



# Arbutus Greenway Proposed Design

## Consultation Summary Report

July 2018



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## EXECUTIVE SUMMARY

The Arbutus Greenway is a north-south transportation corridor that will connect people, parks, and places from False Creek to the Fraser River. In 2016, the City of Vancouver purchased the land from Canadian Pacific Railway for the purpose of creating a **high-quality public space for walking, cycling, and future streetcar.**

The planning process has included many opportunities for residents, community members, and stakeholders to offer feedback and ideas. Since 2016, we've held **50+ events and had more than 7,000 "touchpoints"** or interactions with members of the public and others.



## Opportunities for Input

In spring 2018, we invited the public to learn about the proposed design and share their feedback. The following table summarizes public opportunities to provide input.

CONSULTATION ACTIVITY	TOUCHPOINTS
<b>Talk Vancouver Survey</b> April 19 - May 6, 2018	1,123 responses
<b>Open Houses</b> April 19, 21, 25 and 28, 2018	809 participants
<b>Advisory Committee Meetings</b> April 18, 20 and 26, May 14 and 15, 2018	52 attendees
<b>Stakeholder meetings</b> Ongoing	31 participants



The purpose of this round of engagement was to seek public input on:

- The proposed design, focusing on eight distinct character zones
- Potential north and south connections
- Use of “Excess Lands” to fund the greenway (i.e. any portion of the Arbutus Corridor that is not needed for walking, cycling, or future streetcar).

**This document provides a summary of input** received from members of the public (including neighbouring residents and property owners), stakeholders, and City advisory committees. Thank you to everyone who participated!

<p>On average, <b>74% of survey respondents indicated that they “like” or “really like” the proposed design.</b></p> <p>Some of the key themes included suggestions around:</p> <ul style="list-style-type: none"> <li>• Ensuring the design is safe, comfortable, and easy to use;</li> <li>• Providing additional amenities such as public washrooms and seating; and</li> <li>• Enhancing the existing context while being careful not to over-design.</li> </ul>	<p>“I love that bike and pedestrian traffic is separated, and that there are places to sit, and all sorts of gardens to enjoy. Bravo!”</p> <p>“It would be great to see more public washrooms and water fountains available along the greenway.”</p> <p>“People are happy with a path to walk, bike, walk dogs, or wheel strollers on. Just make it safe, green, and attractive and it will be used.”</p>
<p><b>North and south connections are a medium-high priority.</b> People look forward to improved local and regional connections</p>	<p>“Please advance work on these important connections for pedestrians and cyclists.”</p>
<p><b>Three out of five (59%) of survey respondents support the use of Excess Lands</b> to fund the purchase of the corridor and the construction of the future greenway. Comments touched on a range of topics including opportunities to use potential Excess Lands for other City objectives (e.g. parkland or affordable housing) and a desire for more information and further dialogue.</p>	<p>“Please consider building apartment rental housing along the Arbutus corridor.”</p> <p>“It’s unclear how excess lands would be redeveloped. More information on the potential rezoning options is needed.”</p>

## How Input Will Be Used

The design team will refine the proposed design based on public input where feasible, while taking into account technical and financial considerations. **The proposed design concept will then be presented to City Council** in summer 2018 for their consideration. If approved, the design will serve as a framework for detailed design and construction, including further opportunities for public input.

For Excess Lands, any potential rezoning would be considered in a **future planning process with public engagement**, along with consideration of surrounding context, site planning, and other technical requirements.



# 1. INTRODUCTION

The Arbutus Greenway is a north-south transportation corridor that will connect people, parks, and places from False Creek to the Fraser River. In 2016, the City of Vancouver purchased the land from Canadian Pacific Railway for the purpose of creating a **high-quality public space for walking, cycling, and future streetcar**. See Appendix A for Arbutus Greenway project vision and objectives.

## 2. BACKGROUND

The idea of developing a greenway along the Arbutus Corridor has been **City policy for more than 20 years**. There are a number of plans that provide context for the project and help shape the public conversation about the future greenway:

DOCUMENT	STRATEGIC DIRECTION
<b>Greenways Plan (1995)</b>	Build a network of greenways, including Arbutus — a “keystone” of the planned greenways system.
<b>Arbutus Corridor Official Development Plan (2000)</b>	Develop the Arbutus corridor for transportation (excluding motor vehicles and elevated transit) and as a city greenway.
<b>Greenest City 2020 Action Plan (2011)</b>	Provide access to greenspace and support active travel: “All Vancouver residents live within a 5-minute walk of a park, greenway or other green space.”
<b>Regional Growth Strategy (2011)</b>	Encourage walking and cycling through expansion of the regional greenway network.
<b>Transportation 2040 (2012)</b>	Develop the corridor for walking and cycling, and as a future streetcar route.
<b>Healthy City Strategy (2015)</b>	Provide safe, active, and accessible ways of getting around to help increase physical activity levels: “Make over 50 per cent of trips by foot, bicycle, and public transit.”







## Purchase Agreement

When the City purchased the corridor from CPR, **one of the main conditions was that the greenway was to be used for walking, cycling, and future streetcar.** The purchase agreement also includes language about the planning process for the corridor, which is paraphrased below:

- Section 9.1: The City will expedite the planning process for greenway components: Walking, cycling, and a future light rail.
- Section 9.2: After the greenway design is complete, the City will commence a separate planning process to determine future uses of any “ Excess Lands” on the Arbutus Corridor. Council’s approval will be required for any changes in land use.

**Excess Lands refers to any portion of the Arbutus Corridor that is not needed for walking, cycling, or future streetcar.** To help pay for the purchase of the corridor, the City is looking at developing Excess Lands. As per the Purchase Agreement, any potential rezoning of Excess Lands would be considered in a future public planning process, including further consultation.<sup>1</sup>

Excess Lands refers to any portion of the Arbutus Corridor that is not needed for walking, cycling, or future streetcar. To help pay for the purchase of the corridor, the City is looking at developing Excess Lands. As per the Purchase Agreement, any potential rezoning of Excess Lands would be considered in a future public planning process, including further consultation.

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<sup>1</sup>Postscript: Further technical work has identified that there aren’t any Excess Lands in Kerrisdale between West 37th Avenue and West 40th Avenue. However, there may be additional “surplus” lands. Surplus lands are City-owned lands that are located next to the corridor on adjacent street right-of-way, and are not required for transportation purposes.



## 3. PROPOSED DESIGN ENGAGEMENT PROCESS

In spring 2018, we invited stakeholders and members of the public to learn more about the plans for the future Arbutus Greenway and provide feedback on:

- The proposed design concept
- North and south greenway connections
- Use of Excess Lands to fund the greenway (i.e. areas not required for walking, cycling, or future streetcar).

Opportunities to provide feedback included an online survey, open houses, community stakeholder meetings, and City of Vancouver advisory committee meetings.

CONSULTATION ACTIVITY	TOUCHPOINTS
<b>Talk Vancouver Survey</b> April 19 - May 6, 2018	1,123 responses
<b>Open Houses</b> April 19, 21, 25 and 28, 2018	809 participants
<b>Advisory Committee Meetings</b> April 18, 20 and 26, May 14 and 15, 2018	52 attendees
<b>Stakeholder meetings</b> Ongoing	31 participants

**ARBUTUS GREENWAY OPEN HOUSES**  
Proposed Design Concept




**Saturday April 21** 12 pm - 3 pm  
**Wednesday April 25** 3:30 pm - 6 pm  
**Saturday April 28** 12 pm - 3 pm

City Lab, 511 West Broadway  
 For more information, visit [vancouver.ca/arbutusgreenway](http://vancouver.ca/arbutusgreenway)  
 Email: [arbutusgreenway@vancouver.ca](mailto:arbutusgreenway@vancouver.ca)

**ARBUTUS GREENWAY OPEN HOUSES**  
Proposed Design Concept




**HAVE YOUR SAY! TAKE THE SURVEY AT**  
[vancouver.ca/arbutusgreenway](http://vancouver.ca/arbutusgreenway)

**ATTEND AN OPEN HOUSE:**  
**Saturday, April 21** 12 pm - 3 pm  
**Wednesday, April 25** 3:30 pm - 6 pm  
**Saturday, April 28** 12 pm - 3 pm

City Lab, 511 West Broadway  
 For more information:  
 Phone: 3-1-1 TTY: 7-1-1  
 Email: [arbutusgreenway@vancouver.ca](mailto:arbutusgreenway@vancouver.ca)

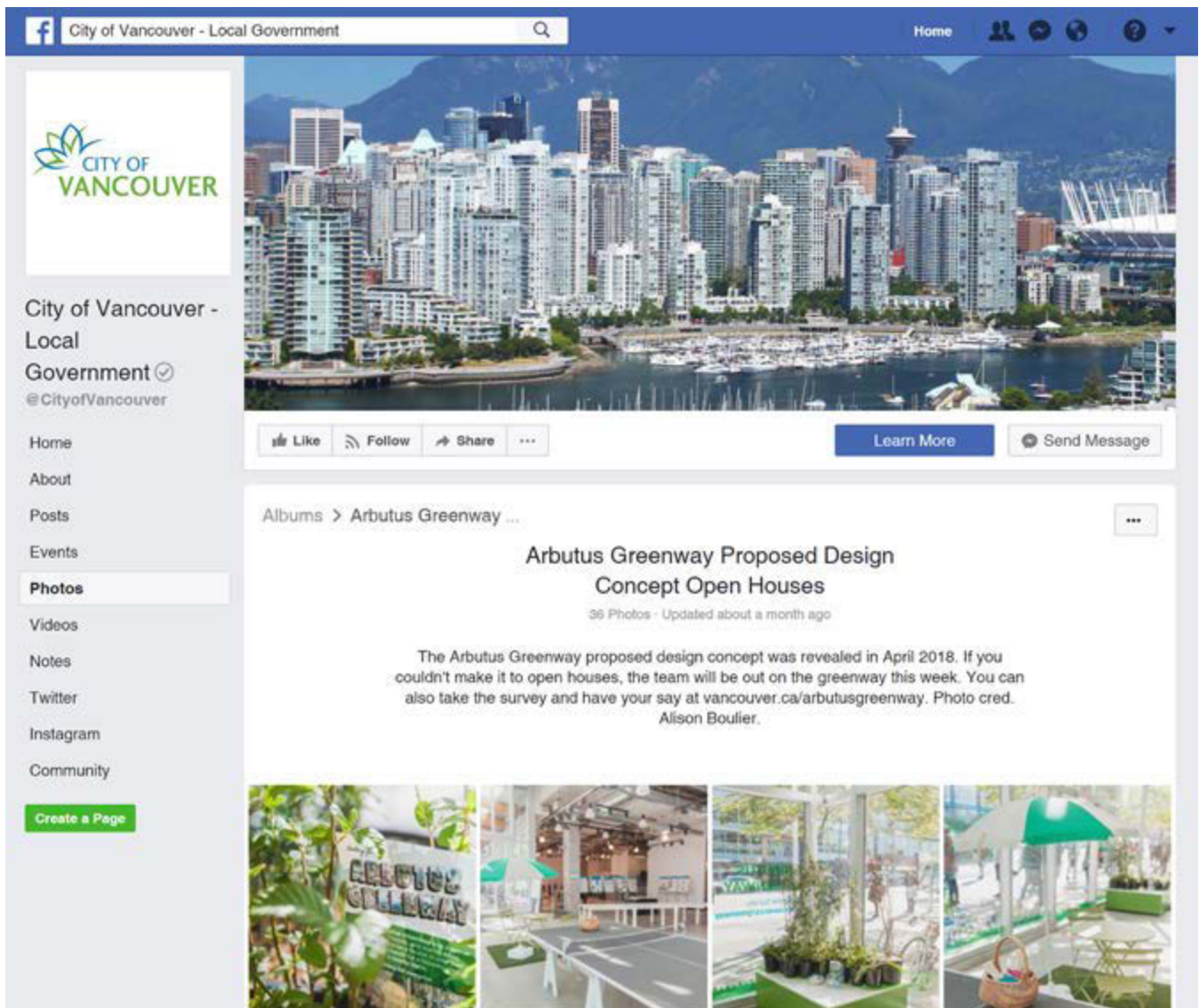
## What is a Proposed Design?

The proposed design is a high-level “design vision” for the future Arbutus Greenway, building on what we heard during previous rounds of engagement. It takes inspiration from neighbourhood characteristics and features, such as parks and views, while working within design constraints. To view the proposed design, visit [vancouver.ca/arbutusgreenway](http://vancouver.ca/arbutusgreenway).

## Notification Process

Notification of opportunities to participate included:

- **Social media:** Open House notifications and survey links were posted on the City of Vancouver’s social media accounts, including Twitter, Facebook, Instagram, and Weibo. In addition, the City used geo-targeted Facebook, Instagram, Weibo, and WeChat ads to encourage residents to attend the events.
- **Project website:** All materials were posted on [vancouver.ca/arbutusgreenway](http://vancouver.ca/arbutusgreenway), including open house dates, a link to the survey, as well as English and Simplified Chinese information boards.
- **Newsletter:** An invitation to attend open houses and take the survey was sent to 2,500+ Arbutus Greenway newsletter subscribers.
- **Email Invitations:** An invitation to attend a special “sneak peak” open house was sent to “Arbutus Champions” (110 people who participated in a 2.5-day, collaborative design workshop in October 2017).
- **Posters:** Posters outlining opportunities to get involved were delivered to all City of Vancouver community centres and libraries.
- **Newspaper advertisements:** Advertisements were placed in the following publications inviting members of the public to attend open houses and take the survey.



## Proposed Design Concept Advertisements

PUBLICATION	DATE
Vancouver Courier	April 19 and 26, 2018
Sing Tao	April 14 and 21, 2018
Ming Pao	April 14 and 21, 2018

阿布特斯綠色走廊開放日  
(ARBUTUS GREENWAY)  
展示建議中的設計概念

2018年4月21日(星期六)下午12時至3時  
2018年4月25日(星期三)下午3時30分至6時  
2018年4月28日(星期六)下午2時至3時






西百老匯511號, 城市實驗室

查詢更多資料, 請瀏覽  
[vancouver.ca/arbutusgreenway](http://vancouver.ca/arbutusgreenway)  
電子郵件: [arbutusgreenway@vancouver.ca](mailto:arbutusgreenway@vancouver.ca)



## Online Engagement

Nearly all of our engagement materials are posted on the City’s website and were shared on social media via the following channels:

ACTIVITY		ONLINE INTERACTIONS As of May 10, 2018
	<b>Facebook:</b> Facebook Live and Facebook album of proposed design concept and open houses	721 views 86 likes 5 comments
	<b>Instagram:</b> Instagram posts and Instagram Stories during the open houses	5,500+ views 972 likes 16 comments
	<b>Twitter:</b> Posts about open houses, surveys, and images of the proposed design concept	62 likes 40 retweets 5 comments
	<b>Weibo:</b> Posts about open houses, surveys, and images of the proposed design concept	57K views 8 likes 3 comments 6 shares
	<b>WeChat Advertorial:</b> Post about the Arbutus Greenway project, temporary path, proposed design concept, open houses, and survey	509 views



## 4. RESULTS: WHAT WE HEARD

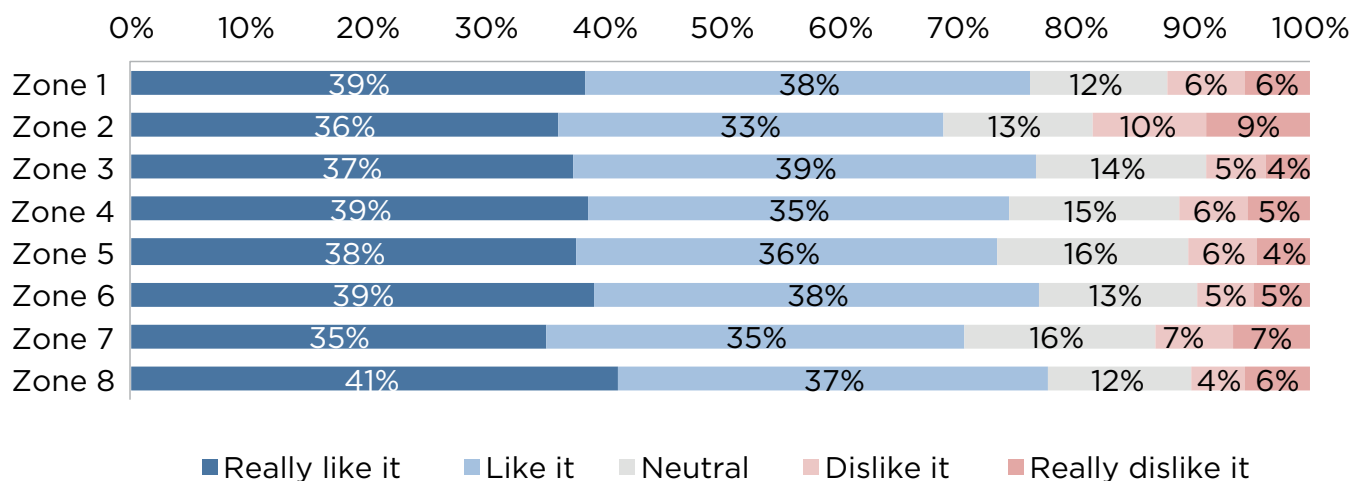
The following section provides a summary of what we heard through our open houses, online survey, and community stakeholder meetings. Additional feedback from Advisory Committee meetings can be found in Appendix C.

### Talk Vancouver Survey

The City of Vancouver hosted an online TalkVancouver survey, which was open for comment from April 19 through May 6. Hard copies of the survey were also available at open house and by request. In total, 1,123 complete responses were received. A high-level summary of key themes and findings is presented below.

- **Proposed design:** Questions #1to #9 asked, “Overall, what do you think of the proposed design...” for each character zone? At a high level, most people are excited to see the design for the future greenway come to life, with many survey respondents expressing appreciation and excitement for the proposed design. On average, 74% of survey respondents indicated that they “like” or “really like” the proposed design for each character zone.

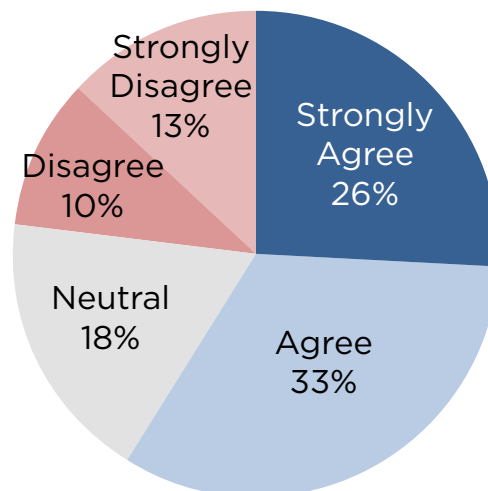
## Overall, what do you think of the proposed design (for each zone)?



- Additional comments about the proposed design:** Question #9 asked, “Do you have any other comments about the proposed design for the future Arbutus Greenway?” Of the 1,123 survey respondents, 779 people provided additional written comments regarding the proposed design. Comments were then coded by a third-party firm to better understand key themes and ideas.
  - Nearly one in five qualitative comments expressed support for the design – e.g. “I like the design”, “it’s great”, “looking forward to it”, etc.
  - Transportation design was a major point of discussion with more than a quarter of respondents (28%) mentioning safety aspects and/or emphasizing ease of use. Concerns about intersections was a recurring theme, along with comments expressing a desire for improved connections to surrounding neighbourhoods.
  - Many respondents indicated that they like the separation of pedestrians and cyclists. Some suggest further safety improvements such as providing greater separation between users, ensuring pedestrians do not need to cross the bike path to access rest areas/streetcars, and enforcing cycling speeds.
  - With respect to public realm, while amenities are appreciated, a number of respondents said that they would prefer a simpler design. Removing/reducing frames and minimizing light pollution were some of the suggestions mentioned.



- North connections:** Question #10 asked, “How would you prioritize the following transportation connections that are proposed for the northern end of the greenway?” A future walking route to Granville Island under Fir Street off-ramp was the number one priority according to respondents, followed by a future walking/cycling route to False Creek via Pine Street and West 1st Avenue.
- South connections:** Question #11 asked, “How would you prioritize the following transportation connections that are proposed for the southern end of the greenway?” In the south, a connection to Canada Line Bridge / Kent Avenue bike route was the number one priority, followed by “multiple future extensions” to the Fraser River, and a connection to the Marine Drive Canada Line Station.
- Excess Lands:** Question #12 asked, “**To what extent do you agree or disagree with developing Excess Lands to help fund the purchase of the corridor and construction of the future greenway?**” In response, 59 per cent said they “strongly agree or “agree”, 18 per cent said they are “neutral”, and 23 per cent said they “disagree or strongly disagree”.







- **General comments about the project:** Question #13 asked, “Do you have any other comments?” 467 people provided additional comments. Responses were coded by a third-party to better understand key themes and ideas.
  - o Of the 1,072 respondents who completed question #12 regarding Excess Lands, 154 provided additional comments ranging in tone and content. Some of the key themes included an interest in using Excess Lands for other City objectives, and a desire for more information and further dialogue. A number of respondents asked for more information on what types of land use would be considered and/or expressed their concerns about high-rise development.
  - o Many respondents provided further comments about the proposed design. Comments touched on a broad range of topics including but not limited to safety at major intersections, support for the proposed design, desire for additional amenities, and the importance of urban ecology.
  - o North and south connections were another important topic of discussion. Comments focused local and regional destinations (e.g. downtown, Granville Island, Richmond), along with the benefits and challenges associated with different potential routes.

Complete results can be found in Appendix B, including examples of verbatim comments organized by theme.

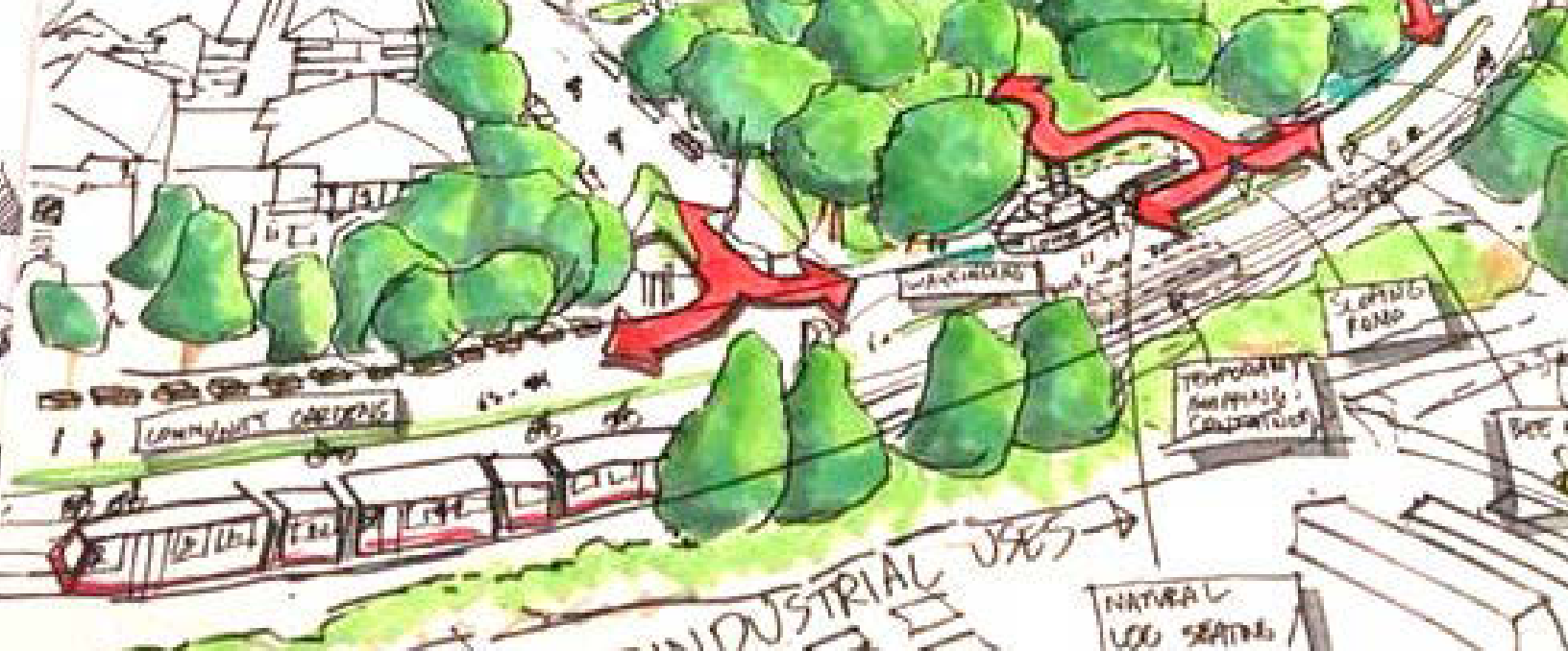


## Community Stakeholder Meetings

Leading up to and during the engagement period, the **Arbutus Greenway project team met with representatives from community groups and organizations**, including but not limited to community associations, business improvement associations, and community garden societies. The purpose of these meetings was to:

- Share project information and provide an opportunity to ask questions; and
- Seek feedback on the proposed design, to better understand their aspirations and concerns.

PARTICIPATING ORGANIZATIONS	DATE
Maple Community Garden Society Cypress Community Garden Society City Farmer	March 21, 2018
Pine Street Community Garden Society	March 22, 2018
Point Grey Secondary School	April 13, 2018
Arbutus Ridge Kerrisdale Shaughnessy (ARKS) Kerrisdale Business Improvement Association (BIA) Shaughnessy Heights Property Owners Association (SHPOA)	April 17, 2018
South Granville BIA	TBD



The following provides an overview of key questions and concerns:

- **Streetcar:** Location of future streetcar stations was a topic of discussion. There were also a number of questions about timing and integration with other greenway elements (e.g. “How would pedestrians and cyclists be separated from streetcar?” and “Will there be a buffer between gardens?”). In Kitsilano, one group suggested locating future streetcars within the street’s right-of-way along West 6th Avenue. Project team members noted that streetcars were a requirement of the purchase agreement between the City and CPR.
- **Transportation design:** Thinking about neighbouring businesses, one person asked that the City consider potential impacts associated with reducing parking in commercial areas. Another person suggested that wayfinding signage along the greenway would help highlight local amenities and attractions.
- **Public realm:** One group expressed a desire for additional public washrooms. Another suggested that the City explore opportunities to animate building facades and activate the greenway in urban/commercial areas (e.g. screening a movie night on the side of a building).
- **Community gardens:** The project team’s senior project manager explained that the City is working towards no net loss of gardens for the length of the greenway. Garden representatives asked about timeline for proposed relocation of community gardens along West 6th Avenue and proposed layout/design for relocated gardens. Several people expressed concerns about potential contamination of soil from construction of the temporary path.
- **Excess Lands:** The City’s senior project manager noted that a significant portion of these lands occur on adjacent street right-of-way currently serving East Boulevard between West 37th Avenue and West 40th Avenue. One topic of discussion focused on parking and the City was asked to consider parking-use given that this area served for school pick-up and drop-off. One group suggested that some commercial uses at ground level could have a positive impact for the area.

## Advisory Committee Meetings

As part of the proposed design consultation process, Arbutus Greenway project staff presented to five City of Vancouver Advisory Committees. Meeting minutes can be found in Appendix C.

# 5. NEXT STEPS

**Thank you to everyone who provided feedback during this round of consultation.** Your feedback will be used to refine the proposed design where feasible, while taking into account technical and financial considerations.



**City staff will present the proposed design to Council for their consideration** in summer 2018, as part of a broader “design vision” and implementation strategy. If approved, it will be formalized in a Master Plan, providing a framework for detailed design and construction.

For Excess Lands<sup>2</sup> and surplus<sup>3</sup> lands, any potential rezoning would be considered in a separate, **future planning process including public consultation.** Further information will be provided at that time.

<sup>2</sup>“ Excess Lands” are defined as any portion of the Arbutus Corridor that is not needed for walking, cycling, or future streetcar (light rail) uses.

<sup>3</sup>“Surplus Lands” are defined as City-owned lands adjacent to the Arbutus Corridor, which may not be needed for greenway or road-based transportation purposes.

# APPENDIX A

## PROJECT VISION AND OBJECTIVES

### ARBUTUS GREENWAY VISION

The Arbutus Greenway will be a defining element of Vancouver's urban landscape as a vibrant and beautiful public space for walking, cycling, and streetcar. It will be a destination which fosters both movement and rich social interaction — inspired by nature and the stories of the places it connects.

### ARBUTUS GREENWAY PROJECT OBJECTIVES

- 1 Enable **safe and comfortable travel** between False Creek and the Fraser River for all ages and abilities.
- 2 Ensure the master plan for the future Arbutus Greenway anticipates and dedicates space for a **future streetcar**.
- 3 Provide flexible, **public spaces** for people to gather, socialize, support community events, and enable artistic expression.
- 4 Enable **connections** within and across neighbourhoods adjacent to the greenway.
- 5 As the City of Reconciliation, ensure the future Arbutus Greenway will recognize the **rich history and cultural diversity** of the lands.
- 6 Enhance the City's **biological diversity** and urban ecology.
- 7 **Engage and involve** local stakeholders and citywide residents.
- 8 Ensure the Arbutus Greenway design is **resilient** and adaptable to allow for changing circumstances.
- 9 Allow the Arbutus Greenway to be **constructed in phases**, to accommodate a variety of funding strategies and changing circumstances.

# APPENDIX B

## TALK VANCOUVER SURVEY RESULTS

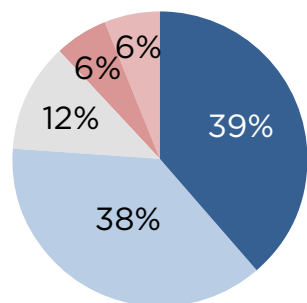
The survey included fourteen questions, focusing on: the proposed design for each character zone (#1 to #9); north and south connections (#11 and #12); and use of potential Excess Lands to pay for the greenway (#13). There was also an open-ended section for additional comments (#14). (\*Response percentages may not add up to 100% due to rounding.)

### Character Zone 1 | West 6th Avenue / Fir Street to West Broadway

#### What do you think of the following features in the “Harvest Table” character zone?

DESIGN ELEMENT	REALLY LIKE IT	LIKE IT	NEUTRAL	DISLIKE IT	REALLY DISLIKE IT
Transportation Connections	42%	35%	17%	1%	4%
Signalized Crossings at Intersections	48%	32%	13%	3%	4%
Public Realm Improvements	42%	34%	14%	4%	6%
Opportunities for Urban Ecology	50%	29%	15%	2%	4%

#### Overall, what do you think of the proposed design for the “Harvest Table”?



- Really like it
- Like it
- Neutral
- Dislike it
- Really dislike it

- “Social space, bee keeping and literal harvest table all look like engaging ways to access the space and embed that sense of community.”
- “New retaining walls should not overshadow or look into to existing residential or private yards e.g. along W. 5th Avenue.”
- “I don’t feel that the Harvest Table is inclusive enough. Why not open up the garden so that anyone can enjoy it vs. a small group of people who have their private plots?”

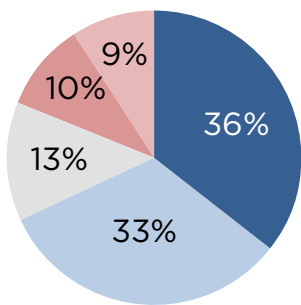


## Character Zone 2 | West Broadway to West 16th Avenue

### What do you think of the following features in the “Electric Alley” character zone?

DESIGN ELEMENT	REALLY LIKE IT	LIKE IT	NEUTRAL	DISLIKE IT	REALLY DISLIKE IT
Transportation Connections	50%	32%	10%	2%	5%
Signalized Crossings at Intersections	51%	29%	12%	3%	5%
Public Realm Improvements	40%	28%	14%	9%	9%
Opportunities for Urban Ecology	41%	28%	20%	5%	7%

### Overall, what do you think of the proposed design for the “Electric Alley”?



- Really like it
- Like it
- Neutral
- Dislike it
- Really dislike it

- “Very excited about the ‘Electric Alley’. I’d love to see some ‘pop-up’ cafes and food trucks.”
- “Especially like Electric Ave concept. Saw the Highline in New York and love that mix of art and public space.”
- “The only thing I am not so sure about are the large, overhead frames. These look slightly obtrusive. A physical mock-up would help to visualize them.”
- “One of the beauties of an urban green path is to be exposed to nature and the expanse of the sky and trees. Creating an industrial framework that effectively encloses the area is actually taking away from nature and this sense of openness.”
- “Please be considerate with the lighting, particularly in “Electric Alley”, but more generally with all of the lighting choices.”

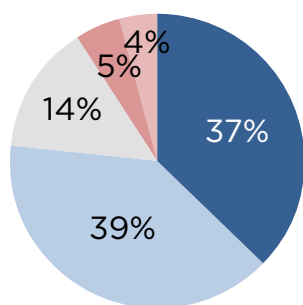


## Character Zone 3 | West 16th Avenue to West King Edward Avenue

### What do you think of the following features in the “The Ridge” character zone?

DESIGN ELEMENT	REALLY LIKE IT	LIKE IT	NEUTRAL	DISLIKE IT	REALLY DISLIKE IT
Transportation Connections	42%	36%	16%	2%	3%
Signalized Crossings at Intersections	48%	29%	16%	3%	3%
Public Realm Improvements	44%	31%	16%	4%	5%
Opportunities for Urban Ecology	49%	28%	15%	5%	4%

### Overall, what do you think of the proposed design for the “The Ridge”?



- Really like it
- Like it
- Neutral
- Dislike it
- Really dislike it

- “Large permanent and temporary art installations from 16th to 25th.”
- “Ridge part needs more trees on the traffic side rather than an unpleasant walk along Arbutus St.”
- “Should retain/relocate the existing wooden telephone poles especially between 16th and King Ed so as to frame this part of the trail.”
- “Seating nooks should be by pedestrian not bicycle paths.”
- “Gabion structures [retaining walls made of stacked stones bound together with wire] can be interesting/attractive or ugly. Make them interesting and attractive.”



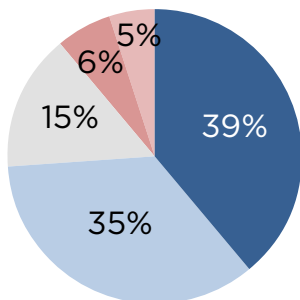


## Character Zone 4 | West King Edward Avenue to West 37th Avenue

What do you think of the following features in the “The Woodland Bend” character zone?

DESIGN ELEMENT	REALLY LIKE IT	LIKE IT	NEUTRAL	DISLIKE IT	REALLY DISLIKE IT
Transportation Connections	41%	34%	17%	3%	5%
Signalized Crossings at Intersections	47%	31%	14%	3%	4%
Public Realm Improvements	44%	26%	16%	8%	5%
Opportunities for Urban Ecology	49%	29%	14%	4%	4%

Overall, what do you think of the proposed design for the “The Woodland Bend”?



- Really like it
- Like it
- Neutral
- Dislike it
- Really dislike it

- “Excellent ideas! I love the integration of nature and areas for activities. Parkour park will be very popular with my children!”
- “I personally really like the woodland bend zone. The opened up view to the mountain is gorgeous and please keep that and allow the public to enjoy it.”
- “This section should be for quiet reflection, relaxation and the view. Parkour and fitness equipment could be located closer to Quilchena Park where there is easier access.”
- “The Woodland Bend portion has a great design for the pre-streetcar approach. Living adjacent to the area, it would be an immense turnoff if the only way to implement the streetcar would be to eliminate the (1) non-uniformity of the pathway and (2) the social congregation areas. By uniformness I mean turning it from a varying separated path with new zones of urban ecology, to a simple side by side bike and pedestrian path with a dedicated rail path next to that.”

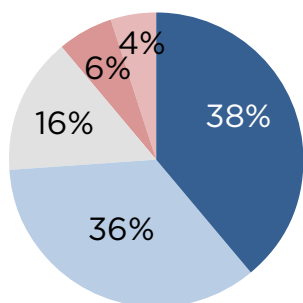


## Character Zone 5 | West 37th Avenue to West 49th Avenue

What do you think of the following features in the “KerryDale Pass” character zone?

DESIGN ELEMENT	REALLY LIKE IT	LIKE IT	NEUTRAL	DISLIKE IT	REALLY DISLIKE IT
Transportation Connections	45%	35%	14%	2%	3%
Signalized Crossings at Intersections	49%	30%	14%	3%	4%
Public Realm Improvements	46%	28%	15%	6%	4%
Opportunities for Urban Ecology	41%	28%	22%	4%	4%

Overall, what do you think of the proposed design for the “KerryDale Pass”?



- Really like it
- Like it
- Neutral
- Dislike it
- Really dislike it

- “Greenway is great, our family enjoys biking and walking our way to Kerrisdale and hope it doesn’t change too much.”
- “Ensure there are enough benches for people wanting to have a snack and a rest while shopping in Kerrisdale.”
- “First off, I love it! This feels like a destination itself let alone an access route I hope more will commute on. A few missing items to me: - bikeshare stations (even just a big one in Kerrisdale would be great) - I feel that fixing the road nightmare at 41st and Arbutus should have been part of the plan.”
- “Please do not use names like ‘KerryDale’ and ‘Electric Alley’. The Arbutus greenway doesn’t need trendy branding.”

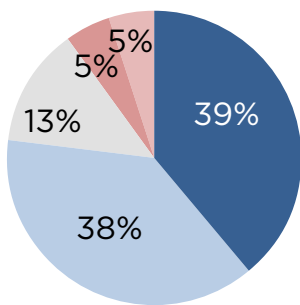


## Character Zone 6 | West 49th Avenue to West 57th Avenue

What do you think of the following features in the “Garden Path” character zone?

DESIGN ELEMENT	REALLY LIKE IT	LIKE IT	NEUTRAL	DISLIKE IT	REALLY DISLIKE IT
Transportation Connections	40%	37%	17%	3%	4%
Signalized Crossings at Intersections	46%	33%	14%	4%	4%
Public Realm Improvements	44%	31%	13%	6%	5%
Opportunities for Urban Ecology	51%	29%	12%	4%	4%

Overall, what do you think of the proposed design for the “Garden Path”?



- “Zone 6 from West Blvd at 54th the path is steep, would like a ramp or carved path.”
- “Find a way to add more gardening spaces.”
- “W Boulevard in the 57th Ave area could also see an increase in traffic. Street parking should be preserved. Otherwise the plan is quite good.”

- Really like it
- Like it
- Neutral
- Dislike it
- Really dislike it

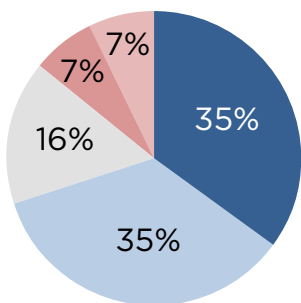


## Character Zone 7 | West 57th Avenue to Southwest Marine Drive

What do you think of the following features in the “Marpole Meander” character zone?

DESIGN ELEMENT	REALLY LIKE IT	LIKE IT	NEUTRAL	DISLIKE IT	REALLY DISLIKE IT
Transportation Connections	42%	34%	18%	3%	4%
Signalized Crossings at Intersections	48%	30%	14%	4%	4%
Public Realm Improvements	42%	27%	15%	8%	8%
Opportunities for Urban Ecology	47%	30%	14%	4%	5%

Overall, what do you think of the proposed design for the “Marpole Meander”?



- Really like it
- Like it
- Neutral
- Dislike it
- Really dislike it

- “I would like to see improved access in Zone 7 including paved paths to 69th, 68th, 66th on the west and 66th and 65th East Blvd on the east.”
- “It would be great to see more public washrooms and water fountains available along the greenway. While the proposed public realm elements are great, it would be nice to see more ‘destination’ features as well, such as coffee shops, restaurants, food trucks and buskers dotted along the greenway.”
- “Would like to see this area remain as natural as possible (weeds, thorns) with maybe some reference toward our river.”

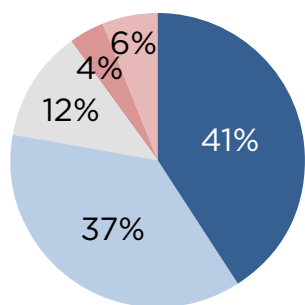


## Character Zone 8 | Southwest Marine Drive to Milton Street

### What do you think of the following features in the “Lookout” character zone?

DESIGN ELEMENT	REALLY LIKE IT	LIKE IT	NEUTRAL	DISLIKE IT	REALLY DISLIKE IT
Transportation Connections	40%	35%	19%	3%	3%
Signalized Crossings at Intersections	47%	31%	16%	2%	4%
Public Realm Improvements	52%	25%	12%	5%	6%
Opportunities for Urban Ecology	49%	28%	15%	4%	4%

### Overall, what do you think of the proposed design for the “Lookout”?



- Really like it
- Like it
- Neutral
- Dislike it
- Really dislike it

- “I love the lookout. It’s my favorite feature and I love that it appears to be wheelchair accessible.”
- “I wish the lookout platform was a bit bigger, and perhaps had some seating and rain cover. Otherwise, love these plans!”
- “The Lookout tower also looks really cool—well done. That area would definitely benefit from connections to the Fraser River so I hope that is a medium (not long) term priority. In the very short term, could you improve the crossing of Southwest Marine Drive?”
- “A direct connection from Zone 8 to the Marine Drive Canada Line station, ideally both a dedicated bike lane, walking path, and transit route extension to a bus route currently ending at Marine Drive (and a similar extension route from Zone 1 to Granville Island), would complete the connector function of this greenway and maximize ease of mobility between neighbourhoods.”

## Additional Comments about the Proposed Design

THEMES	EXAMPLES OF PARTICIPANT COMMENTS
<b>Transportation Design</b>	<ul style="list-style-type: none"> <li>• “The potential for a streetcar is the most exciting thing!”</li> <li>• “It is critical to maintain good wheelchair accessibility for the whole greenway. This means a smooth stable surface. Otherwise the surface is too rough for those in wheelchairs who have pain issues. There must be sufficient width for wheelchairs with any amenities along the way accessible.”</li> </ul>
<b>Support Proposed Design</b>	<ul style="list-style-type: none"> <li>• “I love that bike and pedestrian traffic is separated, and that there are places to sit, and all sorts of gardens to enjoy. Bravo!”</li> <li>• “Keep up the great work – what a wonderful addition to the city and a great opportunity to help us all be healthier. Can’t wait.”</li> <li>• “I appreciate the thought put into this. The areas for quiet and the areas for play are wonderful.”</li> </ul>
<b>Urban Ecology</b>	<ul style="list-style-type: none"> <li>• “I am so happy to see that every opportunity is being taken to integrate urban ecology into this plan! With our city becoming ever more densified, I believe that green space is priceless.”</li> <li>• “I really like the proposals for enhancing biodiversity, but perhaps also incorporate trees and plantings that are larger in scale and provide shade for people and wildlife; water features for people to dip their toes in and for wildlife to drink from; and vertical gardens to provide green space in three dimensions.”</li> </ul>
<b>Urban Agriculture</b>	<ul style="list-style-type: none"> <li>• “Increase in total area of community gardens. They are an important benefit for the neighbourhood. Find other areas along the corridor for food gardens.”</li> <li>• “As a member of Maple Community Garden I note that our garden will be moved north of the old tracks. I appreciate and support the changes you suggest. Some things I would like to reinforce for planning are to collaborate with our garden executive to fine tune the plans.”</li> <li>• “There should be some guidelines and design features or options like size of plots pathways, fences, gates, water, storage that are in common but flexibility and creativity needs to be offered to enhanced the best features of each community garden.”</li> </ul>

THEMES	EXAMPLES OF PARTICIPANT COMMENTS
<b>Simple Design</b>	<ul style="list-style-type: none"> <li>• “People are happy with a path to walk, bike, walk dogs, or wheel strollers on. Just make it safe, green, and attractive and it will be used.”</li> <li>• “The only thing I am not so sure about are the large, overhead frames depicted in the Electric Alley design. These look slightly obtrusive. A physical mock-up would help to visualize them.”</li> <li>• “Keep it simple and natural.”</li> </ul>
<b>Amenities</b>	<ul style="list-style-type: none"> <li>• “It would be great to have more public washrooms along the route. I also love the cafe idea in Kerrisdale.”</li> <li>• “With more and more people using the greenway, please have more garbage and recycling than there is now.”</li> <li>• “Can we have more covered-seating areas, and warm + dry material to sit on (e.g. wood vs. concrete) to encourage rainy-day use?”</li> </ul>
<b>Lighting</b>	<ul style="list-style-type: none"> <li>• “Please include some subtle path lighting. Doesn’t need to be floodlights, but some sections are so dark that they are very hard to bike at night, even with a bike light.”</li> <li>• “Lighting for safety is good but I disagree with anything that increases light pollution unnecessarily.”</li> <li>• “I live at West 12th. I am concerned that the overhead lighting will keep me awake at night.”</li> </ul>
<b>Other Ideas</b>	<ul style="list-style-type: none"> <li>• “Please don’t forget to provide opportunities for showcasing and learning from First Nations culture.”</li> <li>• “The success of this proposal seems to be contingent on having an open dialogue and collaborating with the property owners that are right up against the greenway.”</li> <li>• “I LOVE the streetcar idea. I wish we’d have streetcars throughout all of Vancouver. I also wish East Van could have such gorgeous thoughtful design elements for its greenways.”</li> </ul>



## North Greenway Connection

How would you prioritize the following transportation connections that are proposed for the northern end of the greenway?

	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	DON'T KNOW
Future walking route to Granville Island under Fir St Off-Ramp	46%	31%	16%	6%
Future walking/cycling route to False Creek via Pine St and W 1st Ave	38%	32%	23%	7%
Multiple future walking/cycling routes to Granville Bridge via W 5th Ave	27%	34%	31%	7%

Do you have any other comments about the proposed design? Examples of comments specific to the northern connection:

- “I am mostly interested in being able to continuously bike from the Arbutus Greenway north to Kits Point, Granville Island, and downtown.”
- “I didn’t see proposals on how to get the streetcar down to Granville Island as that seems like a missed opportunity.”
- It appears that there are not relatively direct connections to Granville Island and the seawall eastbound. It would help if 2nd Ave were used for this purpose between Pine and Anderson. Also, it would be good to have a bypass connection from 5th/Granville to east.”





## Southern Greenway Connection

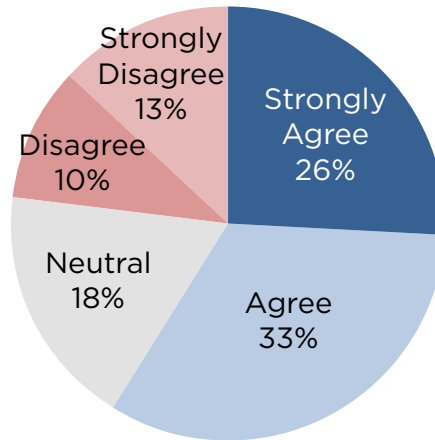
**How would you prioritize the following transportation connections that are proposed for the southern end of the greenway?**

	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	DON'T KNOW
Multiple future extensions to the Fraser River, including Hudson St Park and Fraser River Park	31%	31%	20%	18%
Connection to Marine Dr Station via W 67th Ave & W 68th Ave	27%	34%	20%	19%
Connection to Canada Line Bridge and Kent Ave bike route	41%	26%	16%	16%
Connection to Arthur Laing Bridge/Richmond	24%	29%	29%	18%

- “I hope that the greenway will be extended as a cycling/walking route right to the Fraser River without having to use the sidewalks along a very busy road.”
- “Please find a solution to continue greenway at same AAA [all ages and abilities] quality in Marpole to connect to new Fraser river parks & Oak St bridge. Many comments, but having AAA connections & no gaps at both ends is so important to maintain quality, it’s worth the extra work now.”
- “Some connections identified already exist, e.g. Milton to Bentley. It is very steep with no sidewalks. If this means the city would improve the roads and put in sidewalks, wonderful. Similarly with the route between the Greenway and Marine Drive Station. I often walk along 67th and 68th Ave. There are many intersections without curb cuts (not accessible for wheelchairs and walkers). If this plan would mean improvements, and perhaps more signals, that would be wonderful.”

## Excess Lands

To what extent do you agree or disagree with developing Excess Lands to help fund the purchase of the corridor and construction of the future greenway?



## General Comments about the Project

Do you have any other comments about the proposed design for the future Arbutus Greenway?

THEMES	EXAMPLES OF PARTICIPANT COMMENTS
<p><b>Agree with Using Excess Lands to Fund the Greenway</b></p>	<ul style="list-style-type: none"> <li>• “Selling the Excess Lands is a good way to fund the project.”</li> <li>• “If parts of East Boulevard could contribute to the Greenway, by providing either space or funding, I’d be all for it.”</li> <li>• “Perhaps this is more general but I would say that money for developing the greenway should perhaps come from higher property taxes. That said, ‘developing Excess Lands’ is reasonable but should be done with prudence and gradually.”</li> </ul>

THEMES	EXAMPLES OF PARTICIPANT COMMENTS
<b>Disagree with Developing Excess Lands to Fund the Greenway</b>	<ul style="list-style-type: none"> <li>• “All of this land is precious to the public of Vancouver. As this city continues to develop and the population continues to grow, open public green spaces will be more and more essential for a decent quality of life in the city. We are very fortunate to have gotten these lands back in public control to be used for public benefit. Do not let them go. Find other sources of funding from the tax and development base.”</li> <li>• “Removing a section of East Boulevard that currently serves the high school and which is also an important stream of traffic that prevents West Boulevard from getting too congested, is a big mistake in my opinion.”</li> </ul>
<b>Questions about Excess Lands</b>	<ul style="list-style-type: none"> <li>• “I am not sure about the funding using Excess Lands, this needs to be made a bit clearer. Does it mean building housing? Shops? Restaurants?”</li> <li>• “Would the City still own these lands? Rent them out? Use them as public spaces to be booked (is that even appropriate there?). My priority would be to maximize profits without sacrificing character.”</li> <li>• “Has the city published a timeline for development?”</li> <li>• “What is happening to the parking lot from 41st to 39th on West Boulevard?”</li> </ul>
<b>Other Comments About Excess Lands</b>	<ul style="list-style-type: none"> <li>• “If the city does allow development of Excess Lands, we need to ensure it doesn’t take away from the nature of the arbutus corridor, and that the “atmosphere” of the corridor is maintained.”</li> <li>• “ Excess Lands should focus on social or co-op housing not profit.”</li> <li>• “Re-development of Excess Lands should focus on providing more ‘3rd space’ businesses: coffee shops, restaurants, etc., which could be destinations for greenway users and for local residents.”</li> <li>• “I know opinions vary but I am happy to pay more in property tax for projects like this.”</li> </ul>

THEMES	EXAMPLES OF PARTICIPANT COMMENTS
<b>Support Arbutus Greenway Project</b>	<ul style="list-style-type: none"> <li>• “This is a great opportunity to improve the livability of the city and show how it can be done in other areas of the city.”</li> <li>• “I really like the idea of a variety of gathering places with tables, chairs, public art, etc. Vancouver needs more places where people can connect without having to spend money.”</li> <li>• “The Arbutus Greenway is already a huge success, so enhancing it is a wonderful idea.”</li> <li>• “I think the project is great overall, I hope to see it realized to its full potential with quality build materials and attractive art &amp; lighting. I also hope to see the streetcar/rapid transit element come to fruition sooner rather than later.”</li> </ul>
<b>Other Ideas</b>	<ul style="list-style-type: none"> <li>• “Please include Indigenous art, culture, and history. Honor the first people.”</li> <li>• “Please prioritize ecological restoration where possible. It would be great to have a more detailed explanation of urban ecology.”</li> <li>• “Some of the crossings of the greenway over major streets are still tricky, such as at Arbutus and 16th. Priority should be in the plan to ensure the crossings are upgraded to support the cycling and walking traffic.”</li> </ul>





## Who Participated

How would you prioritize the following transportation connections that are proposed for the northern end of the greenway?

PLACE OF RESIDENCE	
Arbutus Ridge	4%
Downtown	6%
Dunbar Southlands	4%
Fairview	11%
Grandview Woodland	4%
Hastings Sunrise	1%
Kensington Cedar Cottage	3%
Kerrisdale	8%
Killarney	1%
Kitsilano	25%
Marpole	4%
Mount Pleasant	5%
Oakridge	1%
Renfrew Collingwood	1%
Riley Park	3%
Shaughnessy	2%
South Cambie	1%
Strathcona	1%
Sunset	2%
Victoria Fraserview	1%
West End	7%
West Point Grey	3%
Other / Live outside Vancouver	3%

AGE	
19 and under	0%
"20-29"	9%
"30-39"	18%
"40-49"	18%
"50-59"	21%
"60-69"	22%
70+	10%

GENDER	
Male	47%
Female	48%
Transgender	0%
Other/None of the above	0%
Prefer not to say	4%

MODE OF TRANSPORTATION	
Walk	22%
Walk or wheel using an assistive device	1%
Bicycle	17%
Transit	22%
Driver or passenger	34%
Other	3%

# APPENDIX C

## FEEDBACK FROM ADVISORY COMMITTEES

ADVISORY COMMITTEES	FEEDBACK
<p><b>Active Transportation Policy Council – Project Sub-Committee</b></p> <p>April 18, 2018</p>	<p>As this Advisory Committee meeting was a working session, there were no minutes.</p> <p>Mike Anderson, Transportation Engineer, and Akber Pabani, Project Engineer, gave a presentation on the proposed design. Committee members provided the following comments and questions:</p> <ul style="list-style-type: none"> <li>• Consider improving the pedestrian connection to Granville Bridge.</li> <li>• Will the bike and pedestrian paths be vertically separated?</li> <li>• Will there be green infrastructure, especially once the streetcar is installed?</li> </ul>
<p><b>Seniors Advisory Committee</b></p> <p>April 20, 2018</p>	<p>As this Advisory Committee meeting was a working session, there were no minutes.</p> <p>Akber Pabani, Project Engineer and Ian Stewart, Landscape Architect, gave a presentation on the proposed design. Committee members provided the following comments and questions:</p> <ul style="list-style-type: none"> <li>• Once the streetcar scheduling has been determined, please involve the committee to advise on streetcar accessibility elements.</li> <li>• Committee appreciates that most of their inputs have been incorporated in the designs.</li> </ul>
<p><b>Children, Youth, and Families Advisory Committee</b></p> <p>April 26, 2018</p>	<p>Excerpt from minutes:</p> <p>“Akber Pabani, Project Engineer, Arbutus Greenway, and Danielle Enright, Planning Assistant, Arbutus Greenway, provided a presentation on the progress of the Arbutus Greenway project as well as an overview of next steps.</p>

ADVISORY COMMITTEES	FEEDBACK
<p><b>Urban Indigenous Peoples' Advisory Committee</b> May 14, 2018</p>	<p>Excerpt from minutes:</p> <p>“Maggie Buttle, Project Manager, Arbutus Greenway Project, provided a review of the consultation with the Musqueam, Squamish and Tsleil-Waututh, and presented preliminary plans, noting these are subject to change as consultation continues.</p> <p>In discussion, Committee members expressed appreciation for staff’s work on this project and agreed that it was on the right track. Committee members also noted that opportunities to learn from First Nations along the way, as well as more Indigenous names for the various segments, would be appropriate.”</p>
<p><b>Persons' with Disabilities Advisory Committee - Accessible City Advisory Sub-Committee</b> May 15, 2018</p>	<p>As this Advisory Committee meeting was a working session there were no minutes.</p> <p>Mike Anderson, Transportation Engineer, and Paul Storer, Branch Manager - Transportation Design, gave a presentation regarding the proposed design and responded to questions. Committee members provided the following comments and questions:</p> <ul style="list-style-type: none"> <li>• What is the timeline for construction and what are the implementation criteria?</li> <li>• Consider integrating accessible parking and furniture into the design.</li> </ul>



[vancouver.ca/arbutusgreenway](http://vancouver.ca/arbutusgreenway)