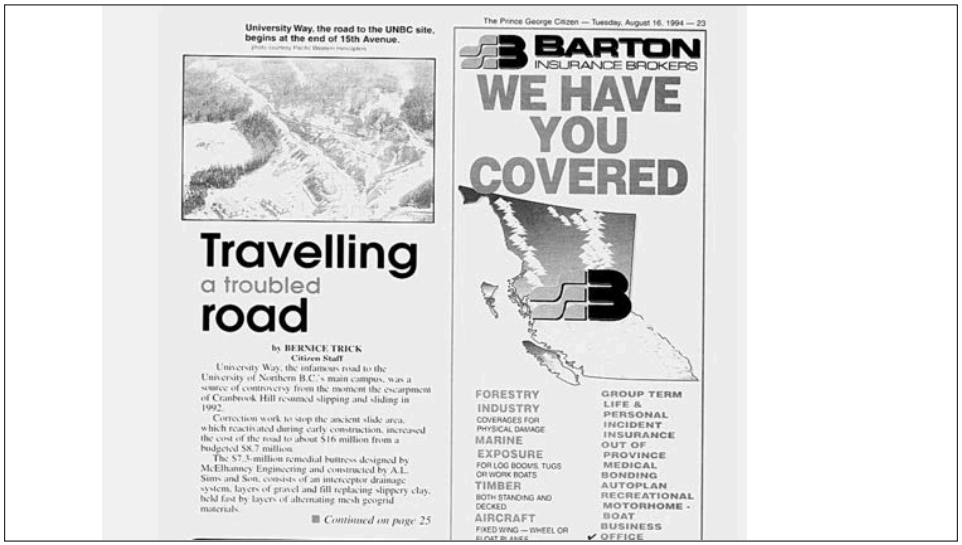

University Way, the road to the UNBC site, begins at the end of 15th Avenue.

The Prince George Citizen — Tuesday, August 16, 1994 — 23

Travelling a troubled road

by BERNICE TRICK
Citizen Staff

University Way, the infamous road to the University of Northern B.C.'s main campus, was a source of controversy from the moment the escarpment of Cranbrook Hill resumed slipping and sliding in 1992.

Correction work to stop the ancient slide area, which reactivated during early construction, increased the cost of the road to about $16 million from a budgeted $8.7 million.

The $7.3-million remedial buttress designed by McElhanney Engineering and constructed by A.L. Sims and Son, consists of an interceptor drainage system, layers of gravel and fill replacing slippery clay, held fast by layers of alternating mesh geogrid materials.

■ Continued on page 25

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University way dispute creates long road of litigation

By MICHELLE LANG
Free Press staff writer

The city has resolved another lawsuit over the construction of University Way but the fight over the project that went $6 million over budget isn't over yet.

The City of Prince George announced Friday they had reached a $275,000 out of court settlement with R.E. Graham Engineering, a sub-consultant on the project. The city had earlier settled a lawsuit for $1,123,181 against McElhanney Engineering Services, the prime consultant for the design and construction of University Way.

"The bottom line is we took legal action for breech of contract," says City Manager George Paul. "We just didn't feel they were living up to our agreed-upon expectations of their performance. Over the course of time the legal proceedings evolved and we came to a settlement with McElhanney for over one million dollars."

The most recent $275,000 settlement is another step in the right direction. But the fight to regain funds from the project (originally budgeted for $9 million, actual cost at about $15 million) isn't over yet. The arbitration process with the main contractor, S.L. Sims and Sons Ltd. continues. Mr. Paul would not reveal what is under negotiation only noting "there are still outstanding issues." He did say a decision is expected some time in 1998.

The problems with the University Way began during construction when a fault line was uncovered. Crews had to build an "earth dam" or a buttress to stop the shift of the earth which was occurring. Since then the city has still had problems with landslides.

January 11, 1998

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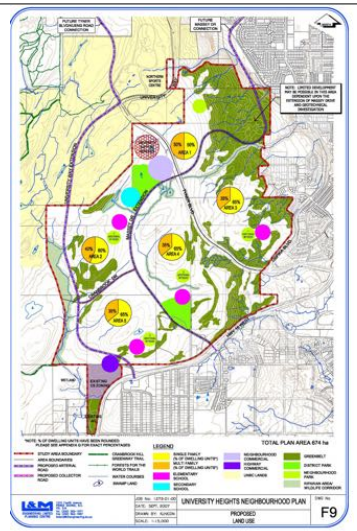

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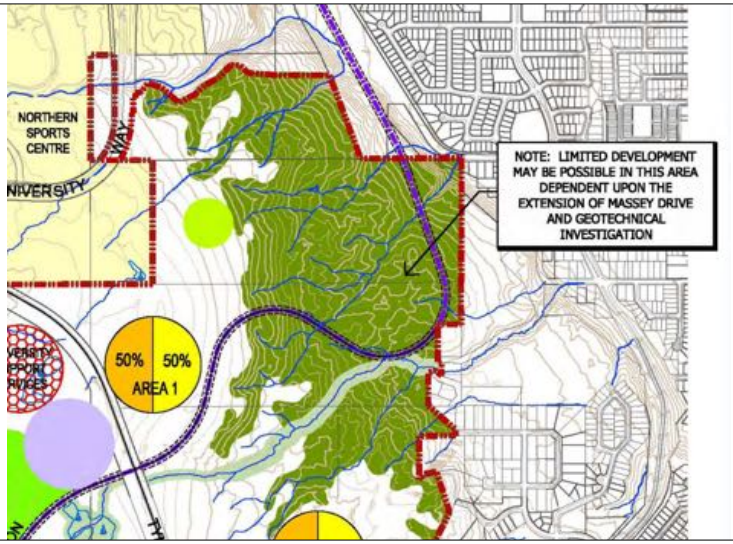

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Very active hydrology

- Development will impact downhill residents
- Water always win, and we all learned that in November 2021
- Forested hillsides will reduce landslides and flooding

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PG Stormwater Management Plan:

- "Changes in drainage characteristics caused by development can increase flooding concerns, channel erosion and sediment loads, and lead to degradation of water quality and aquatic habitat." (page 8)
- Re. University Heights Neighbourhood Plan: "Future development activities include redevelopment in the lowlands and new development in the uplands resulting in an increase from 23% to 48% total impervious area once built-out to the OCP." (page 10)

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Firesmart

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City of Prince George
Wildland/Urban Interface
Wildfire Management Strategy:

June, 2005

Prepared by:

Diamond Head Consulting Ltd.
3205 West 13th Ave
Vancouver BC
V6K 2V6

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Table 9. The fuel types and representative areas found within the City of Prince George.

Fuel Type Classification	Total Area (ha)	% of area
D-1 - Deciduous/swamp/shrub	13,004	39
01-b - Open grass	5,045	15
C-2 - Dense Spruce	928	3
C-3 - Mature lodgepole pine	1,512	5
C-4 - Young dense lodgepole pine	220	1
C-7 - Open Coniferous	898	3
M-2 - Mixed stands	3,744	11
M-3 - Stand with a significant component of dead pine	126	0
Non Fuel Areas	7,461	23

Fuel type D-1 – Deciduous dominated stands

The most prevalent fuel type found across the study area (covering 39% of the study area) is the deciduous dominated fuel type. This fuel type consists of stands that are generally moderately stocked stands with greater than 50% deciduous trees. Stands are dominated by a mixture of trembling aspen and birch. There are stands with small islands of coniferous trees of scattered coniferous tree intermixed within the stand. Dead and down round wood fuels is a minor component of this fuel complex. During the summer months, the principal fire-carrying surface fuel consists chiefly of deciduous leaf litter and cured herbaceous material that are directly exposed to wind and solar radiation. In terms of fire behavior potential these stands will all have a relatively low spread rate potential.

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"The wildfire hazard to the east of the University is less of a concern as there are large deciduous stands that act as buffers between this area and the City's main urban interface." (page 23)

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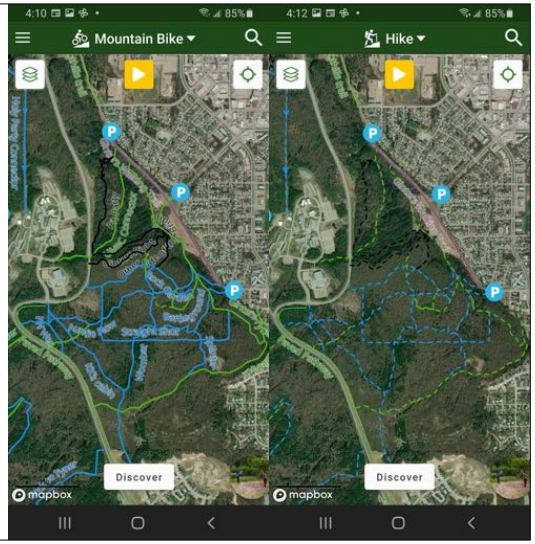
Trail Networks



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Why Now?

- Security for residents so they know what is happening in their backyards
- Security for developers so they can look at the OCP and trust that is the direction the city wants to move
- Security for the City so they don't end up in a situation where a developer is litigating the city for not following their OCP
- New Provincial Rules that do not necessarily guarantee a hearing if land use rezoning applications fit within the OCP.

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Conclusion

- Ginters Green has been a beloved institution and part of our community
- Immediately remove the Massey and Foothills road extensions from the OCP
- Immediately make the whole Ginter's Meadow from 18th to Ferry and official Park
- We are concerned that the neighbourhood plans don't respect the OCP

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