

WELCOME TO THE ARBUTUS GREENWAY DESIGN JAM



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 purchased the land from Canadian Pacific Railway for the purpose of creating a **high-quality public space for walking, cycling, and future streetcar**. Earlier this year, we asked for public input on the vision for the future greenway, and now we want your help designing it.

WHAT IS A DESIGN JAM?

The “Design Jam” is a multi-day, collaborative workshop. The goal is to develop a clear, detailed, realistic design for a project—in this case, the design for the future Arbutus Greenway. During the workshop, public participants will work with the project team to explore design possibilities and test emerging designs. Members of the public are invited to attend an open house and come to the final design reveal.

DESIGN JAM OBJECTIVES

Participants will have the opportunity to:

- **Learn more** about the project, including design considerations and constraints
- Identify **desired features**, amenities, and experiences
- Explore **design possibilities** for several “test” locations along the greenway
- **Provide feedback** on emerging designs

The general public will have the opportunity to:

- **Learn more** about the project and ask questions
- Attend the “design reveal” open house and **provide feedback** on emerging designs
- **View information boards**, presentations, and other materials, both in-person and online

BACKGROUND: POLICY

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:



GREENWAYS PLAN (1995)

Build a network of greenways, including Arbutus — a “keystone” of the planned greenways system.

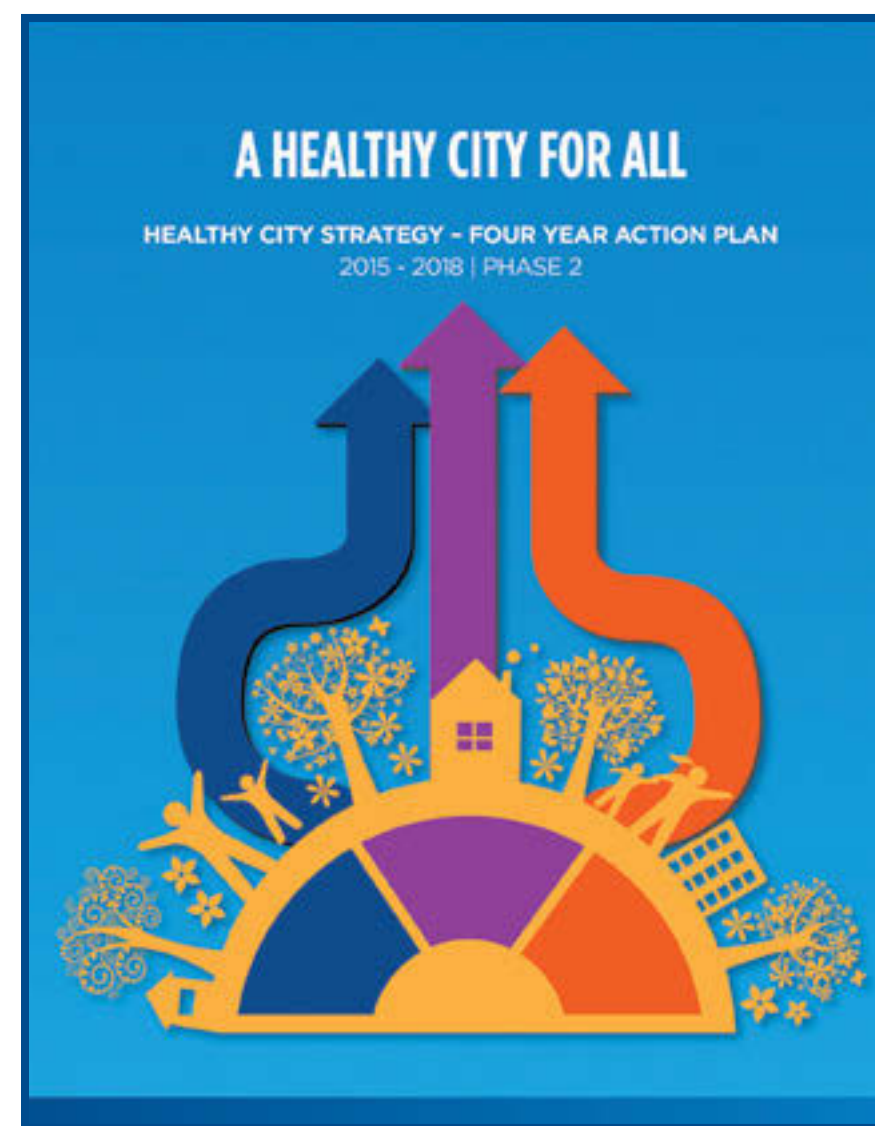


TRANSPORTATION 2040 (2012)

Develop the corridor for walking, cycling, and wheeling for all ages and abilities, and as a future streetcar route.

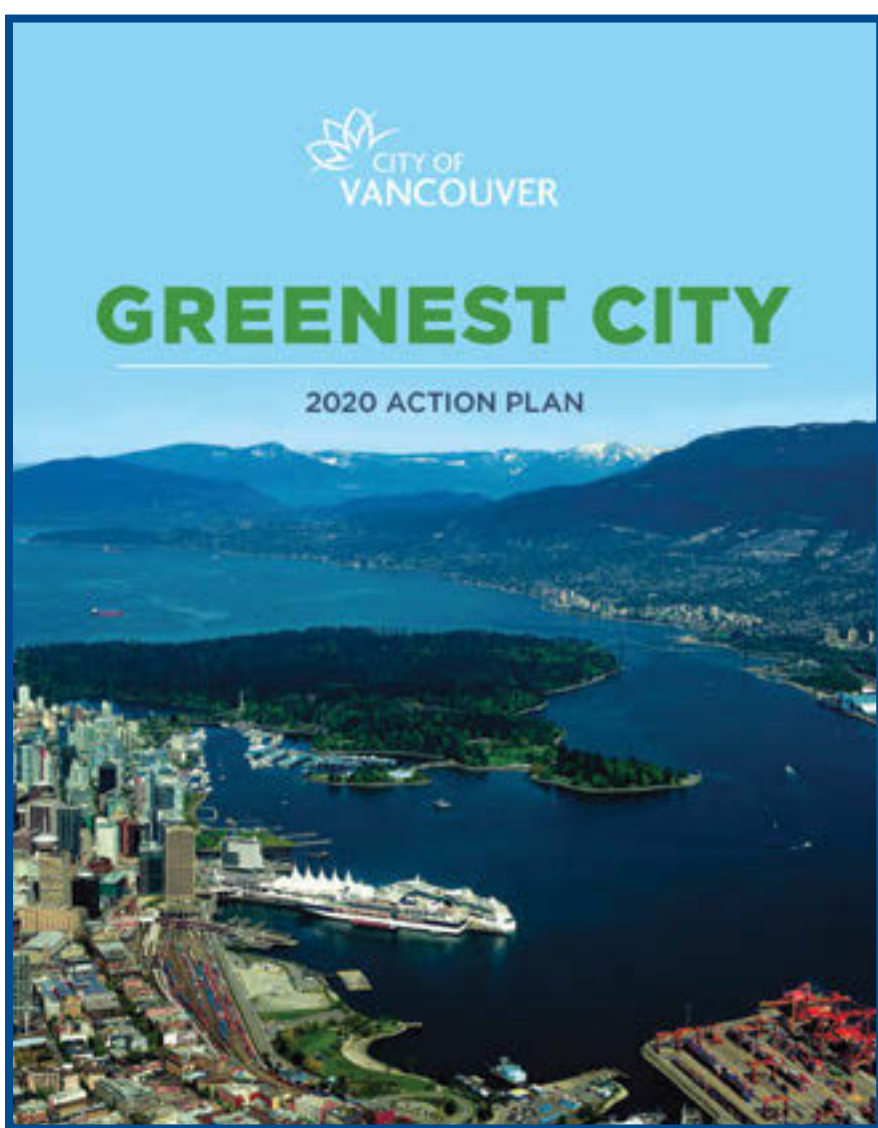
ARBUTUS CORRIDOR OFFICIAL DEVELOPMENT PLAN (2000)

Develop the Arbutus corridor for transportation (excluding motor vehicles and elevated transit) and as a city greenway.



HEALTHY CITY STRATEGY (2014)

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.”



GREENEST CITY 2020 ACTION PLAN (2011)

Provide access to greenspace within a 5-minute walk, and support active travel: “All Vancouver residents live within a 5-minute walk of a park, greenway, or other green space.”

MARPOLE COMMUNITY PLAN (2014)

Enhance walking and cycling infrastructure, and explore opportunities with Musqueam to recognize history and culture.

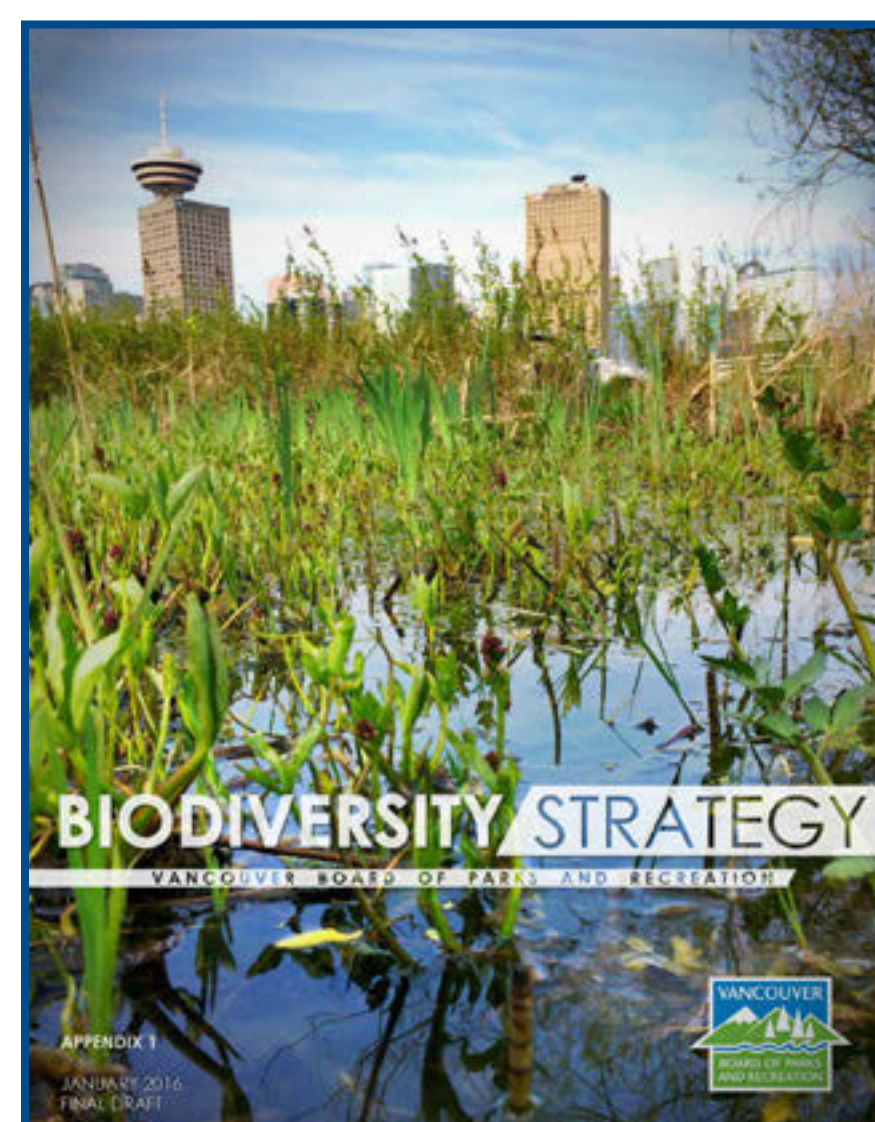
RENEWABLE CITY STRATEGY (2015)

Create a transportation system that provides citizens the opportunity to be healthy and mobile.



REGIONAL GROWTH STRATEGY (2011)

Encourage walking and cycling through expansion of the regional greenway network.



BIODIVERSITY STRATEGY (2016)

Explore opportunities to incorporate small natural areas and wildflower meadows for bees and other pollinators, and improve connectivity between parks and natural areas.

BACKGROUND: VISIONING ENGAGEMENT

Public input from the visioning consultation process is one of several foundational “building blocks” informing design work on the greenway. **In early 2017, the City invited the public to share their vision for the future Arbutus Greenway** and identify core values to help guide the design process.

WHAT WE HEARD

Here are some of the core themes that emerged during the visioning process — keep these in mind as you think about the design for the future greenway:

Provide a high-quality, accessible public space for walking and cycling.

- “**A space for walking & cycling, accessible to everyone** regardless of age, ability or where they live, that entices all of us to get outside, to move, to sit in nature and to interact with each other.”
- “**An accessible cycling, walking, and running path** with beautiful, unobtrusive landscaping, public art, and good access to nearby businesses on Arbutus.”

Create a safe, comfortable, and welcoming destination with places for gathering, socializing, and relaxing.

- “Not just a corridor, but **a destination or series of linked places.**”
- “**A transportation route and also a destination** for walking, strolling, biking, and jogging. Ideally coffee shops alongside, park space, perhaps outdoor exhibits.”
- “A beautiful public space that **can be appreciated by citizens and visitors.**”

Connect to neighbourhoods, parks, and other points of interest along the greenway, as well as the broader transportation network.

- “It should be **a car-free corridor** with plenty of opportunity for people to slowly travel its length, stop and enjoy nature, have a bite to eat at nearby restaurants. Parks and open spaces to relax.”
- “I would be delighted if we had **a streetcar** to take us to various locations along the greenway.”

Keep green spaces: Places for tranquility, to reconnect with nature, to grow food, and to nurture ecosystems and biodiversity.

- “I would like to see **re-introduction of local wildlife**, if at all possible, more birds, more pollinators. I want to feel like I’m out in nature while in the middle of the city.”
- “It was a place for nature, gardens, pathways, and trains in the past. Let the future be **uniquely Vancouver and blend uses.**”

BACKGROUND: PROJECT VISION & OBJECTIVES

Together, the vision and project objectives serve as **our starting point for today's conversation** about the design for the future greenway.

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.

BACKGROUND: PROJECT REQUIREMENTS

Based on City standards and the Purchase Agreement, there are three main project requirements for the future Arbutus Greenway. These include:

REQUIREMENT	WHAT DO WE MEAN?	WHY DOES IT MATTER?
SAFETY	Designs should meet or exceed safety standards, guidelines, and best practices for walking, cycling, and future streetcar. The design team is responsible for designing a greenway that is safe and comfortable for all greenway users, as well as motorists crossing it.	We aspire to zero traffic-related fatalities . Putting measures in place to make walking, cycling, and wheeling safe, also helps the City reduce air pollution, GHG emissions and traffic, and improve community health.
IMPROVED ACCESSIBILITY	Accessibility refers to the application of universal design principles that improve the safety, convenience and ease of use for all users . This includes people experiencing a range of physical and cognitive conditions, which may necessitate that the design go beyond minimum <i>Building Code</i> and/or other regulatory requirements.	Everyone should be able to enjoy all that Vancouver has to offer. The greenway is meant to enable people of all ages and abilities to travel safely and comfortably, including people with different user needs. This is one of our key project objectives.
TRANSPORTATION USES	The greenway needs to be used for walking, cycling, and future streetcar . The <i>Arbutus Corridor Official Development Plan</i> designates “all of the land in the Arbutus Corridor for use only as a public throughfare for the purpose of transportation...excluding motor vehicles... and greenways”.	The City purchased the corridor on the condition that the land will be used for walking, cycling, and future streetcar . Section 9.1 of the Purchase Agreement requires that the City “commence and expedite an internal planning process to design the portion of the lands for light rail use and walking and cycling use”.

The current phase of planning and engagement is focused on the future greenway. Land use planning, including broader community planning processes, will be part of a future conversation with the public.

STREETCAR 101

Modern-day streetcar is part of the plan for the future Arbutus Greenway, and will be a comfortable and convenient transit addition to our city and region's multi-modal transportation system.

WHAT IS STREETCAR?

Powered by electricity and controlled by an onboard transit operator, streetcars can run at street level either in a dedicated right-of-way or in mixed traffic. Stops are typically about 300 metres to 800 metres apart.

Seattle, Portland, and Salt Lake City are just a few examples of modern streetcars that represent the type of transit being planned for the Arbutus Greenway.

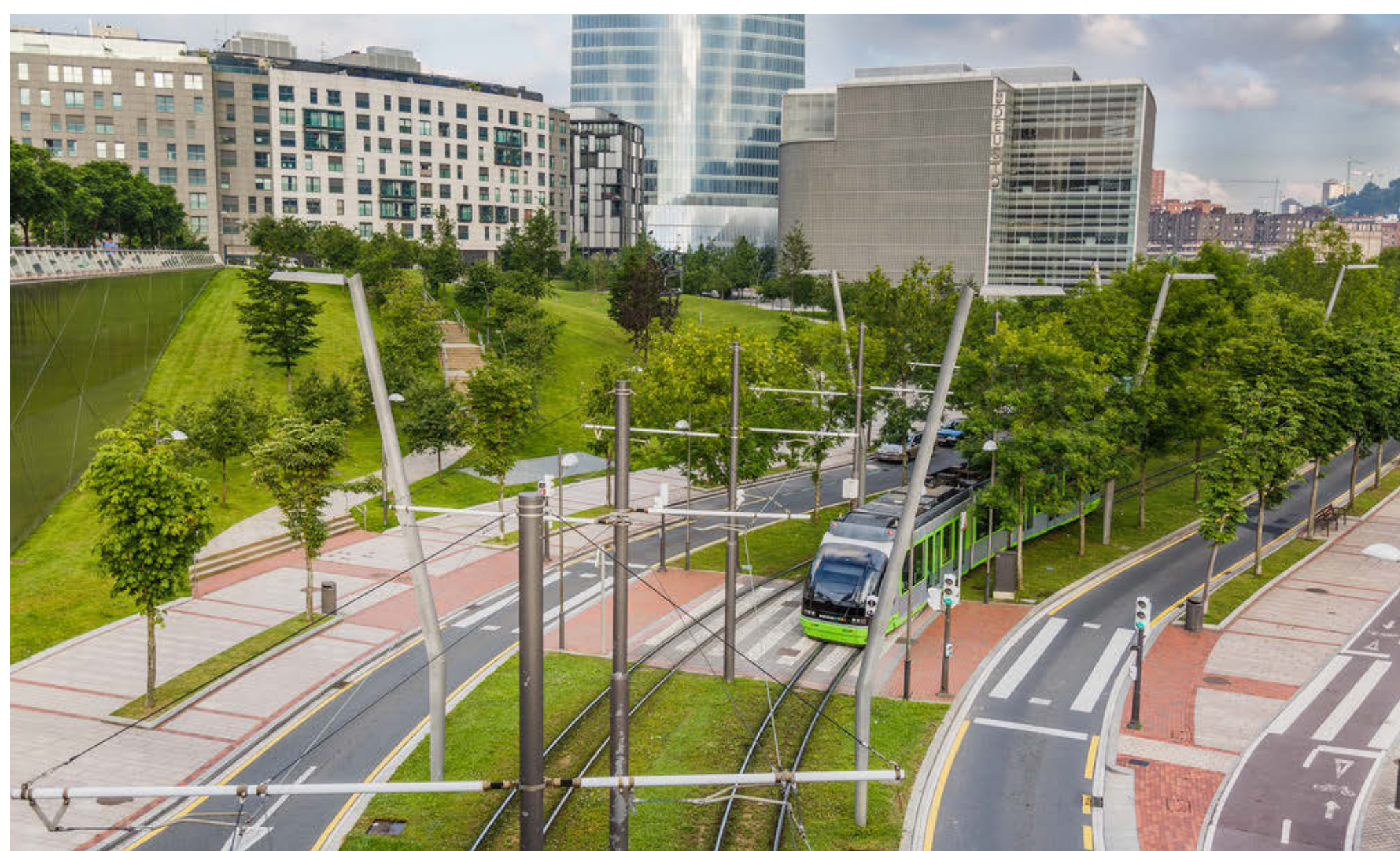


WHY STREETCAR?

In 2016, the City purchased the historic Arbutus railway corridor from Canadian Pacific Railway. The Purchase Agreement specifies that a portion of the corridor must be dedicated for light rail use. Streetcars are a form of light rail particularly suited to operate in constrained urban spaces like the Arbutus Greenway, and can travel safely alongside greenway users.

WHERE WILL STREETCAR GO?

For the most part, the Arbutus streetcar will operate within the existing greenway corridor that connects the Fraser River with False Creek. Streetcar tracks may be shifted east or west to other city rights-of-way due to limited corridor width or to support other greenway goals.

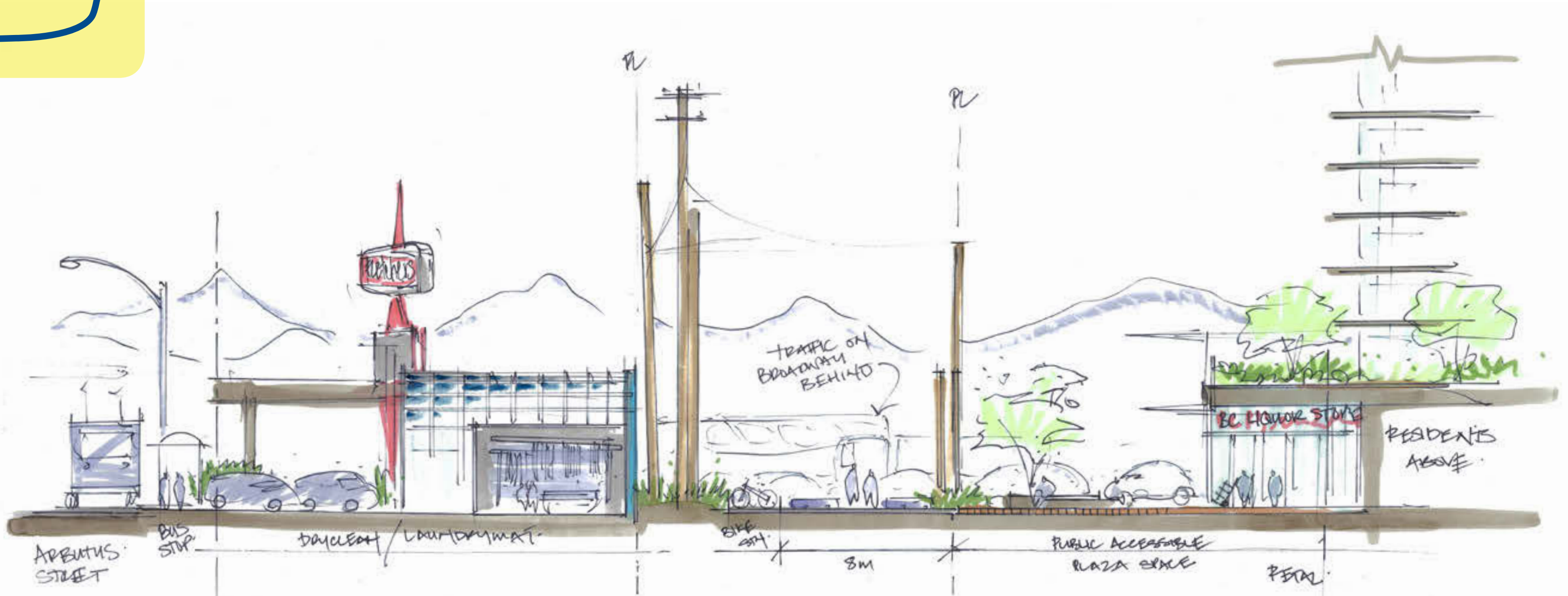


Rendering

WHEN WILL STREETCAR BE BUILT?

Timing is dependent on regional funding priorities for our transportation system. Streetcar will likely be a medium- to long-term component of the Arbutus Greenway. Planning today will help ensure we set aside adequate space for future streetcar implementation, as the City has done in other areas such as the Olympic Village.

GREENWAY TODAY: KITSILANO



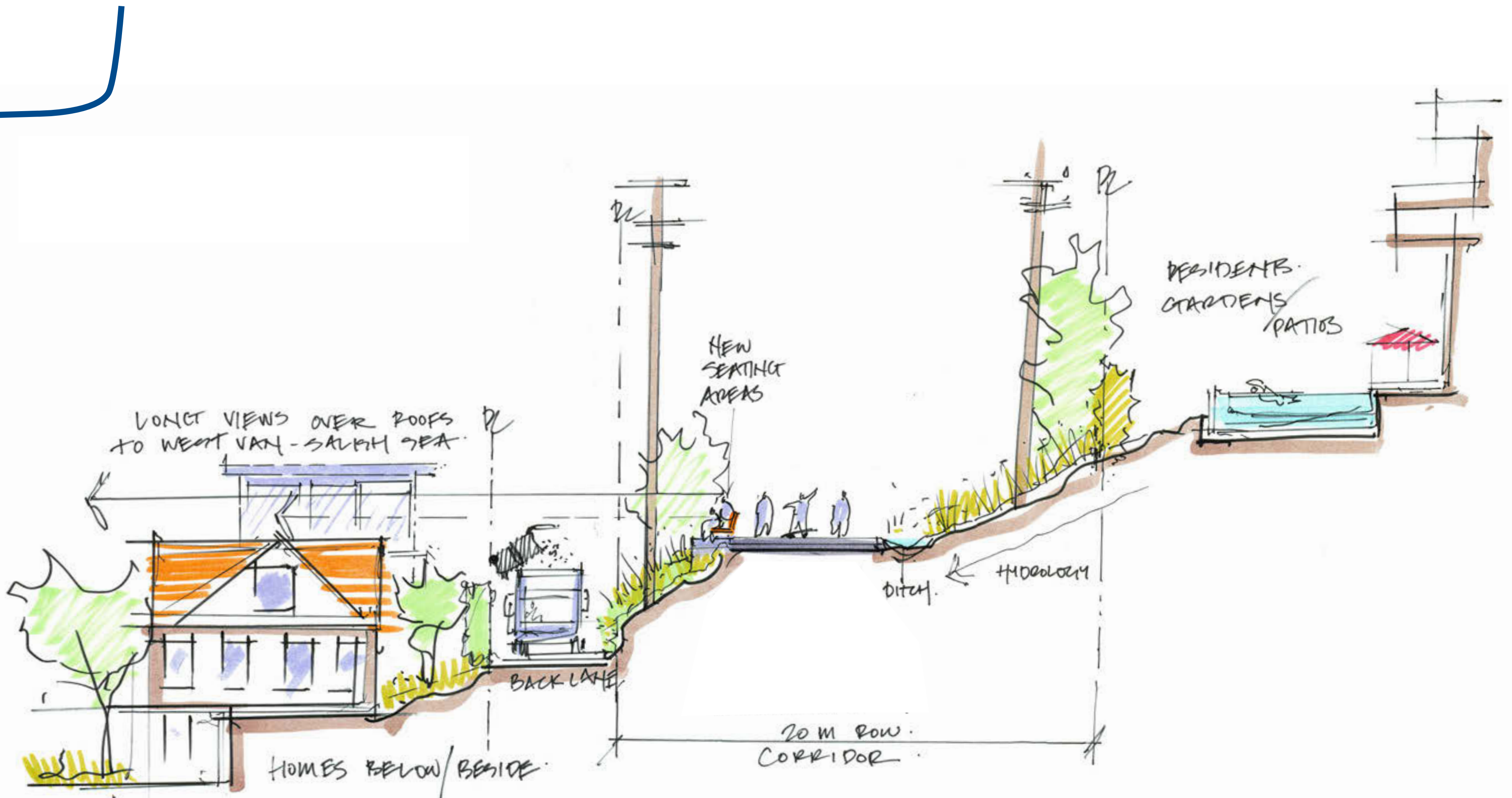
The Kitsilano portion of the Arbutus Greenway contains a number of distinct character areas. Examples include:

- The stretch around West 6th Avenue, which runs east-west, compared with the rest of the corridor, which tends to run north-south. The experience of being in an **established neighbourhood** here is defined by neighbouring multi-family homes, 6th and Fir Park, “corner store” style shops, and long-established community gardens. The traffic-calmed streets and neighbourhood feel provides a **sense of calm** to the greenway.
- Further south, Delamont Park provides spaces for gathering and play.
- South towards West Broadway, the higher levels of activity — including the shops and services, and transit, and vehicle traffic — create a bigger bustle and buzz.
- Further south, buildings on either side of the corridor create a narrow and intimate space, creating a **“back of house” feel** that is unlike any other segment of the corridor.
- Several **community destinations** are found east and west of the corridor along West 11th Avenue, including Kitsilano Secondary School, Connaught Park, Arbutus Greenway Park, and Lord Tennyson Elementary School.



WHAT IS ONE WORD THAT CAPTURES
THE **“SPIRIT”** OF THIS AREA?

GREENWAY TODAY: ARBUTUS RIDGE & SHAUGHNESSY



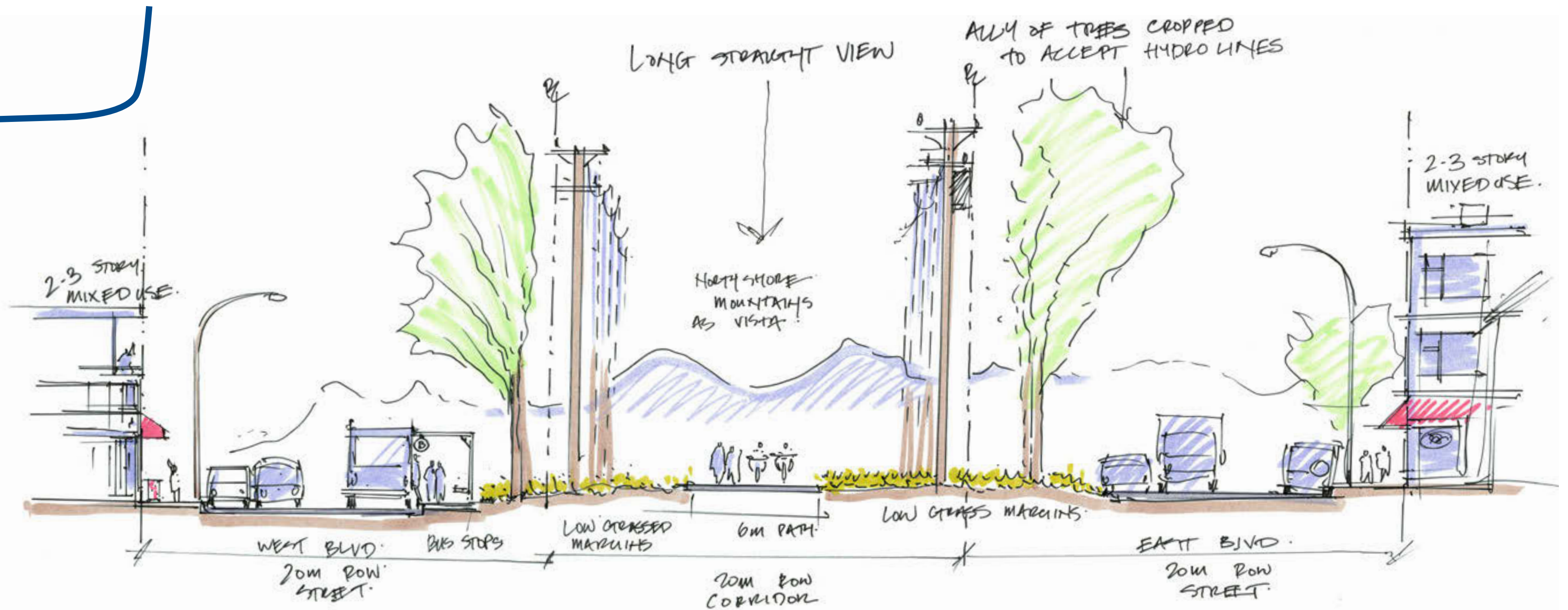
The Arbutus Greenway runs north-south along the Arbutus Ridge and Shaughnessy neighbourhood boundaries. This area of the corridor offers distinct characteristics such as:

- Between West 16th Avenue and King Edward, the corridor is **linear and open**, with landscaping that is set back and allows **full sun (or rain) exposure**.
- As the corridor continues it sits above Arbutus Street affording longer north-west views.”
- A few blocks south of here, the corridor passes near Quilchena Park. South of Quilchena Park, the corridor has a **“backyard” feel** as it passes between **thick vegetation** and single family homes within a quiet residential neighbourhood. The **steep topography** contributes to the **stunning views** of the northwest mountains and water, and help create a sense of openness.



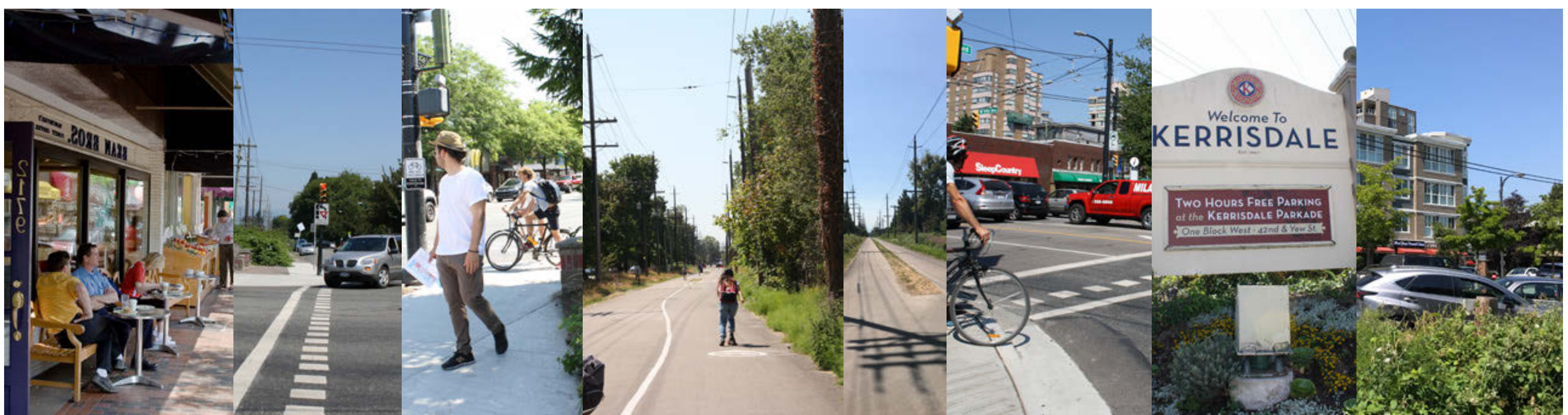
WHAT IS ONE WORD THAT CAPTURES
THE **“SPIRIT”** OF THIS AREA?

GREENWAY TODAY: KERRISDALE



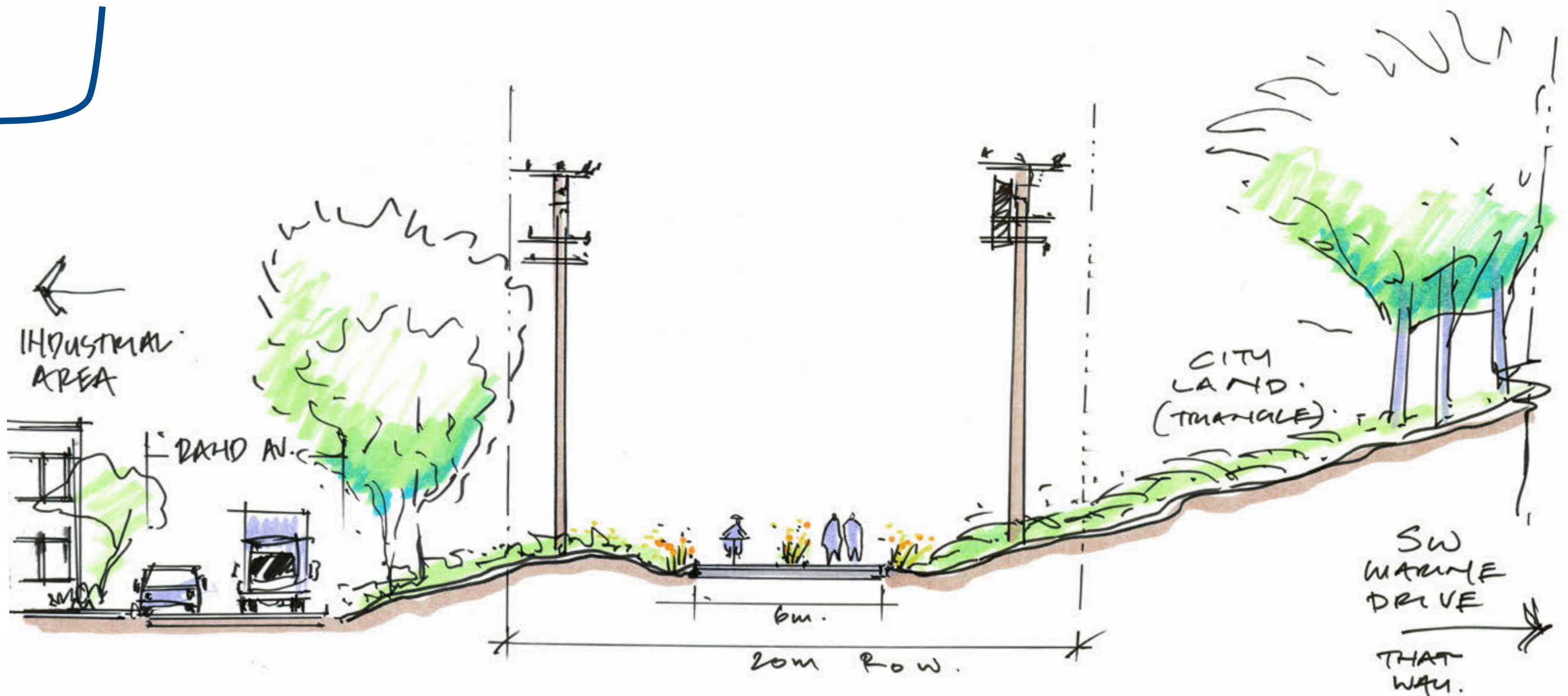
The Kerrisdale section of the Arbutus Greenway is distinct for its **relative flatness**, and other qualities such as:

- **East and West Boulevards**, which run parallel along either side of the corridor, providing a frame for the greenway.
- The nearby **shops and services** along West Boulevard and West 41st Avenue create **street life and bustle**.
- Along other segments, the character of the corridor is shaped by neighbouring houses and apartments.
- Important **community amenities** such as Kerrisdale Cyclone Taylor Arena, Kerrisdale Community Centre, and Vancouver Public Library, and the running track at Point Grey Secondary are also nearby.
- Kerrisdale is known for its **historic character** and as a stop on the former interurban line. Neighbourhood improvements have seen the celebration and display of railway artifacts, heritage station signage, and use of brick in open spaces. It is also known for its arena, and its long history as a rock-and-roll concert venue.
- This area is also home to the **most complex intersection** along the corridor — West 41st Avenue. Today, this is an all-way, signalized intersection, with the greenway crossing West 41st Avenue between West and East Boulevards. It also includes on-street parking and bus stops. This creates a complex arrangement of signalization for people walking, cycling, and driving.



WHAT IS ONE WORD THAT CAPTURES
THE “**SPiRiT**” OF THIS AREA?

GREENWAY TODAY: MARPOLE

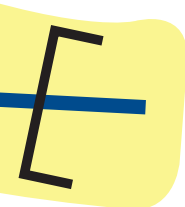


The Marpole section of the Arbutus Greenway also has many distinct characteristics, including the following:

- **Community Gardens and Victory Gardens**, which date back to the Second World War, are located in neighbouring street rights-of-way. Song birds, bees, and lush vegetation contribute to the presence of nature in these areas.
- The **small-scale neighbourhood shops** have a distinct character, and offer amenities that include a grocer, a restaurant, and a coffee shop.
- **Neighbouring parks** play an important role along the corridor. Riverview Park's broad size and downward westward slope create a unique space with potential for activity and community events. William Mackie Park, including its organized play spaces and passive recreation areas, provides a neighbourhood destination in this southern segment of the corridor. This green space is well-loved and cared for by residents.
- The corridor ends in an industrial area at the south end, just north of the Fraser River. Larger block edges help shape the **"back of house" feel** in this part of the corridor.

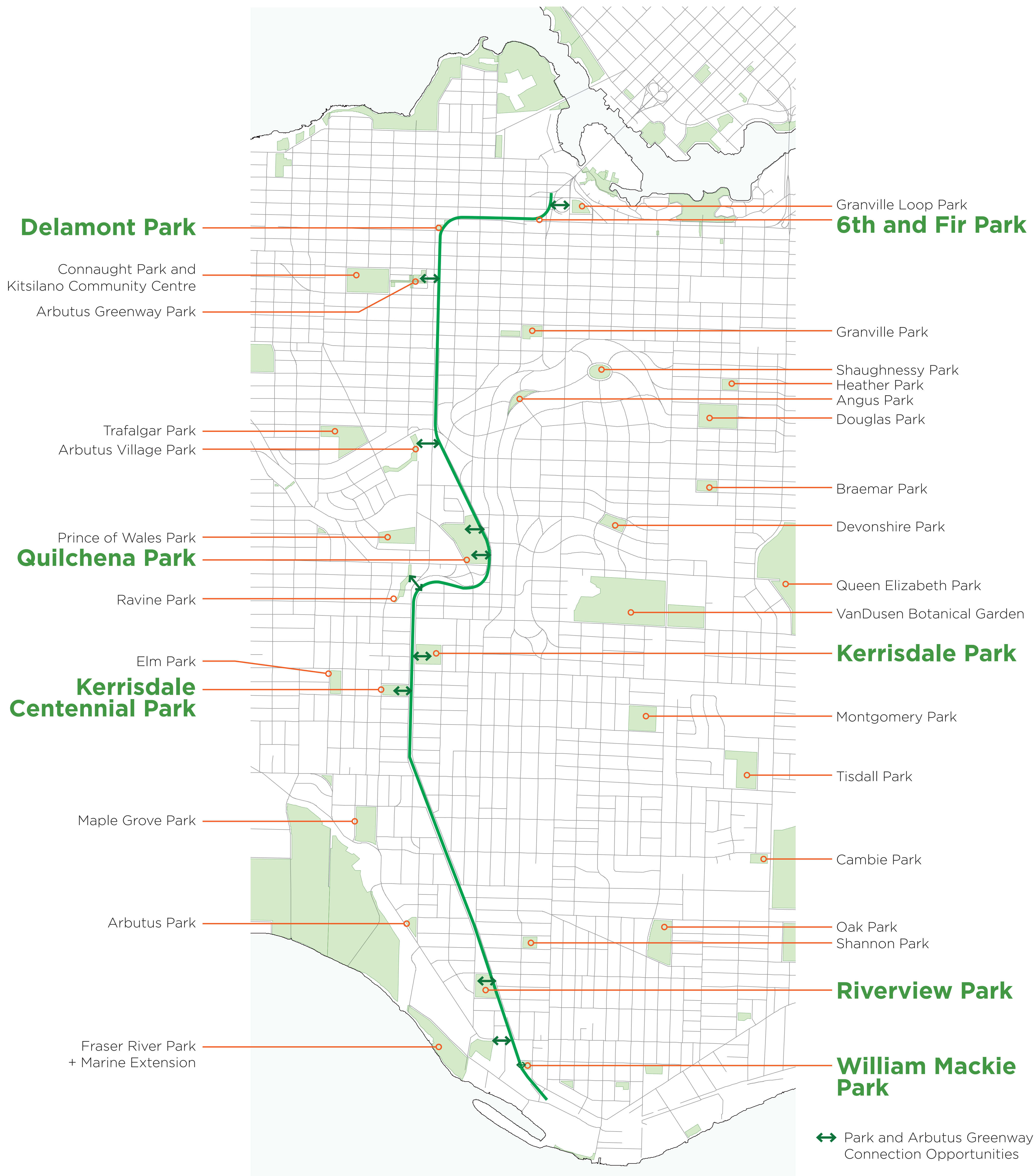


WHAT IS ONE WORD THAT CAPTURES
THE **"SPIRIT"** OF THIS AREA?



GREENWAY TODAY: NEARBY PARKS

Large parks are an important part of Vancouver’s green network, playing **an essential role in providing habitat for native birds and other wildlife**. In addition to connecting parks for use by people, the future Arbutus Greenway has the potential to act as a habitat corridor for wildlife, connecting larger parks and natural areas from the Fraser River to False Creek.



GREENWAY TODAY: URBAN ECOLOGY

NATIVE PLANTS

The Arbutus corridor falls within the coastal Douglas fir and coastal western hemlock biogeoclimatic zones. Existing vegetation is not particularly representative of these zones due to urban development. Today, less than one per cent of the land area has well-established native plant communities.



Salmonberry
(*Rubus spectabilis*)
Source: Wikimedia Commons
Photo by A. Pond



Thimbleberry
(*Rubus parviflorus*)
Source: UBC Farm Agroforestry



Hardhack
(*Spiraea douglasii*)
Source: UBC Farm Agroforestry



Snowberry
(*Symphoricarpos albus*)
Source: UBC Farm Agroforestry



Bracken fern
(*Pteridium aquilinum*)
Source: Wikimedia Commons
Photo by Brewbooks



Big Leaf Maple
(*Acer macrophyllum*)
Source: Wikimedia Commons
Photo by Arnold C.



Douglas fir
(*Pseudotsuga menziesii*)
Source: Wikimedia Commons
Photo by Walter Siegmund



Pacific crab apple
(*Malus fusca*)
Source: Wikimedia Commons Photo
by K. Krzysztof Ziarnik



Vine Maple
(*Acer circinatum*)
Source: NRCAN.jpg



Western red cedar
(*Thuja plicata*)
Source: UBC Faculty of Medicine



Western hemlock
(*Tsuga heterophylla*)
Source: Wikicommons
Photo by Alex O'Neal



Arbutus tree
(*Rubus menziesii*)
Source: Wikimedia
Photo by T. Radulovich

ECOLOGY THROUGH THE SEASONS

The ecology of the corridor is in a state of constant change. The changing seasons create a **beautiful and dynamic space** that creates **diverse experiences** throughout the year.

As temperatures rise in the spring and rainfall starts to decline, much of the vegetation along the corridor enters into an active growth phase. Flowering species such as **Lupines** and **Salmonberry** produce blooms, giving way later in the season to the flowering of other native species such as **Hardhack**. **Western red cedar** and

Western hemlock produce pollen and seed cones in late spring and early summer, and species like **Thimbleberry** produce berries through mid to late summer.

There are **numerous pollinators** along the corridor, including native **bumblebees** and **mason bees**. Their life cycle follows bloom times, with hibernation occurring in the winter months. Butterflies such as the **monarch** migrate north for the summer months to lay eggs, before returning to their winter ranges.

GREENWAY TODAY: VIEWS

The Arbutus Greenway offers incredible and sometimes unexpected viewpoints, which enhance the travel experience. Looking ahead, these views can contribute to the identity, character, and sense of place along the greenway.



1
Urban view terminus framed by community gardens



2
First view of downtown



3
Long view north of mountains and north shore homes



4
Long views north-west of mountains



5
Mountain views across Quilchena Park



6
Distant mountain views north-west



7
Long views south from 37th to 47th



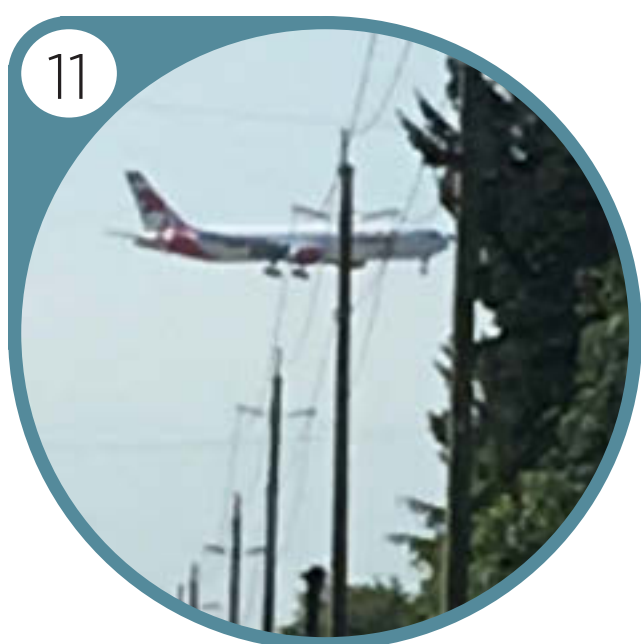
8
Long views north of mountains from 47th to 37th



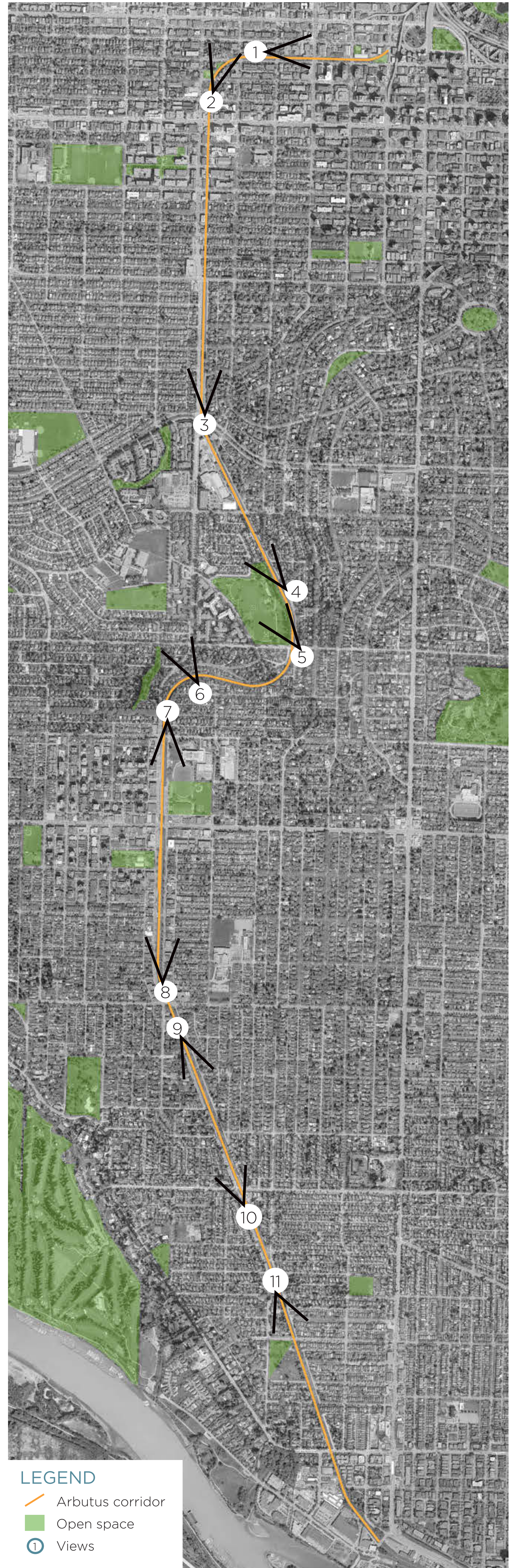
9
Long views south of Orcas Island



10
Long views north framed by vegetation



11
Iconic views of planes landing in Richmond



LEGEND

- Arbutus corridor
- Open space
- Views

IDEAS FOR TOMORROW: CONNECTIONS & MOVEMENT

As a transportation corridor, the fundamental purpose of the future Arbutus Greenway is to provide a high-quality link between False Creek and the Fraser River for walking, cycling, and future streetcar. Here are a few examples of greenways, urban trails, and linear parks that have been constructed around the world.



All-ages-and-abilities cycling spaces
(Image: Dale Bracewell)



The 606/Bloomington Trail - Chicago
(Image: Marco Clausen)



Edges with active uses (Flickr | La Citta Vita)



Integrated with native plants
(Flickr | La Citta Vita)



The Goods Line - Sydney, AU
(Image: Marco Clausen)



Paths within formal allees
(Flickr | La Citta Vita)



The S-Line, Salt Lake City
(Image: Marco Clausen)



Te Ara | Whiti/Nelson St Greenway - Auckland NZ
(Image: Marco Clausen)



The Beltline - Atlanta
(Image: Marco Clausen)



Midtown Greenway - Minneapolis
(Image: Marco Clausen)



Fully accessible walking paths
(Image: Brett Hitchiens for Van der Zalm and Associates)

WHAT **FEATURES AND AMENITIES** WOULD CONTRIBUTE TO A SAFE, COMFORTABLE, AND ENJOYABLE TRAVEL EXPERIENCE?

IDEAS FOR TOMORROW: ACCESSIBILITY & UNIVERSAL DESIGN

Universal Design refers to the design of built environments in a way that they can be accessed, understood, and used to the greatest extent possible by people of all ages and abilities. It is a fundamental condition of good design. If a greenway is accessible, usable, convenient, and a pleasure to use, everyone benefits.

SEVEN PRINCIPLES OF GOOD DESIGN

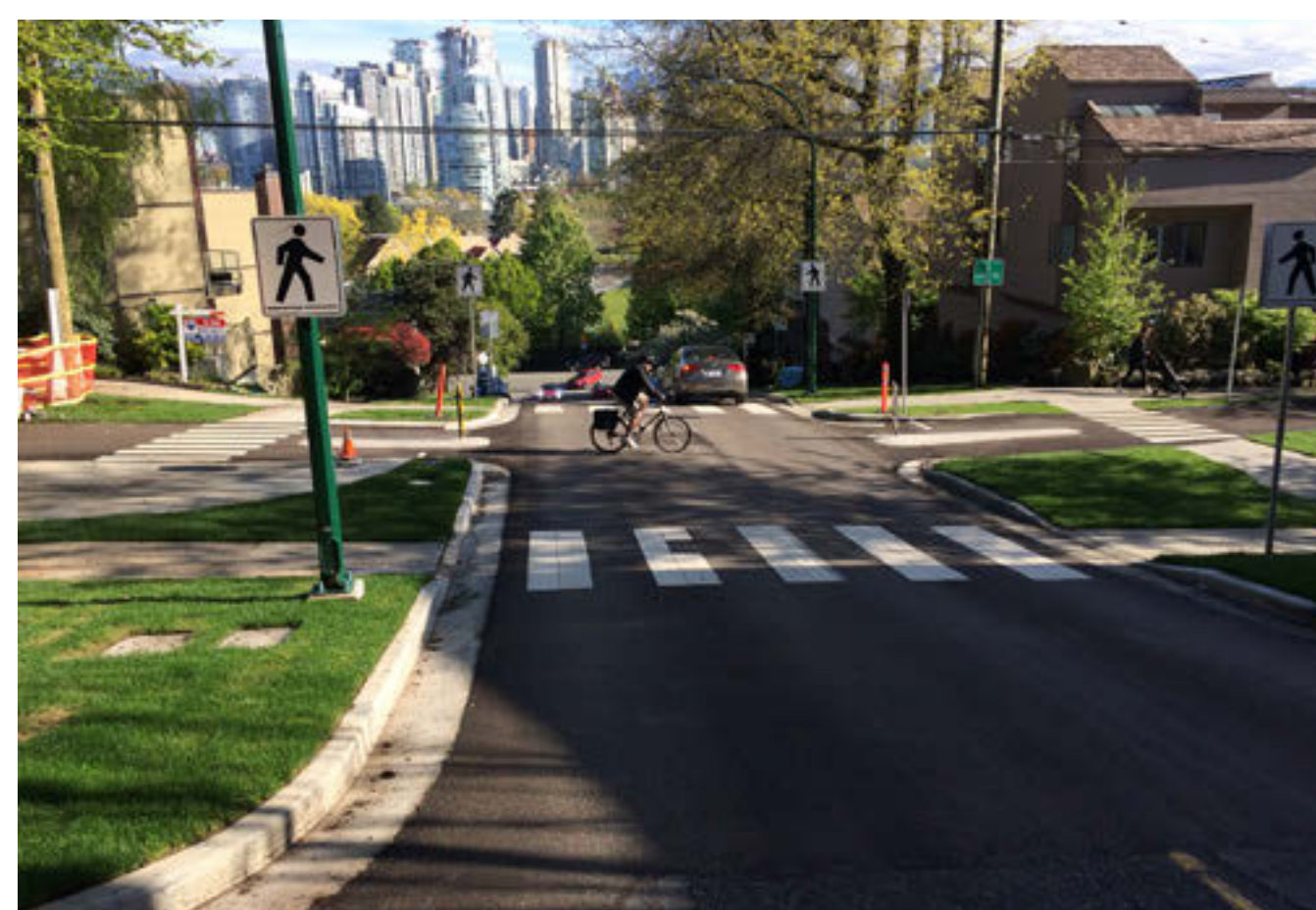
1. **Equitable Use:** Designed for people with diverse abilities.
2. **Flexibility in Use:** Accommodates a wide range of individual preferences and abilities.
3. **Simple & Intuitive Use:** Easy to use, regardless of the user's level of experience, knowledge, or abilities.
4. **Perceptible Information:** Communicates necessary information effectively, regardless of the user's sensory abilities.
5. **Tolerance for Error:** Minimizes hazards and unintended actions.
6. **Low Physical Effort:** Can be used comfortably and efficiently with minimal physical fatigue.
7. **Size & Space in Approach & Usage:** Appropriate space is provided, regardless of user's size, posture, or mobility.

Adapted from Center for Universal Design, North Carolina State University.

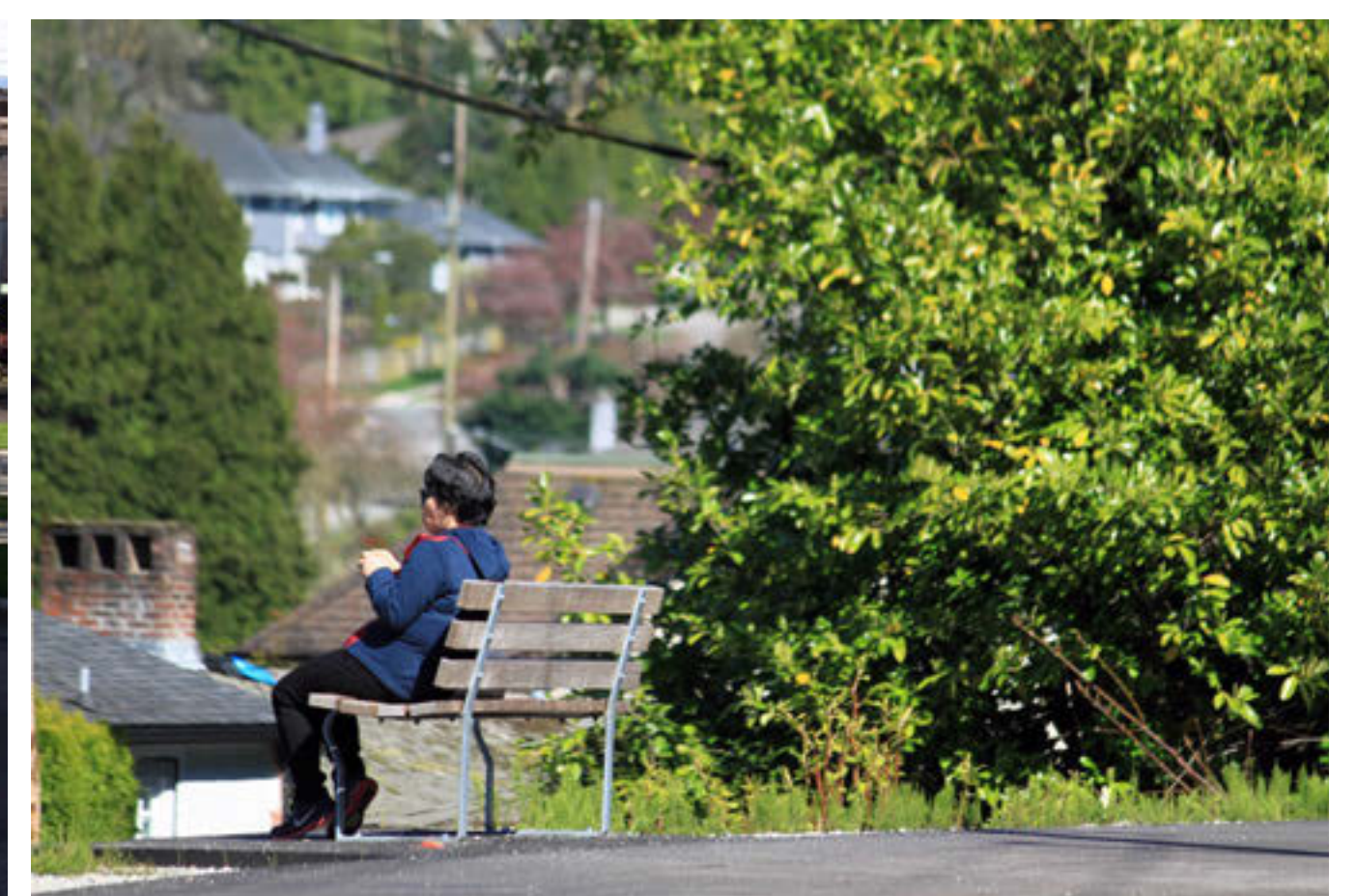
EXAMPLES



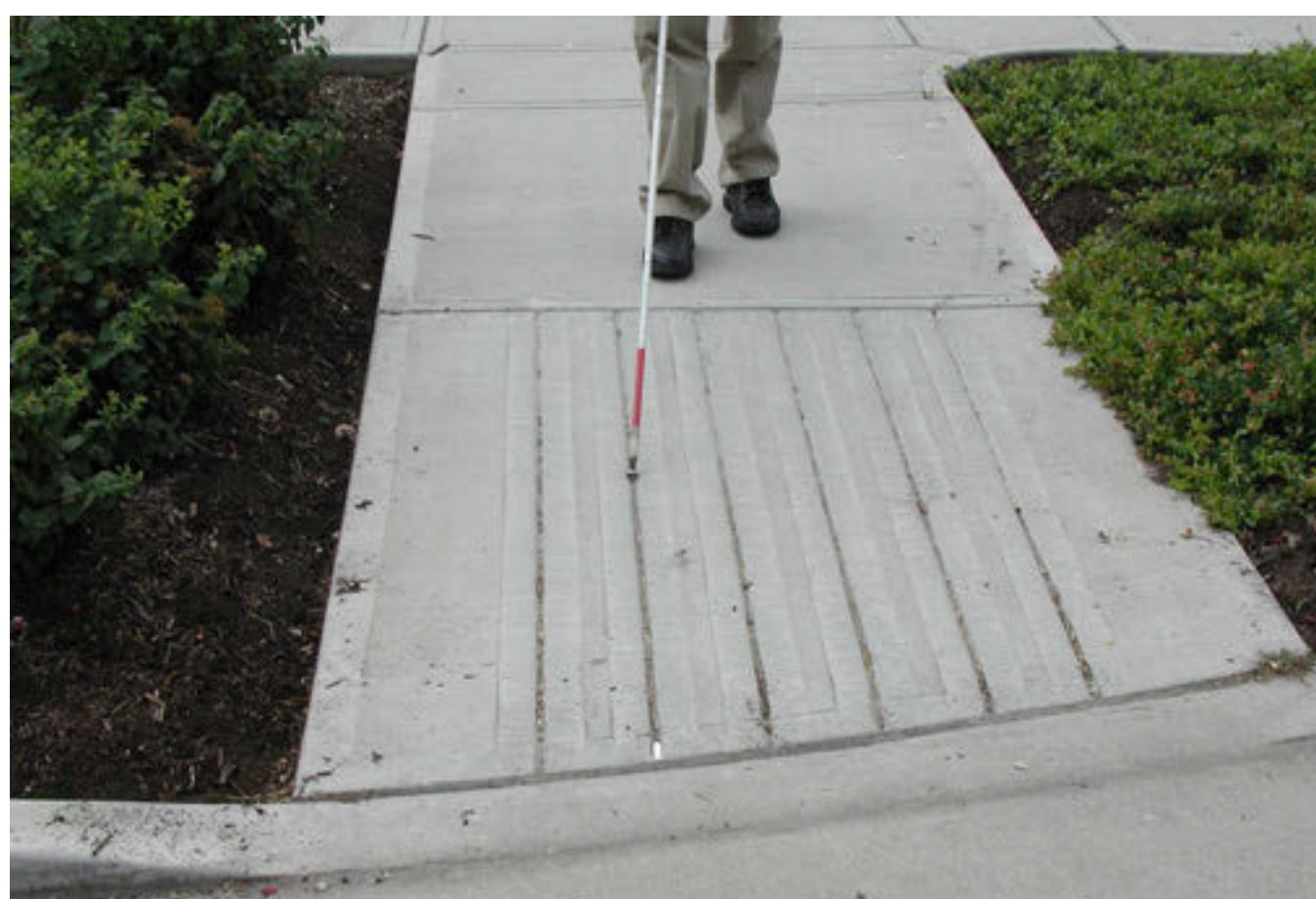
Smooth, stable, and unobstructed surfaces



Minimal grades and cross-slopes ($\leq 5\%$)



Seating for resting



Tactile walking surfaces for directional guidance



Increased crossing time at intersections



Curb ramps between sidewalk and street



Sufficient width and maneuvering space



Accessible pedestrian signals

IDEAS FOR TOMORROW: “IN BETWEEN” SPACES

The Arbutus Greenway will have defined for walking, cycling, and future streetcar. The space between these uses provides an opportunity for green infrastructure, landscaping, and other features and amenities. Design opportunities will depend on the amount of space available.

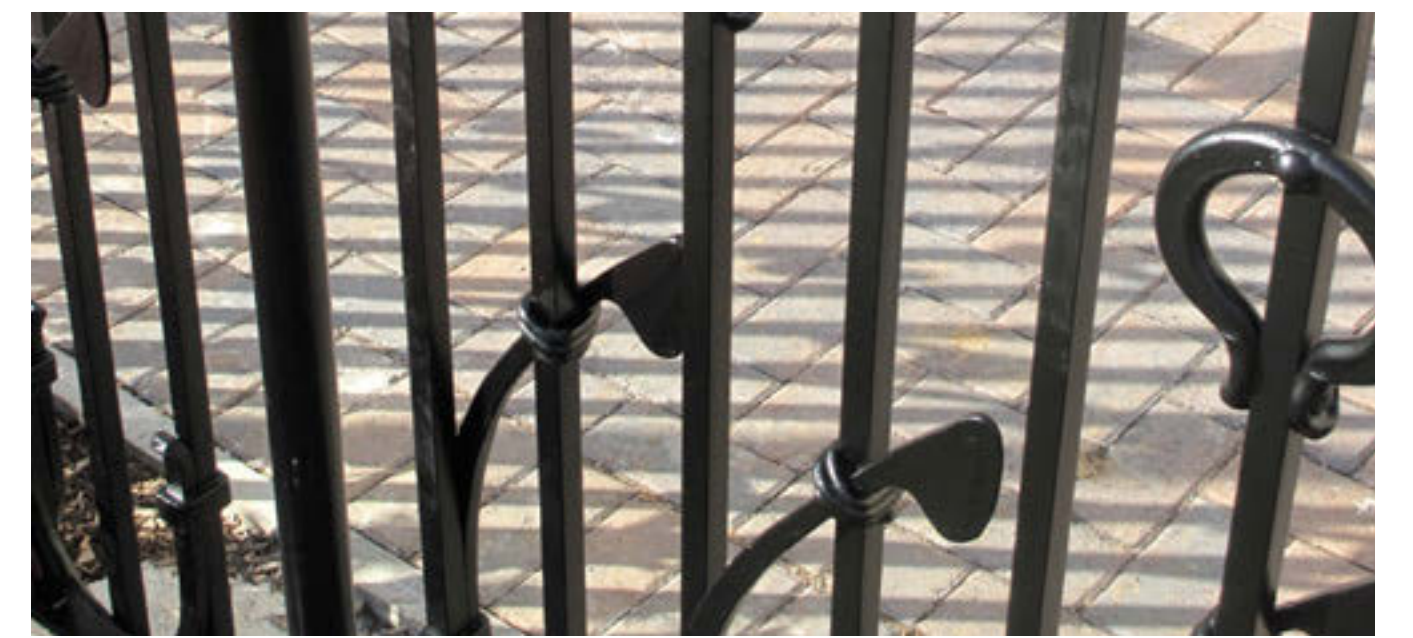
0 TO 0.5 METRES WIDTH



Permeable pavement for rainwater (Image: casaydiseno.com)



Painted markings (Image: DIALOG)



Railings (Image: James Price Blacksmith)



Bollards (Image: City of Vancouver)



Paving with text (Image: hardscape.co.uk)



Flowers (Image: City of Vancouver)

0.5 TO 1 METRES WIDTH



Wildflowers for biodiversity (Image: DIALOG)



Bollards (Image: artformurban.co.uk)



Wayfinding signs (Image: t-kartor.com)

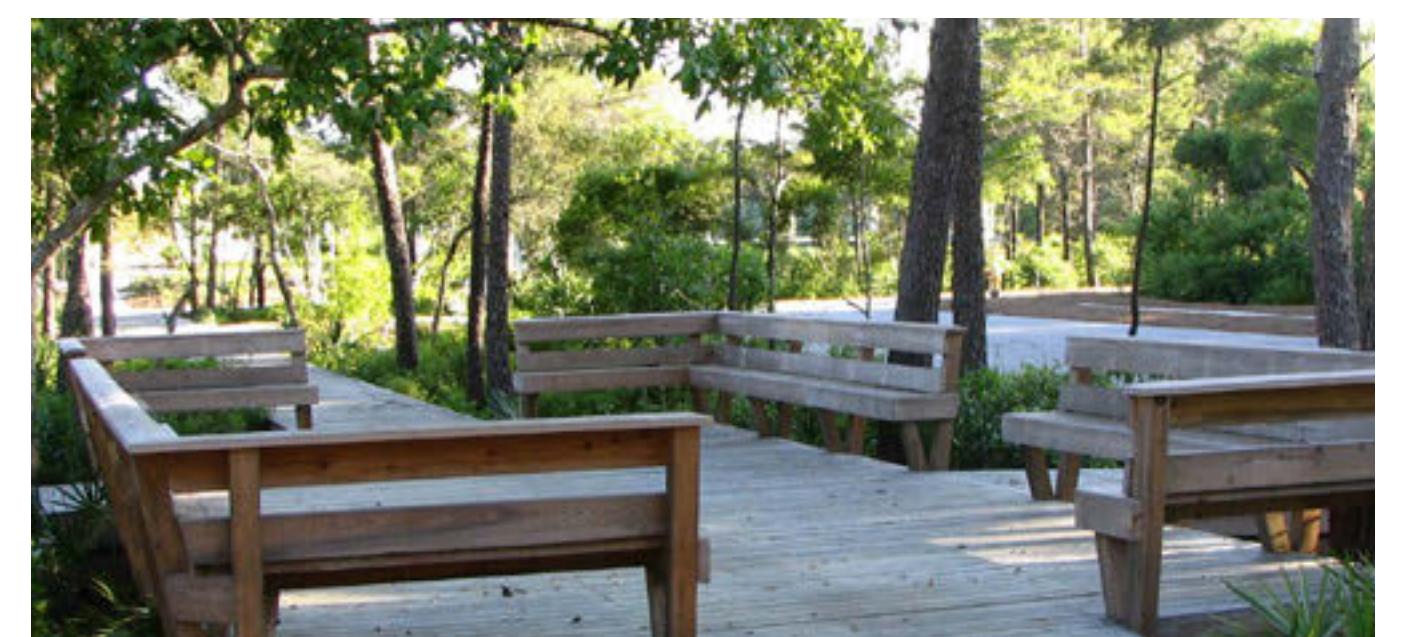
1 TO 3 METRES WIDTH



Trees (Image: Matt Carroll)



Naturalized or formal raingardens (Image: Kevin Perry)



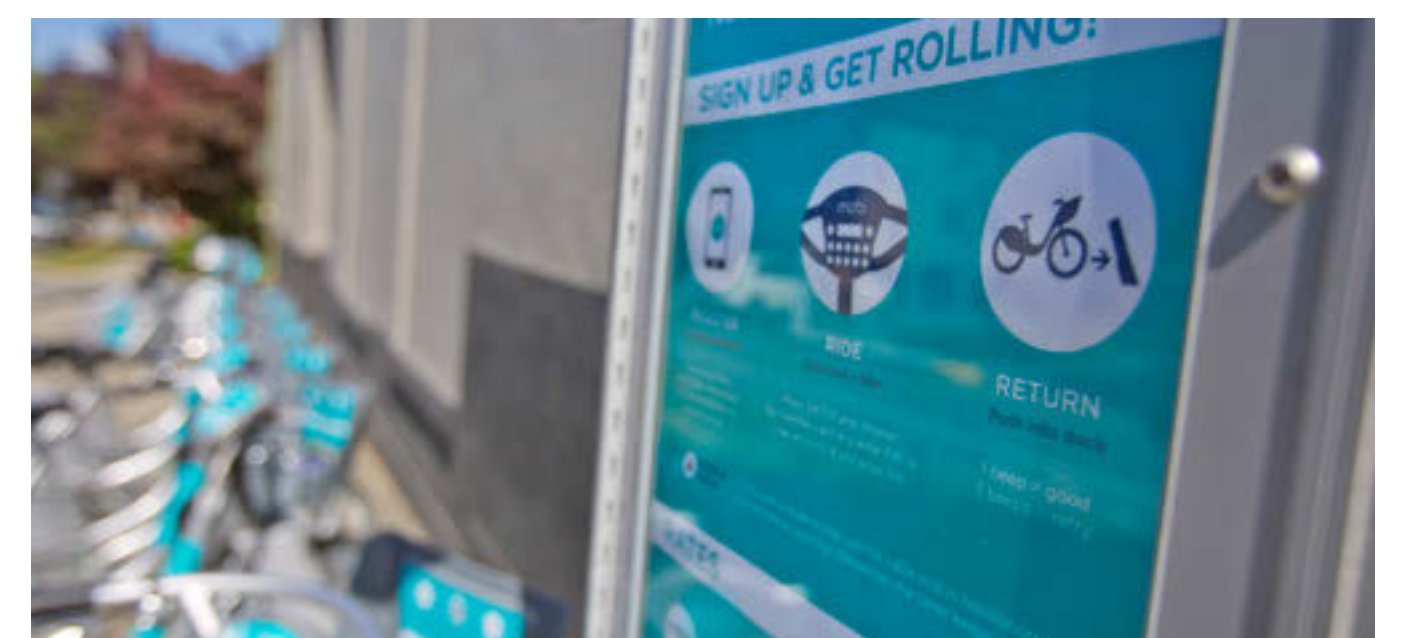
Seating areas (Image: naturebridges.com)



Shrubs and perennials (Image: Rundell Ernstberger Associates, LLC)



Sculptures, storytelling, and education (Image: RLR Associates)



Bike rental, parking, and repair stations (Flickr | GoToVan)

WHAT OTHER IDEAS FOR “IN BETWEEN” SPACES DO YOU HAVE?

IDEAS FOR TOMORROW: GATHERING SPACES

Vancouver’s public “gathering spaces” — our places to be heard, squares, parks, pathways, and waterfront — are where public life happens. Gathering spaces help build a sense of community, promote civic identity, support diverse cultural expression, and encourage social connection.



Outdoor classrooms
(Image: Reimagine Downtown Vancouver)



Seating (Image: Brett Hitchens for Van der Zalm and Associates)



Places to play
(Image: roundhouse.ca)



Places to be on display
(Image: Michelle Peters)



Places for youth and teens
(Image: Engaging Mitchell)



Plazas to be heard
(Image: Alison Boulier for the City of Vancouver)



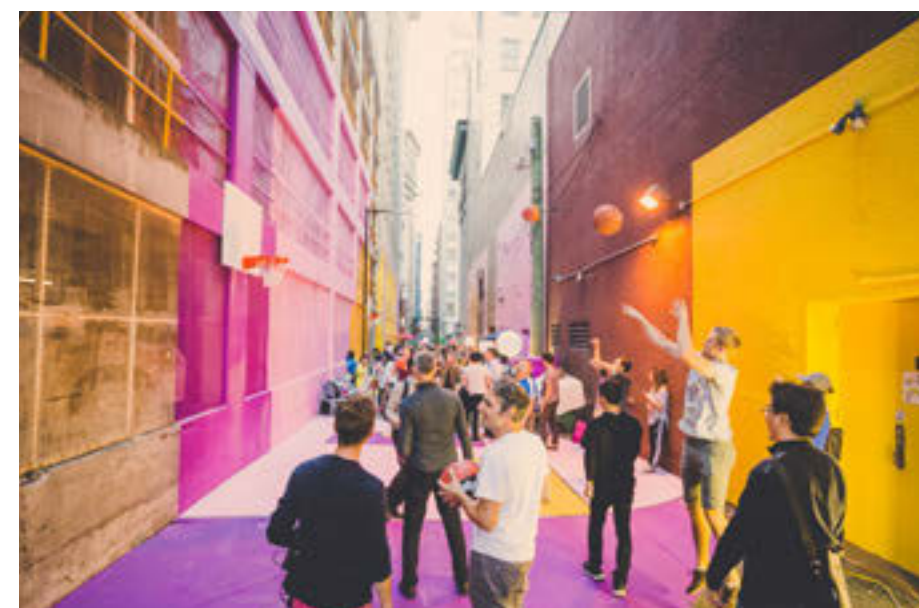
Playful spaces
(Image: Mindmap.org)



Parklets (Image: Upcycle Vancouver)



Public barbecues
(Image: Engaging Mitchell)



Unexpected places (Image: HCMA Architecture)



Formal gathering spaces
(Flickr | La Citta Vita)



Plazas to celebrate historic uses
(Image: HAPA Collaborative)



Splash areas (Image: O'Fallon Parks and Rec)



Shaded relaxation areas (Image: Charles Mayer Photography)



Food trucks (Flickr | Berlin Prinzessinnegarten)



Busking zones (Image: Reimagine Downtown Vancouver)



Informal gathering spaces
(Image credit: Marco Clausen)



Playgrounds (Flickr | La Citta Vita)



Places for performance
(Image: PWL Partnership)

HOW DO YOU WANT TO **GATHER, SOCIALIZE, AND RELAX** ON THE ARBUTUS GREENWAY?

IDEAS FOR TOMORROW: NATURE IN THE CITY

A key theme that emerged during the visioning process was a desire to use the greenway to connect with nature and to enhance urban ecology. Nature in the city means different things to different people. Here are a few examples.



Native plants (Image credit: Jessie Hay)



Rainwater Management: Education and Experience
(Flickr | InHabitat)



Wetland (Image credit: Turenscape)



Goats for Invasive Plant Management
(Image credit: shahrefarda.ir)



Existing Community Gardens
(Image credit: DIALOG)



Bees and honey (Image credit: DIALOG)



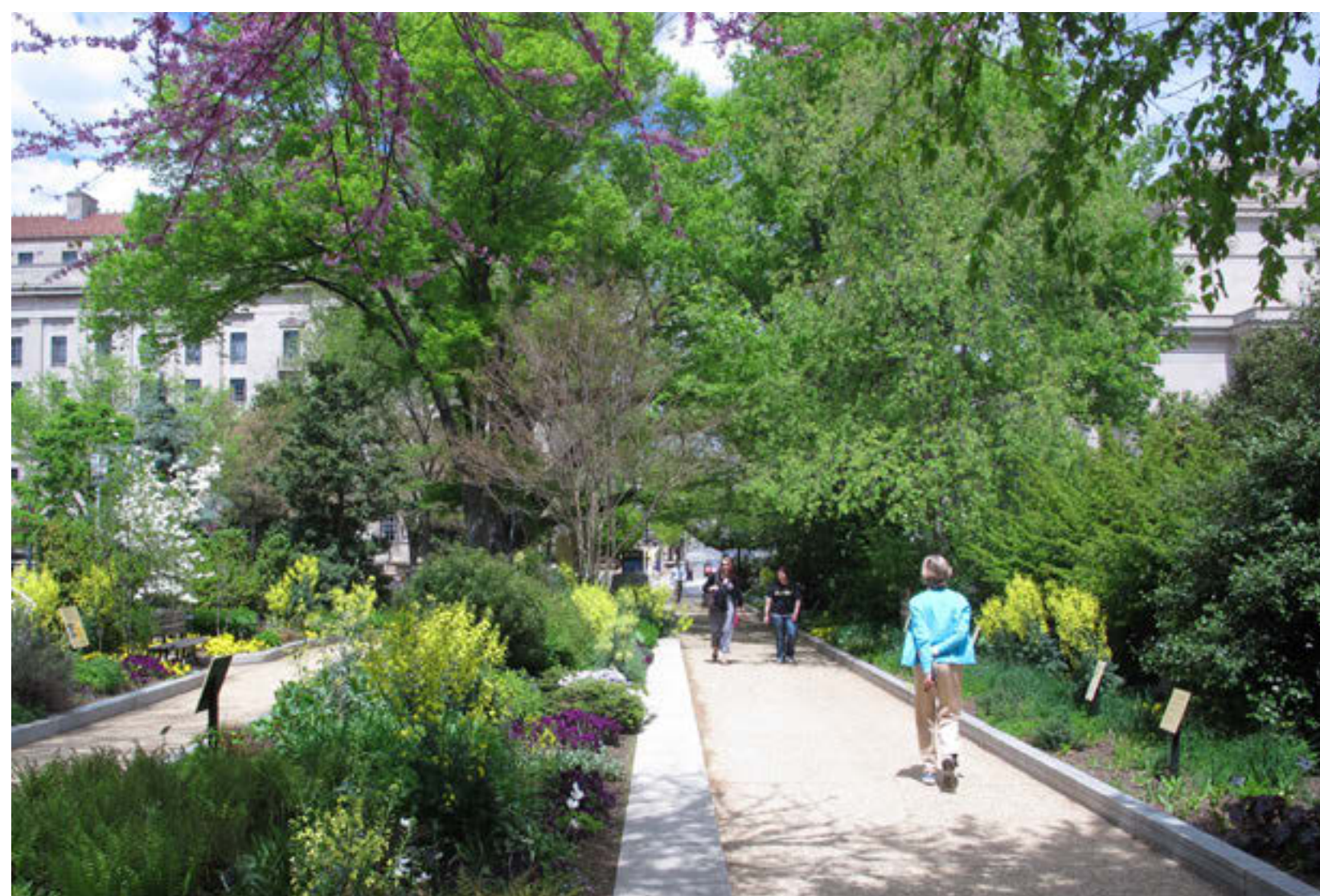
Native Wildflowers (Image credit: DIALOG)



Agriculture in Public Plazas (Image credit: Turenscape)



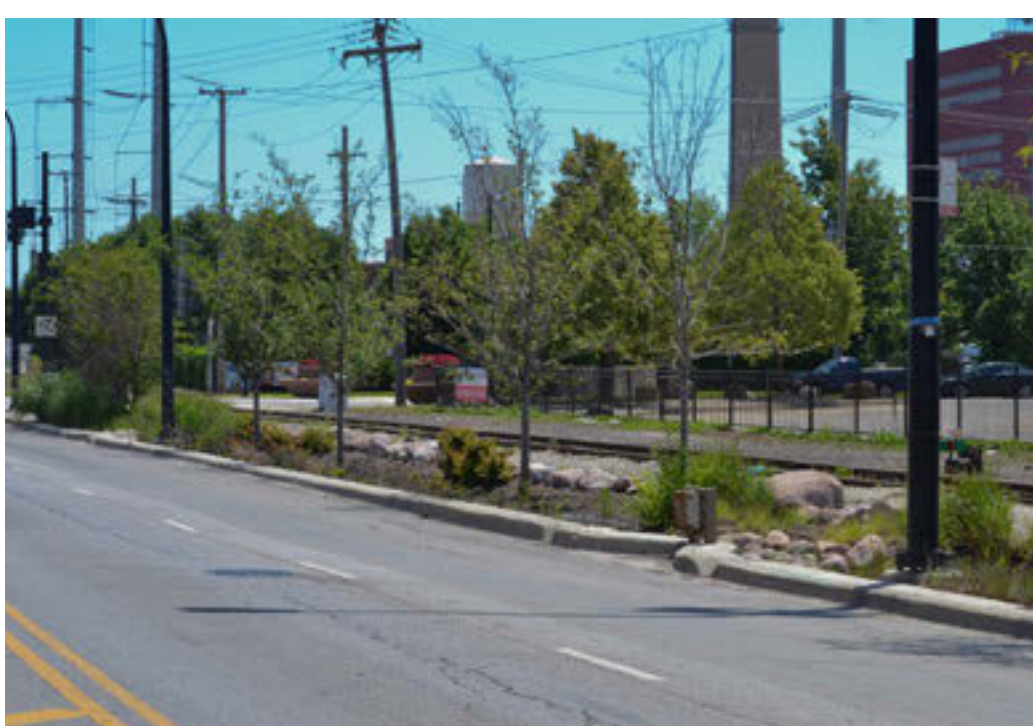
Insect Hotels (Flickr | Frank Behrens)



Pollinator and Song Bird Habitat (Flickr | Smithsonian Gardens)



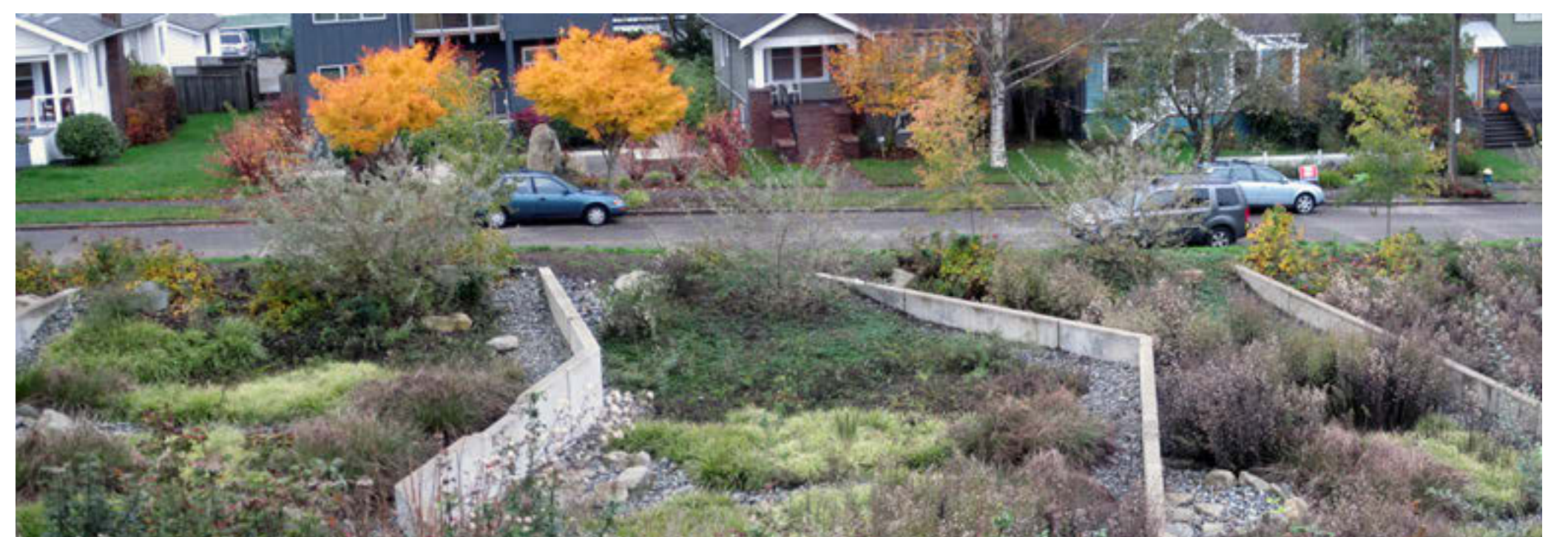
Pollinator Gardens
(Image credit: City of Vancouver)



Rainwater Management: Bioswales
(Flickr | Centre for Neighbourhood Technology)



Wetland Areas (Flickr | La Citta Vita)

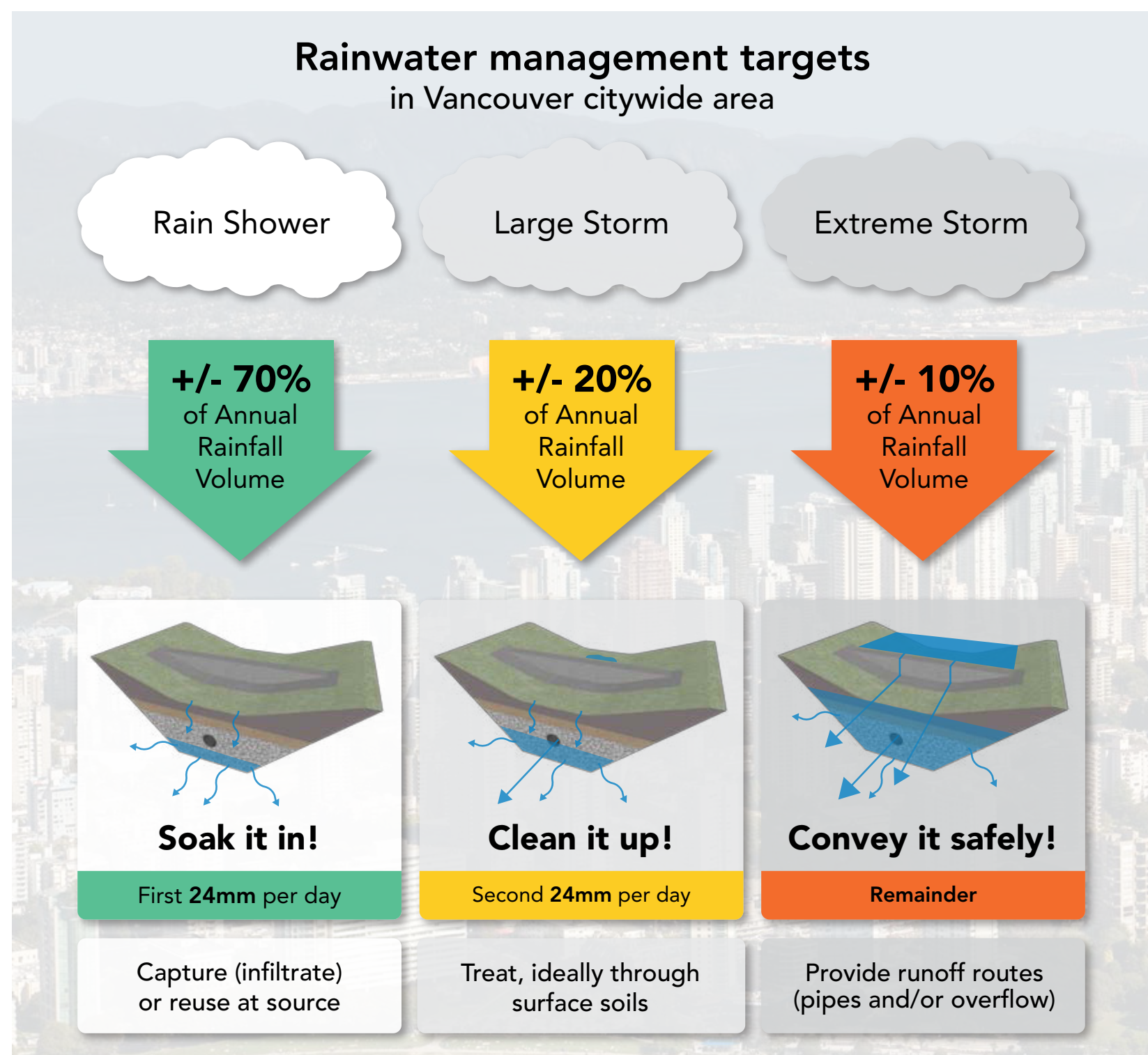


Integrated Rainwater Management: Raingardens (Image credit: Seattle Parks)

WHAT DOES **NATURE IN THE CITY** MEAN TO YOU?

IDEAS FOR TOMORROW: GREEN INFRASTRUCTURE

Green infrastructure mimics natural processes by working with plants, soils, and built structures — like green roofs and rain gardens — to capture, infiltrate, and clean our rainwater before returning it to our waterways and atmosphere. Green infrastructure helps contribute to the livability of our city by providing clean water, air, and lush natural and urban spaces for our communities and wildlife to thrive.



The City's IRMP seeks to capture and clean 90% of Vancouver's rainfall on both public and private property.



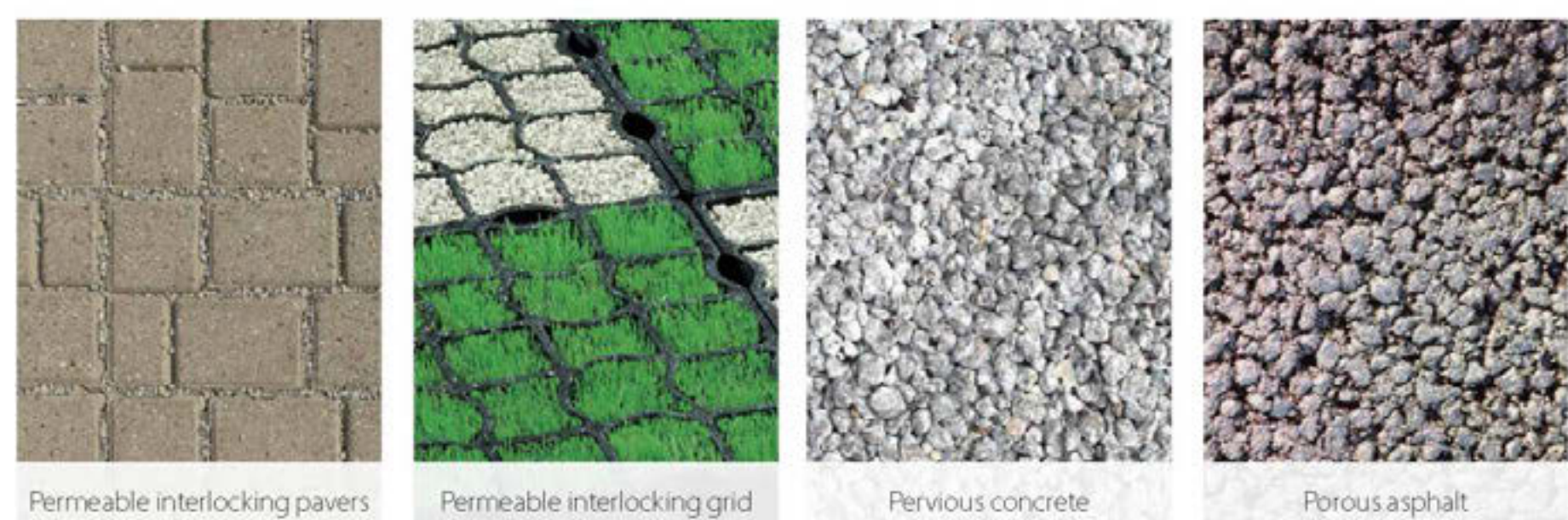
Biofiltration swale, Mt Tabor School - Portland OR
(Image credit: Marco Clausen)



Grass swale, High Point - Seattle WA
(Image credit: Marco Clausen)



Stream daylighting Creekway Park - Vancouver BC
(Image credit: Marco Clausen)



Permeable paving
(Image credit: Marco Clausen)



Rainwater detention in tree pits - Etobicoke ON
(Image credit: Marco Clausen)



Constructed wetlands, Hinge Park - Vancouver BC
(Image credit: Marco Clausen)

HOW CAN WE INTEGRATE **GREEN INFRASTRUCTURE** INTO THE FUTURE GREENWAY?