

REGULAR COUNCIL - JULY 18, 1995  
DOCUMENT: P2  
CLERK: JS

2. Policy Report  
(June 30, 1995)

The Vancouver Greenways Plan

File No. 3132

In a Policy Report dated June 30, 1995, the Associate Director of Planning - Community Planning, and General Manager of Engineering Services submitted for Council approval the draft Vancouver Greenways Plan dated June 1, 1995, together with amendments as contained in the report. It was also recommended that a portion of the Ridgeway Greenway on 37th Avenue be designated the city greenway pilot project, and that staff report back after completion of the conceptual design.

Also before Council was a letter dated July 10, 1995, from Ms. Moura Quayle, on behalf of the Urban Landscape Task Force, strongly endorsing the recommendations contained in the report.

MOVED by Cllr. Price,

THAT the recommendation of the General Manager of Community Services, as contained in this report and quoted below, be approved:

- A. THAT Council adopt the draft Vancouver Greenways Plan (June 1995), with the amendments noted in section 3 of the Policy Report dated June 30, 1995.
- B. THAT the portion of the Ridgeway Greenway on 37th Avenue, between Knight and Granville Streets, be designated the city greenway pilot project, and that staff report back after completion of the conceptual design.

- CARRIED UNANIMOUSLY

MOVED by Cllr. Chiavario,

THAT a letter be sent to members of the Urban Landscape Task Force thanking them, on behalf of Council, for their contributions towards the Vancouver Greenways Plan, and noting that some of the Task Force recommendations have been achieved or are in progress.

- CARRIED UNANIMOUSLY

POLICY REPORT  
URBAN STRUCTURE

Date: June 30, 1995  
Dept. File No.: BP

TO: Vancouver City Council

FROM: Associate Director of Planning - Community Planning,  
and the General Manager of Engineering Services

SUBJECT: The Vancouver Greenways Plan

**RECOMMENDATIONS**

- A. THAT Council adopt the draft Vancouver Greenways Plan (June 1995), with the amendments noted in section 3 of this report; and
- B. THAT the portion of the Ridgeway Greenway on 37th Avenue, between Knight and Granville Streets, be designated the city greenway pilot project, and that staff report back after completion of the conceptual design.

**GENERAL MANAGER'S COMMENTS**

The General Manager of Community Services RECOMMENDS approval of A and B.

**COUNCIL POLICY**

On November 3, 1992, Council adopted the Vancouver urban greenway system, in principle, and directed staff to assess public interest in the greenway concept through the CityPlan process.

On March 23, 1993, Council endorsed the greenways implementation process proposed in the Administration Report dated March 16, 1993.

On September 16, 1993, Council approved the staff resources, budget and work program to initiate the greenways implementation process. Council also instructed staff to create the Greenways Coordinating Committee and to report back on the implementation of a pilot program.

On November 20, 1993, the public approved the 1994-1996 Capital Plan which included the \$1,560,000 greenways budget.

## PURPOSE

The purpose of this report is to request Council adopt the draft Vancouver Greenways Plan (June 1995), with the amendments noted in section three of this report, and designate the portion of the Ridgeway Greenway on 37th Avenue, between Knight and Granville Streets, the city greenway pilot project.

## BACKGROUND

In 1991, Council appointed the Urban Landscape Task Force. In their final report, Greenways/Publicways, the Task Force recommended the development of a system of greenways connecting all parts of the city. The proposed greenway system was incorporated into the CityPlan public review process. The public strongly supported the idea. In response to this support, Planning and Engineering staff were instructed to pursue developing greenways in Vancouver. A series of public workshops were held on greenways in November and December of 1993. The results of these workshops included additional greenways ideas and a number of potential projects. To facilitate the development of greenways, a coordinating committee made up of City staff and representatives of the Urban Landscape Task Force and Vancouver City Planning Commission was created.

## DISCUSSION

### 1. Draft Vancouver Greenways Plan

Greenways are "green paths" for pedestrians and cyclists. They can be waterfront promenades, urban walks, environmental demonstration trails, heritage walks and nature trails. Their purpose is to expand the opportunities for urban recreation and to enhance the experience of nature and city life. The Vancouver Greenways Plan, attached as Appendix A, presents an overview of the proposed greenway system, including descriptions of the two major components, city and neighbourhood greenways, and an implementation strategy.

#### (a) City Greenways

City greenways join important destinations and create a network that covers the entire city. They will be developed by the City with the support of the public, and they will be funded through City funds and contributions from major developments, adjacent neighbourhoods and sponsors. The proposed network of 14 city greenways is approximately 140 km long. Street rights-of-way will be used for approximately 50% of the proposed network. As a result of the legacy of the Seawall and Seaside Route, 25% of the network is in place. The remaining city greenways extend the

existing waterfront routes, provide a variety of routes that cross Vancouver, and connect into the larger regional trail system.

(b) Neighbourhood Greenways

Neighbourhood greenways will be smaller in scale and more local in focus than city greenways. Their development will be a local undertaking with technical and funding support provided by the City. A number of neighbourhood projects were initiated or completed in 1994 including the John Street Connector, the East 19th Avenue Neighbourhood Greenway, and the Keefer Street Pedestrian Overpass Improvements.

2. Public Review of the Draft Plan

The draft Greenways Plan was presented to the public at open houses held at ten community centres across the City and at the Pacific Centre Mall during the month of June. These open houses were attended by approximately 1,000 people. People attending the open houses were asked to fill out a survey which asked how supportive they were of the Greenways Plan. Of the approximately 158 people who filled out the survey, 93% strongly supported the concept of a city-wide network of greenways, 69% strongly supported the proposed city greenway routes, and 84% strongly supported the concept of neighbourhood greenways.

Respondents were also given the opportunity to comment on the plan. The comments were generally along the following lines. Maintaining and increasing public access to the waterfront was very important. The city-wide network is appropriate because it covers and represents the whole city. Neighbourhood greenways are an excellent concept because it involved neighbourhoods and strengthened the sense of community. A detailed listing of all the comments is presented in Appendix B.

3. Proposed Changes to the Draft Plan

As a result of the public process it is proposed that the following two substantive changes be made to the draft Plan.

(a) Publicways

The term Publicways was first used in the Urban Landscape Task Force's final report Greenways/Publicways. This term will be used to designate routes running through commercial areas, including the City Centre Circuit in the downtown. As a result of a number of factors unique to the commercial areas, including the large number of diverse uses that must be accommodated within the street rights-of-way, these routes will, in all likelihood,

look significantly different than the other routes. Therefore, adopting different terminology will help avoid confusion.

(b) West 11th Avenue Greenway

The community felt strongly that the project is not a neighbourhood greenway in that it is part of a private development proposal, and will be funded by the public contributions of the developer. Therefore, this greenway will be removed from the neighbourhood greenway category and incorporated into the description of the Arbutus City Greenway.

4. Implementation of the Greenways Plan

(a) City Greenways

Initial city greenway initiatives focus on building an on-street pilot project. A portion of the Ridgeway was identified as the most promising pilot project. The entire Ridgeway extends from Pacific Spirit Park to Central Park in Burnaby. The proposed pilot project is located on 37th Avenue, between Granville and Knight Streets and passes Queen Elizabeth Park, Van Dusen Gardens and Kensington Park. A design has yet to be done, and will be created in concert with adjacent residents, landowners and other interested groups. Council allocated \$1.5 million toward greenway development in the 1994-1996 Capital Plan. Approximately \$1.0 million will be used for city greenways; the majority of these funds will be for the Ridgeway pilot project.

After adoption of the Greenways Plan, staff will begin the community consultation process regarding the development of the Ridgeway pilot project. This process will form the basis for a conceptual design of the greenway. Upon completion of this work, staff will report back to Council. Staff anticipate that this report will be before Council in the fall of 1995.

Planning the downtown publicways and waterfront greenways will also be undertaken. In addition, greenway planning will be incorporated into current City initiatives, such as CityPlan, other major planning programs and the day-to-day business of relevant City departments.

(b) Neighbourhood Greenways

Neighbourhood greenway projects have been handled on a case by case basis, as they were brought forward by the community. The City has provided advice and assistance as required. This flexible approach has worked well and accommodated the various project types and the different levels and styles of community involvement. At the same time, it has allowed the City to

address general concerns such as safety. Therefore, this approach will be continued. Approximately \$500,000 will be allocated for neighbourhood greenways. In addition, neighbourhood greenway planning will be incorporated into the day-to-day activities of relevant City departments, and a public information package on greenway projects and related City programs will be prepared.

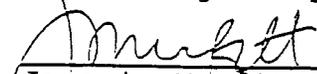
(c) Funding

As part of the next capital planning process, staff will prepare a long range plan to assist Council in determining greenways funding levels for the next and subsequent Capital Plans. This plan will provide Council with funding options based on length of time to complete the network and alternate funding sources.

CONCLUSION

The draft Vancouver Greenways Plan has received wide public support. Adopting the Plan will further the development of the greenways system.

\* \* \* \* \*

General Mgr./Dept. Heads:	Report dated: <u>June 30, 1995</u>
 Jacquie Murfitt	Author: <u>B. Pringle/E. Barth</u>
 Dave Rudberg	Phone: <u>7781/7295</u>
Date: <u>JULY 4, 1995</u>	IRTS Number: <u>CC95003</u>

This report has been prepared in consultation with the departments listed to the right, and they concur with its contents.

Concurring Department(s)

None

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



OFFICE OF THE MAYOR

PHILIP W. OWEN  
MAYOR

CITY OF VANCOUVER

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## *Welcome to the Vancouver Greenways Plan*

We share a common interest in creating a beautiful, safe and healthy city. This draft Plan proposes developing a system of Greenways--paths for walking and cycling--across the city. Greenways will provide opportunities for us all to leave our cars at home, get more exercise and enjoy our city.

Developing Greenways is a long-term process, and this draft Plan is an early step in that process. Your involvement is important to the success of Greenways. We would like your comments on this draft Plan and encourage you to get involved in designing and building Greenways in your neighbourhood. Please attend one of the Open Houses which will be held at various locations across the city in June. The dates, places and times will be advertised in your local newspaper. You can also mail, fax or phone your comments to:

The Vancouver Greenways Plan  
Community Planning\Engineering Services  
City of Vancouver  
453 West 12th Avenue  
Vancouver, B.C.  
V5Y 1V4

Phone: 873-7090 or 871-6064 Fax: 873-7060

Following public review, the draft Plan will be forwarded to Council.

We welcome your comments and suggestions.

MAYOR PHILIP OWEN

COUNCILLORS:

Don Bellamy

Nancy Chiavario

Jennifer Clarke

Craig Hemer

Maggie Ip

Lynne Kennedy

Jenny Wai Ching Kwan

Gordon Price

George Puil

Sam Sullivan



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# SUMMARY

Greenways are "green paths" for pedestrians and cyclists. They can be waterfront promenades, urban walks, environmental demonstration trails, heritage walks and nature trails. Their purpose is to expand the opportunities for urban recreation and to enhance the experience of nature and city life. In 1991, Council appointed the Urban Landscape Task Force and directed the Task Force to report on the current use and future management of Vancouver's urban landscape. In their final report *Greenways/ Publicways* they recommended the development of a system of Greenways connecting all parts of the city. The Vancouver Greenways Plan presents an overview of the proposed Vancouver Greenway system, including descriptions of the two major components, City and Neighbourhood Greenways, and an implementation strategy.

## *City Greenways*

City Greenways join important destinations and create a network that covers the entire city. They will be developed by the City with the support of the public, and they will be funded through City funds and contributions from major developments, adjacent neighbourhoods and sponsors. The proposed network of 14 City Greenways, shown on the map on page 17, is approximately 140 km long. Street rights-of-way will be used for approximately 50% of the proposed City Greenway network. As a result of the legacy of the Seawall and Seaside Route, 25% of the network is in place. The remaining City Greenways extend the existing waterfront routes, provide a variety of routes that cross Vancouver, and connect into the larger regional trail system. When the network is complete, a City Greenway will pass through every neighbourhood, and close to the new Neighbourhood Centres called for in CityPlan. A City Greenway will be no more than a 25 minute walk or a 10 minute bicycle ride from every residence.

Initial City Greenway initiatives focus on building an on-street pilot project. A portion of the Ridgeway was identified as the most promising pilot project. The entire Ridgeway extends from Pacific Spirit Park to Central Park in Burnaby. The proposed pilot project is located on 37th Avenue, between Granville and Knight Streets and passes Queen Elizabeth Park, Van Dusen Gardens and Kensington Park. A design has yet to be done, and will be created in concert with adjacent residents, landowners and other interested groups. Council has allocated \$1.5 million toward Greenway development in the 1994-1996 Capital Plan. Approximately \$1.0 million will be used for City Greenways; most of these funds will be for the Ridgeway pilot project.

Planning the Downtown and Waterfront Greenways including the City Centre Circuit, the Downtown Historic Trail, the Harbour Route and new portions of the Seaside Route will also be undertaken. In addition, Greenway planning will be incorporated into current City initiatives, such as CityPlan, other major planning programs and the



day-to-day business of relevant City departments. Efforts will also be underway to: identify the Greenway funding requirements for the next Capital Plan; develop a long-term strategy to build the other City Greenways; and create long-range plans based on alternate funding priorities and sources.

## *Neighbourhood Greenways*

Neighbourhood Greenways will be smaller in scale and more local in focus than City Greenways. Their development will be a local undertaking with technical and funding support provided by the City. Approximately \$500,000 will be allocated for Neighbourhood Greenways. A number of neighbourhood projects were initiated or completed in 1994 including the John Street Connector, the East 19th Avenue Neighbourhood Greenway, the Keefer Street Pedestrian Overpass Improvements, and the West 11th Avenue Neighbourhood Greenway.

Neighbourhood Greenway projects have been handled on a case by case basis, as they were brought forward by the community. The City has provided advice and assistance as required. This flexible approach has worked well and accommodated the various project types and the different levels and styles of community involvement. At the same time, it has allowed the City to address general concerns such as safety. Therefore, this approach will be continued. In addition, Neighbourhood Greenway planning will be incorporated into the day-to-day activities of relevant City departments, and a public information package on Greenway projects and related City programs will be prepared.



# INTRODUCTION

- *Vancouver Greenways Plan*
- *Origin of Greenways*
- *Urban Landscape Task Force*
- *Public Response*

*"A Greenway is a linear public corridor that connects parks, nature reserves, cultural features, historic sites, neighbourhoods, and retail areas, often along either natural corridors like river or ocean fronts or along rail rights-of-way or streets shared for transportation use."*

*- Vancouver Urban Landscape Task Force, Greenways-Publicways*





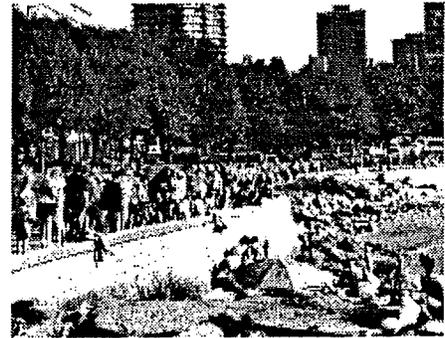
# Introduction

Greenways are “green paths” for pedestrians and cyclists. They can follow rivers, streets, beaches, railways, ridges, and ravines. Their purpose is to expand the opportunities for urban recreation and to enhance the experience of nature and city life.

The Greenways concept is flexible and can be adapted to natural and developed areas. For example, Greenways can be waterfront promenades, urban walks, environmental demonstration trails, heritage walks and nature trails. They can be created by planting trees, redesigning streets, calming traffic, developing paths, creating gardens, installing pedestrian lights, benches and drinking fountains, and locating public art and heritage artifacts.

Greenways accommodate recreational activities such as walking, cycling, rollerblading, jogging, pushing a stroller, and using a wheelchair. While recreation opportunities may be the most apparent benefits, there are other important reasons to build Greenways, such as, habitat restoration, storm water management, pollution reduction, community building, and aesthetic pleasure.

Vancouver already has examples of Greenways...



The Seawall in Stanley Park



The Langara Golf Course Trail



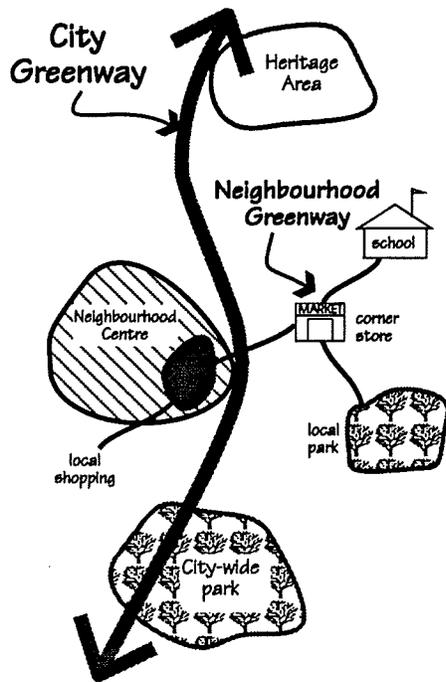
The West End Mini-Parks



The Champlain Heights Trails



# Vancouver Greenways Plan



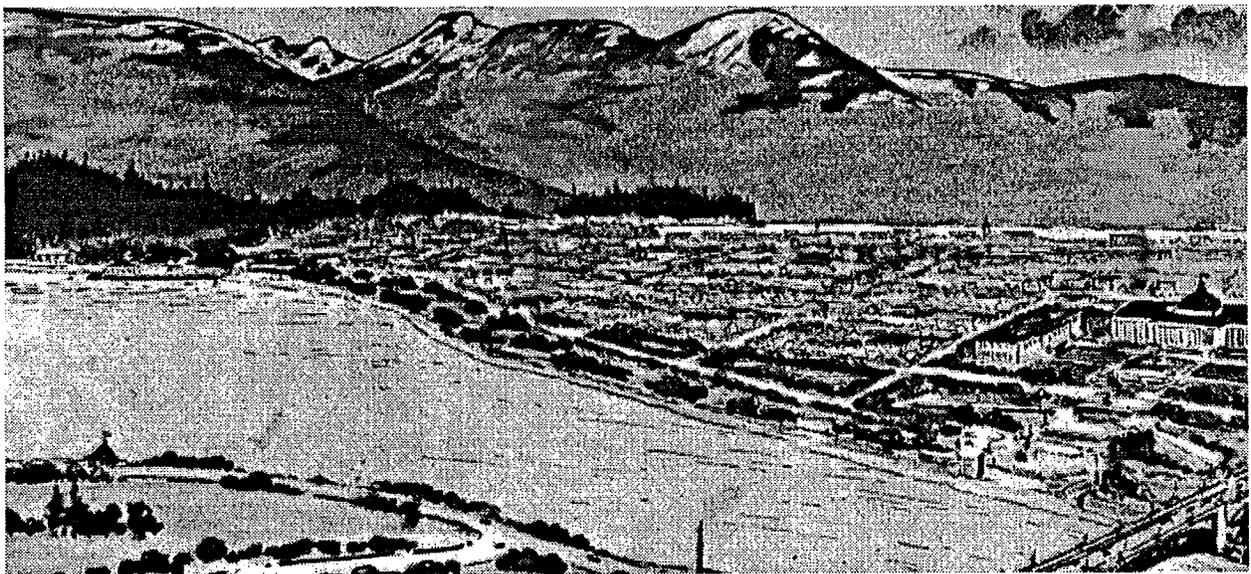
Vancouver's Greenways System:  
City Greenways and Neighbourhood  
Greenways

The Plan presents an overview of the proposed Vancouver Greenways system, including descriptions of the major components and the implementation strategy. The proposed system integrates diverse natural and urban open spaces, and becomes an important feature in the urban landscape.

The system is based on two categories of Greenways—City and Neighbourhood. City Greenways join important destinations and create a network that covers the entire city. They will be developed by the City with the support of the public, and they will be funded through City funds and contributions from major developments, adjacent neighbourhoods and sponsors. Neighbourhood Greenways will be smaller in scale and more local in focus than City Greenways. They will be developed and implemented primarily by the community with some technical and funding assistance from the City.

Completion of the entire Greenways system is a long-term effort. Any plan of this scope has to be built in stages, a necessity based on available resources. The first projects provide opportunities to evaluate the results and adjust the process. Over time, the layout of the system will evolve in response to public opinion and further analysis. This Plan is a guide rather than a final master plan.

This first chapter provides an overview and information on the history of Greenways and the development of this Plan. Chapters 2 and 3 describe the proposed system of City and Neighbourhood Greenways. Chapter 4 outlines the program for building Greenways. Further information on the Urban Landscape Task Force, public response, proposed City Greenways routes, related City programs, and the proposed City Greenway pilot project, are included in the appendices.



English Bay: The 1928 Bartholomew Plan Vision of a waterfront parkway



## Origin of Greenways

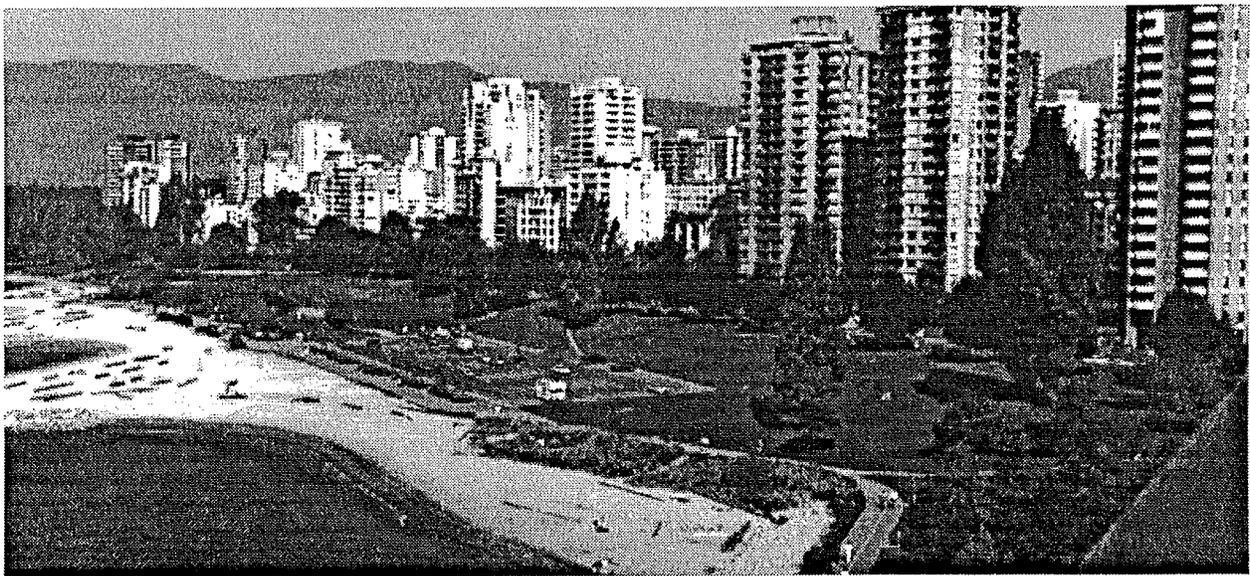
Greenways, developed historically as long, thin parks, and are also called linear parks, parkways, urban trails or greenbelts. In North America, the first Greenways were built more than a hundred years ago. An early example is the Emerald Necklace in Boston, which is made up of a series of parks located around floodwater retention ponds.

Over the past 20 years, a strong Greenways movement has emerged and many new Greenways have been developed in North America. This renewed interest is tied to the environmental movement which emphasizes the importance of practical, safe, and appealing alternatives to the car and the need to increase the amount and diversity of nature in the city. This outlook is evident in recent regional and local initiatives including the GVRD's Livable Region Strategic Plan and Transportation 2021, and the City's Clouds of Change, Safer Cities reports, and CityPlan process.

Vancouver's Greenways legacy dates back to the 1928 Bartholomew Plan which included a proposal for a waterfront promenade along English Bay. The Seawall and the Seaside Route, a 25 kilometre Greenway running along the waterfront of Coal Harbour, False Creek and English Bay, reflects this early vision. More recent Greenways-related initiatives include the linear parks in Champlain Heights and Strathcona, and the street-end parks in the West End.

*"The city becomes a remembered city, a beloved city, not by its ability to manufacture or to sell, but by its ability to create and hold bits of sheer beauty and loveliness.... Vancouver has been given a notable start toward greatness by nature."*

- Harold Bartholomew, 1928



English Bay today: a continuous Greenway from Stanley Park to False Creek



## Urban Landscape Task Force

*"Access and connections to nature, parks, and special sacred and civic spaces should be available to all citizens in work, play, and learning."*

*- The Vancouver Urban Landscape Task Force, Greenways - Publicways*

In 1991, Council appointed the Urban Landscape Task Force, and directed the Task Force to report on the current use and future management of Vancouver's urban landscape. The final report, released 1992 after a year of extensive public consultation, was called Greenways/Publicways. The report included descriptions of the public's attachment to the spectacular setting and to the active public social life made possible by Vancouver's temperate climate and outdoor amenities. The report contained many recommendations and ideas, most prominent of which was the recommendation to connect all parts of the city with a system of Greenways. Additional information on the recommendations of the Task Force is presented in *Appendix A*. The Task Force presented a vision of an open space system that would protect and diversify the many ways people enjoy the urban landscape. The vision expanded the traditional concept of Greenways to include developed areas and streets.

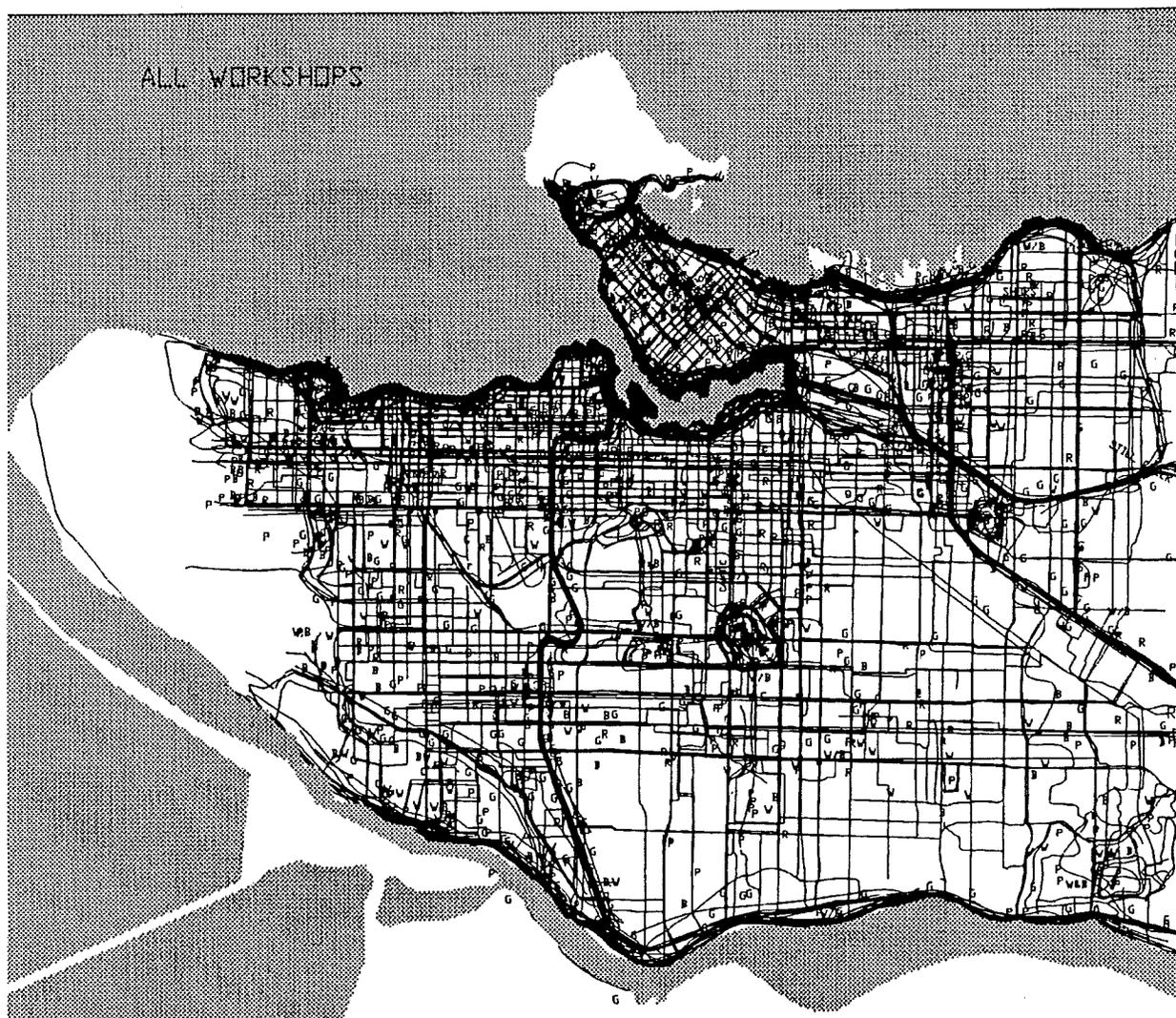


*Greenways Workshops - provided valuable information on favourite routes, new routes and design ideas*



## Public Response

In response to the Task Force recommendations, Council directed the CityPlan public review process to include Greenways. In a series of public workshops, participants strongly supported Greenways, drew maps of their favourite routes, proposed new routes, and developed ideas for specific projects. An overview of the public response is presented in *Appendix B*. The public response indicated that there is great demand for Greenways which cross the city and link beaches, parks, institutions and entertainment facilities. In addition, the results also highlighted a need for local routes linking neighbourhood parks, schools, community centres and shops.



This map shows the public's existing and proposed favourite Greenway routes. It is the result of overlaying 180 individual maps and illustrates the importance of the waterfront routes, the rail corridors and many streets.





## **CITY GREENWAYS**

- *City Greenways Selection*
- *City Greenways Network*

*"By linking open spaces...we can  
achieve a whole that is better than  
the sum of the parts."*

*- William Whyte,  
The Last Landscape*



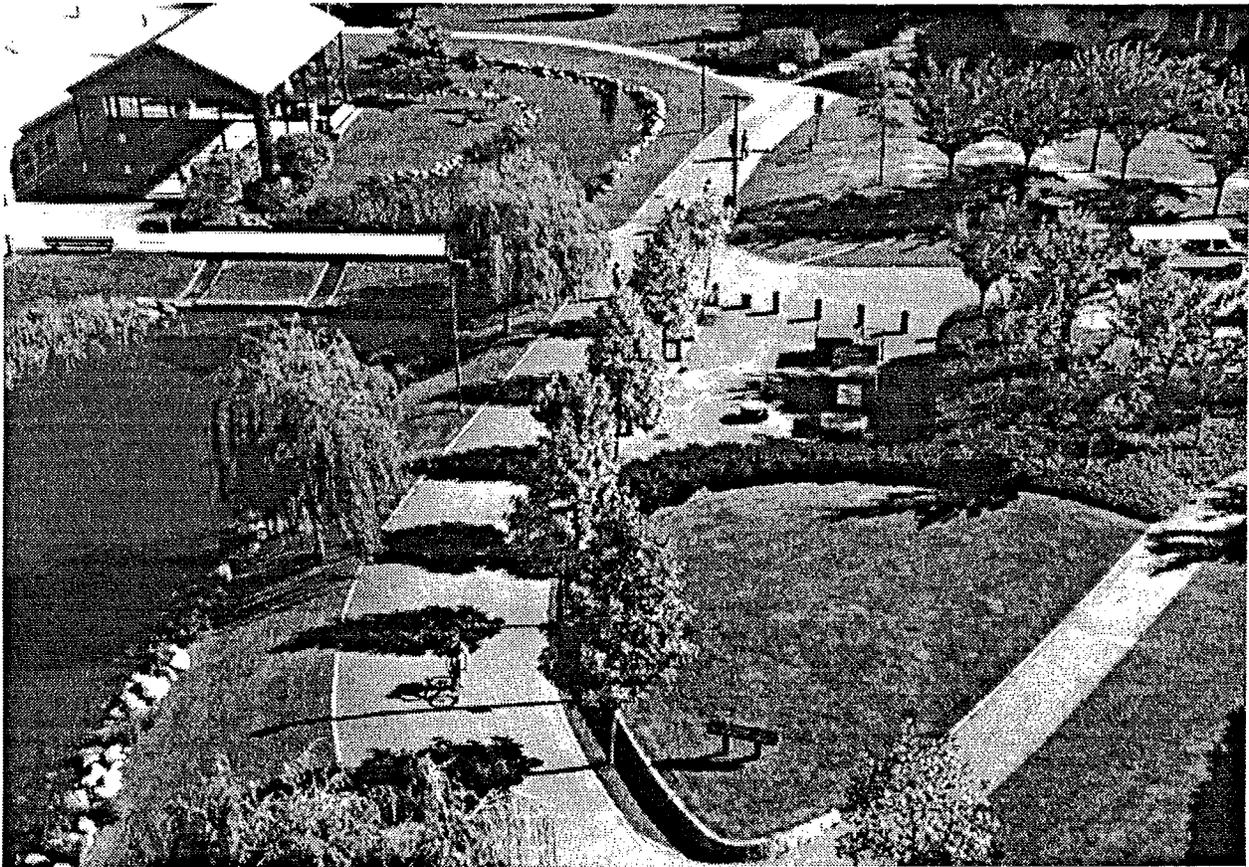


## City Greenways

City Greenways respond to the public's desire to have recreation routes that cross the city and link important destinations. The proposed network of City Greenways, shown on the map on page 17, is approximately 140 km long. Street rights-of-way will be used for approximately 50% of the proposed Greenways network. As a result of the legacy of the Seawall and Seaside Route, 25% of the network is in place. The remaining City Greenways extend the existing waterfront routes, provide a variety of routes that cross Vancouver from north to south and east to west, and connect into the larger regional trail system. When the network is complete, a City Greenway will pass through every neighbourhood, and close to the new Neighbourhood Centres called for in CityPlan. A City Greenway will be no more than a 25 minute walk or a 10 minute bicycle ride from every residence.

*"The ultimate aim should be a large number of links so that demand is spread around, rather than having a large number of people using scarce space."*

*- Greenways Workshop Participant*



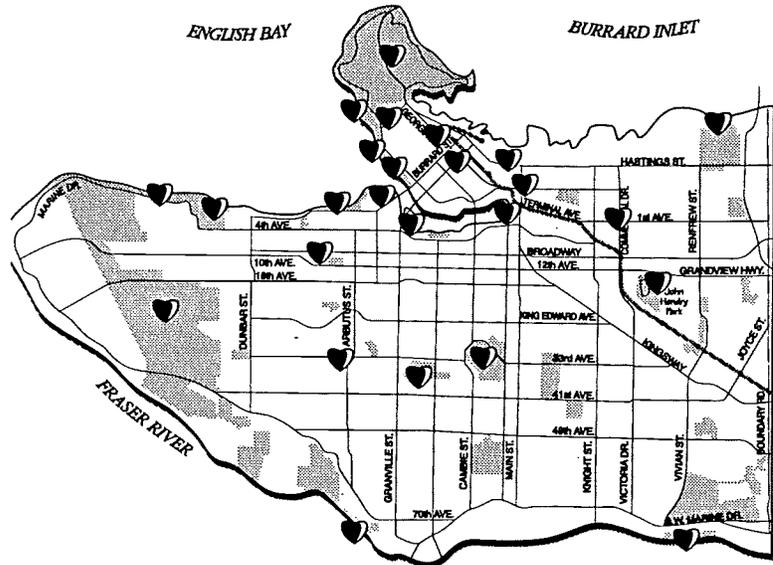
The existing Seaside Route on the south shore of False Creek passes through parks and residential development



# City Greenways Selection

The proposed City Greenways routes were identified through review of the public response, and detailed analysis of the urban landscape. The urban landscape analysis included a series of large scale maps illustrating the natural areas, the built environment and the attractions of urban life, features relevant to City Greenways. Based on this analysis a number of possible routes were identified, reviewed, and the preferred routes selected. The routes were reviewed against the following four criteria.

**Connect important City-wide destinations** - Important destinations include: outdoor amenities such as parks, beaches, gardens, viewpoints, and golf courses; cultural facilities such as museums, theatres, and sport facilities; institutions such as City Hall, hospitals, schools, and community centres; and other destinations such as shopping streets and heritage areas. The linking of city-wide destinations and City Greenways will increase the use and profile of both.



Greenways Workshop - Favourite Places



The proposed Fraser River Trail provides a distinct riverfront character



The City Greenways routes together create a city-wide network



**Exhibit a distinct character** - Character is based on a combination of factors including location, such as on the waterfront, in the downtown, and along a ridge; adjoining amenities such as parks, shopping streets and museums; and design such as the use of plant material, hard surfaces and unique elements. The emergence of a distinct character will contribute to the uniqueness and diversity of Greenways.

**Contribute to an understanding of Vancouver** - While each City Greenway will have a unique identity, the network will provide a complete illustration of Vancouver's urban landscape.

**Create a city-wide network** - City Greenways routes will be distributed throughout the entire city, and the routes will interconnect. They will create a variety of large and small loops.

# City Greenways Network

The proposed City Greenways network is made up of 14 routes which are illustrated on the map on page 17. At this time, the routes should be interpreted as general corridors, their exact location will be determined after further public consultation and detailed study. The routes are described below, additional information is presented in *Appendix C*.

*"There needs to be a variety. I want a greenway to commute on and a greenway to be quiet and alone on."*

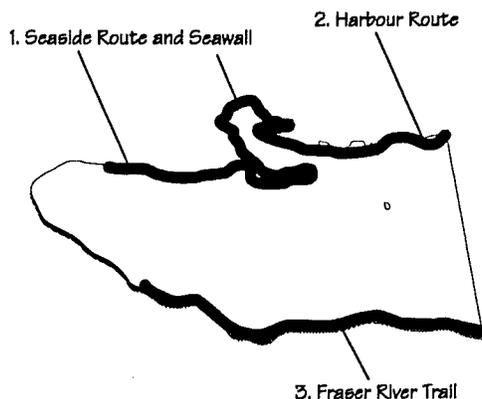
- Greenways Workshop Participant

## WATERFRONT ROUTES:

**1. Seaside Route and Seawall** - This popular existing route is located along the waterfront and extends from Coal Harbour, around Stanley Park, along the West End, around False Creek, to Kitsilano and Jericho Beaches.

**2. Harbour Route** - This Greenway is an extension of the Seaside Route from Portside Park to New Brighton Park, along the working harbour.

**3. Fraser River Trail** - This Greenway is a unique river trail that runs along protected fish spawning grounds, crosses mudflats, and explores the working riverfront.

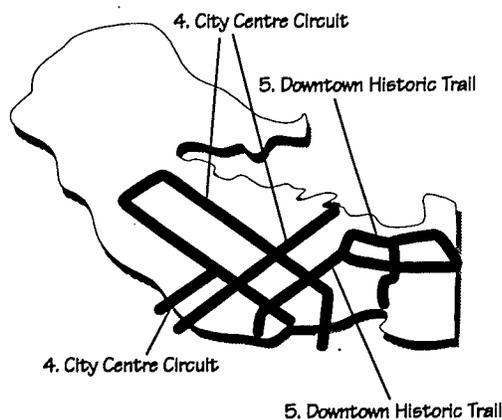


Waterfront Routes

## DOWNTOWN ROUTES:

**4. City Centre Circuit** - This "Publicway" runs through the heart of downtown, from Theatre Row on Granville Street, to the shopping boutiques and restaurants of the West End, and along Robson, Denman, and Davie Streets.

**5. Downtown Historic Trail** - This "Publicway" runs through Vancouver's historic areas, from the original railway docks in Yaletown, past the townsite in Gastown, to the markets of Chinatown.

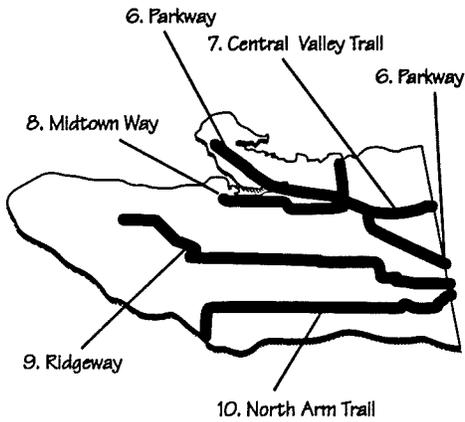


Downtown Routes



"Greenways would give access to larger parks and community centres. They would allow use of bicycles or walking away from major traffic routes"

- Greenways Workshop Participant



East-West Routes

**EAST-WEST ROUTES:**

**6. Parkway** - This Greenway connects Stanley Park to Central Park in Burnaby. The route extends the existing path underneath the SkyTrain from the downtown through False Creek Flats to Central Park.

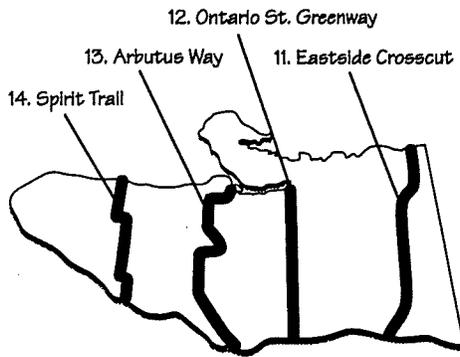
**7. Central Valley Trail** - This Greenway runs east-west along the Grandview Cut rail corridor, which is in active use, to Still Creek and on to the city boundary.

**8. Midtown Way** - This Greenway is a tour, at mid-elevation, through historic areas. The route starts at Granville Island, goes east through Fairview, Mount Pleasant, and Grandview-Woodland, and connects with the Harbour Route.

**9. Ridgeway** - This Greenway is a highlands tour from Spanish Banks to Champlain Heights connecting Van Dusen Gardens, Queen Elizabeth Park, Mountainview Cemetery, Killarney Park, and Central Park in Burnaby.

**10. North Arm Trail** - This Greenway is a south Vancouver tour from Southlands to Champlain Heights. The Trail is located high on the crest, near 59th Avenue, above the Fraser River's North Arm.

**NORTH-SOUTH ROUTES:**



North-South Routes

**11. Eastside Crosscut** - This Greenway is a route that explores the eastside from Burrard Inlet to the Fraser River, and links New Brighton Park, Hastings Park, the Renfrew Ravine, Killarney Park and the Fraserview Golf Course.

**12. Ontario Street Greenway** - This Greenway is a trip through the middle of the city, from False Creek through Queen Elizabeth Park, to the Fraser River, passing close to the antique shops and the Punjabi Market on Main Street.

**13. Arbutus Way** - This Greenway is a trail along a rail right-of-way which is in active use. The trail connects Marpole, Kerrisdale, Arbutus, Kitsilano, and Granville Island.

**14. Spirit Trail** - This Greenway is a natureway that explores wild-life and plant habitats, from Jericho Beach along Pacific Spirit Park to the Musqueam Ravine and the mudflats of the Fraser River.



## NEIGHBOURHOOD GREENWAYS

- *Neighbourhood Greenways Selection*
- *Neighbourhood Greenways Projects*

*"To make a greenway...is to make a community. And that, above all else, is what the movement is all about."*

*- Charles Little, Greenways for America*





## Neighbourhood Greenways

Neighbourhood Greenways are smaller scale connections that respond to the local needs identified by the neighbourhood. Typical streets and parks, designed in standard ways across the city, are transformed by the ideas and inspiration of residents. Building a Neighbourhood Greenway is a source of community spirit and pride.

Neighbourhood Greenways will be initiated and developed by local residents, with assistance from the City. They will likely differ widely in scope, design, traffic management approaches, completion time, level of community involvement, and other factors. Therefore, the implementation process will be open and flexible to best suit each project.

The Neighbourhood Greenway spirit has been present in the community for sometime. Community groups are committed to projects that improve the local environment such as community gardens, local trails and environmental clean-ups. Recent related City-sponsored local initiatives include the Street Gardening Program, a pilot project in Mount Pleasant, that encourages residents to create gardens on traffic bulges and circles, and the Street Bench Program, a trial project in Douglas Park, that enables residents to install and maintain community-built street benches. These programs provide ideas and inspiration for future Neighbourhood Greenways.

*"Community input so that types of Greenways vary from community to community"*

*- Greenways Workshop participant*



*Neighbourhood streets provide opportunities to create local Greenways*



## Neighbourhood Greenways Selection

*"Greenways provide more desirable and pleasant routes for walking and biking diversity."*

- Greenways Workshop Participant

Neighbourhood Greenways are distinguished from City Greenways by four criteria.

**Initiated by local residents** - Neighbourhood Greenways focus on local needs. Residents, with the help of the City, will initiate and develop them. Community involvement will still be essential when the City identifies a potential Neighbourhood Greenway project.

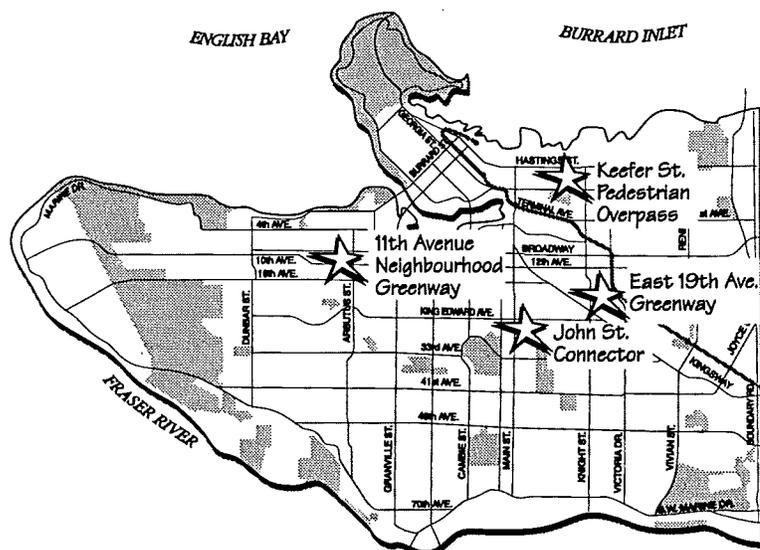
**Connect local destinations** - Neighbourhood Greenways connect local community facilities such as parks, schools, libraries, community centres, shopping streets, and places of special meaning such as a group of heritage houses, a special street or a corner store.

**Reflect local character and identity** - Neighbourhood Greenways provide opportunities to express the unique character of the area and add details and activities to the public landscape.

**Consist of smaller projects and shorter routes** - Neighbourhood Greenways focus on local projects that provide new or improve existing connections and open spaces. They may or may not connect to the City Greenways network.

## Neighbourhood Greenways Projects

A number of Neighbourhood Greenways projects were initiated or completed in 1994. These projects illustrate the range of Neighbourhood Greenways possibilities and illustrate the commitment and resourcefulness of local residents.



Neighbourhood Greenway Projects - Location Map



**John Street Connector.** This Greenway eliminates an inconvenient diversion created by a long residential block. The diversion impeded residents and school children walking from Prince Edward Street to Main Street along East 26th Avenue. The Greenway was created by acquiring a 10 ft. easement across a residential property. The project was initiated by local residents, designed and built by the City with the help of residents, and funded by the City.

*"Let's get more people walking, cycling or jogging without getting run down by cars or buses!"*

*- Greenways Workshop participant*



John St. Connector

**East 19th Avenue Neighbourhood Greenway.** This Greenway at East 19th Avenue and Fleming Street connects a residential neighbourhood and an elementary school. A vacant street right-of-way was transformed into a small community park with a pathway for pedestrians and cyclists. The Greenway includes a winding red brick path, a gazebo, donated plants, and pedestrian lighting. The project was proposed, designed and built by the community with help from the City, and funded in part by a grant from the Park Board. Recently, the Greenway received a grant from the Public Art Program.



East 19th Ave. Greenway



**Kefer Street Pedestrian Overpass Improvements.** The overpass, which crosses a wide rail right-of-way, is an important connection between Strathcona, Seymour Elementary School and Kiwassa. The community requested that the overpass be rehabilitated and made safer. In addition, as a result of community involvement, the scope of the project was expanded to include a community mural painted by a local artist and many local school children and funded in part through the Public Art Program.



*Kefer St. Overpass*

**West 11th Avenue Neighbourhood Greenway.** This three-block Greenway on West 11th Avenue between Vine and Maple Streets is in the planning stage. The Greenway will include natural areas, places to sit and meet, and areas for community gardens, markets, and historic artifacts. The Greenway was initiated by local residents, staff, and developers during the planning of the redevelopment of the former industrial lands. The Greenway will be funded through community amenity contributions and development cost levies.



## **BUILDING GREENWAYS**

- *City Greenways*
- *Neighbourhood Greenways*

*"There are many ways individuals, organizations, and businesses can work together to create a greenway."*

*- Charles Fink et al, Greenways: a Guide to Planning and Development*





# Building Greenways

The Greenways system implementation strategy is based on the expansion of the City Greenways network, and the continued development of Neighbourhood Greenways. The implementation strategy aims to:

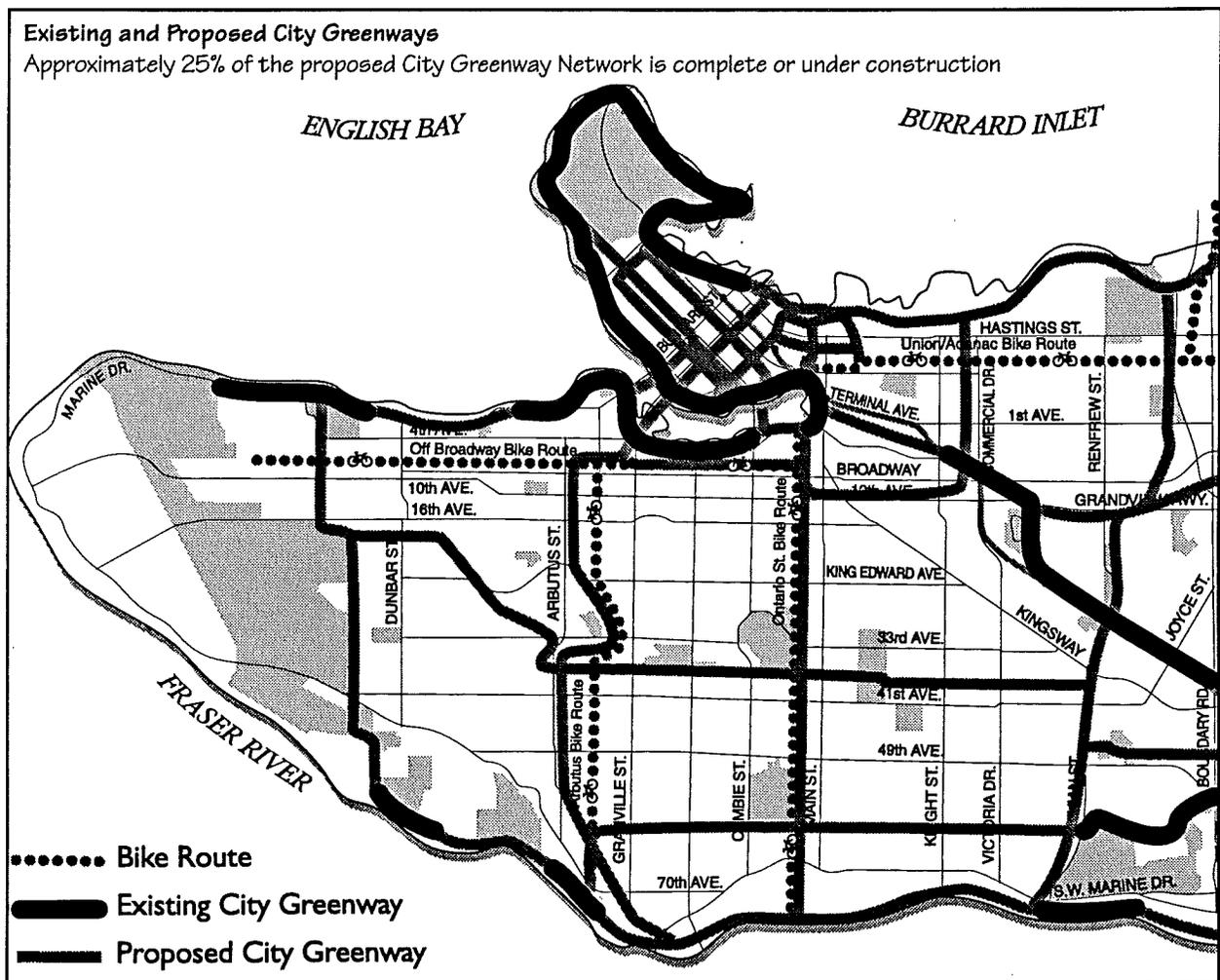
- build a selection of City and Neighbourhood Greenways in the short term;
- raise awareness of Greenways and support for their use and development; and
- protect and create Greenways opportunities.

*"Greenways create a sense of community awareness, pride, and responsibility"*

- Greenways Workshop Participant

The design, development and construction of Greenways will be guided by three principles:

- inclusiveness, encouraging all those concerned and interested to participate in the process of detailed route identification, planning and design;
- innovation, encouraging "big ideas" to flourish; and
- flexibility, adapting to the specific context of each Greenway and the desires of both the local community and the city-wide users.



*"Build and they will come."*

*- Greenways Workshop Participant*

Development of the Greenways system will be co-ordinated by a Greenways staff team drawn from Engineering Services and Community Services with assistance from other staff as needed. Specific staff resource requirements will be presented in a separate report to Council. The Greenways Coordinating Committee, which includes representatives from the Vancouver Planning Commission, the Urban Landscape Task Force and City departments, will continue to act as an advisory group.

Council allocated \$1.5 million towards Greenways development in the 1994-1996 Capital Plan. It is anticipated that approximately \$1.0 million will be allocated to City Greenways, and approximately \$500,000 to Neighbourhood Greenways. Other possible sources of funds are:

- City funds from related programs, such as street improvements, the bicycle network, park development and improvements, street tree planting and management, and public art. A description of these programs is presented in *Appendix D*;
- contributions from major developments in the form of development cost levies and community amenity contributions including land, construction and funds; and
- contributions from the community and other sponsors including funds, materials, labour and expertise.

## *City Greenways*

*"More effort has to be made to make the average street greener and more aesthetically pleasing"*

*- Greenways Workshop Participant*

Development of the City Greenways network has three initial components:

- building a City Greenway pilot project;
- planning the Waterfront and Downtown Greenways; and
- facilitating the other future City Greenways.



## Build a City Greenway Pilot Project

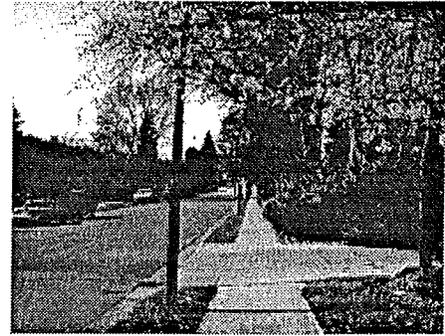
Over 50% of the proposed new City Greenways network uses existing street rights-of-way. Therefore, building an on-street City Greenways pilot project is an important initiative that will provide information on the design and development, including the public process, of the remaining on-street City Greenways.

In order to determine which Greenway to build, all routes were reviewed in terms of the following criteria:

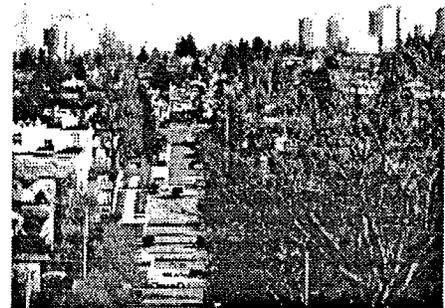
- feasibility of accomplishment in the next two years;
- inherent attractiveness;
- immediate usage; and
- connection to the bicycle network.

A more detailed discussion of the selection criteria is presented in *Appendix E*.

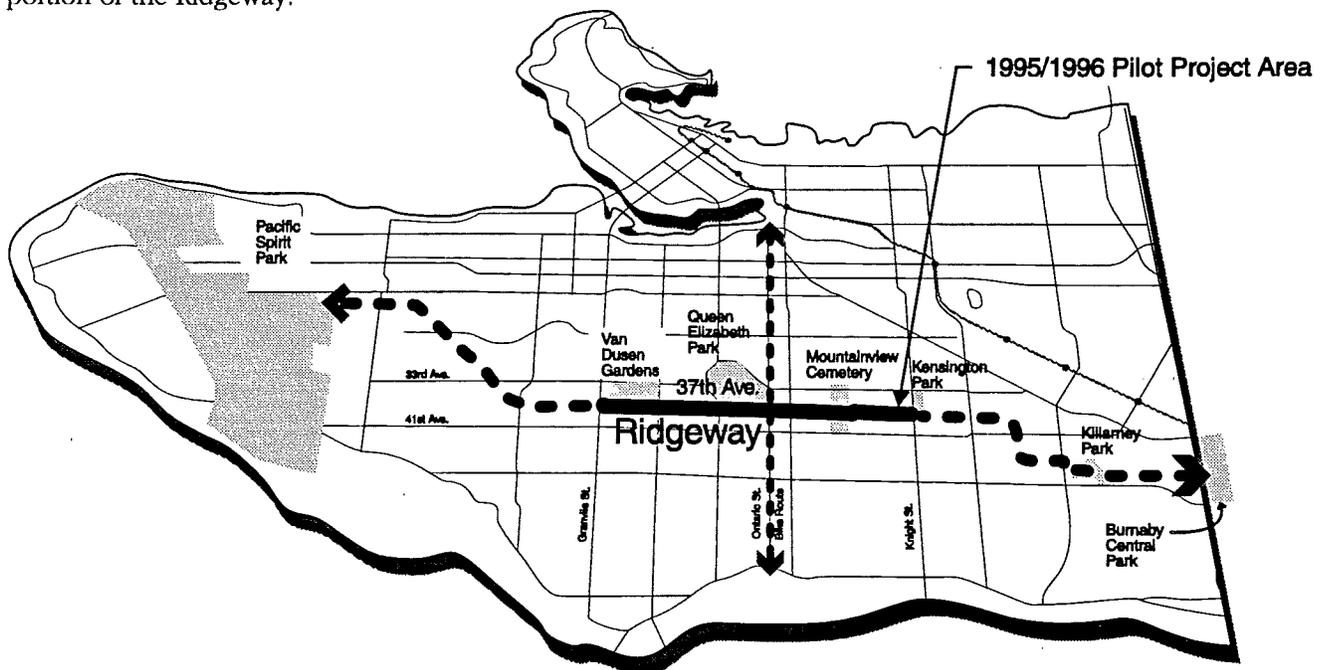
A portion of the Ridgeway was identified as the most promising City Greenway pilot project. The entire Ridgeway extends from Pacific Spirit Park to Central Park. The portion proposed for development is located on 37th Avenue, between Granville and Knight Streets, and passes Queen Elizabeth Park, Van Dusen Gardens and Kensington Park. The diverse land uses, various land ownerships and different street conditions require the exploration of a range of Greenway ideas. A design has yet to be done, and will be created in concert with adjacent residents, landowners and other interested groups. The design will respond to existing conditions including the landscape, street right-of-way, and natural and cultural features. The design will also investigate issues of access, traffic calming and maintenance. An overview of the proposed Ridgeway implementation process is presented in *Appendix F*. The majority of the \$1.0 million allocated for City Greenways will be used to design and build this portion of the Ridgeway.

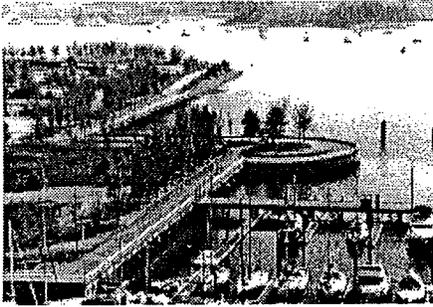


The Ridgeway passes Queen Elizabeth Park, Van Dusen Gardens, and Kensington Park.



The Ridgeway provides many viewpoints





The North False Creek section of the Seaside Route will be completed over the next few years

### **Plan the Waterfront and Downtown City Greenways**

New links to the Seaside Route have been approved by Council and will be created through the redevelopment of North False Creek and Coal Harbour. In addition, the proposed planning study of the south shore of False Creek will incorporate the expansion of the Seaside Route between Quebec Street and the Cambie Bridge. Finally, the proposed Port Lands planning study will include planning the Harbour Route west of Main Street. These actions build on the long-standing tradition of providing public access to the waterfront.

Planning the downtown routes will be initiated. Portions of the City Centre Circuit and the Downtown Historic Trail are eligible for development through the Concord Pacific Green Links Fund. These funds will be used to improve the pedestrian and bicycle links between the new neighbourhoods along the north shore of False Creek and the downtown. Additional portions of the City Centre Circuit along Granville Street may be eligible for funding through the Provincial Downtown Revitalization Program.

### **Facilitate Future City Greenways**

City staff are currently engaged in or about to start a number of broad planning projects including CityPlan implementation and the Transportation Planning Priorities report, as well as area-specific studies such as Oakridge/Langara, Hastings Park, the south shore of False Creek and various studies in the downtown. The identification of and planning for City Greenway routes will be incorporated into these processes.

A number of City departments, including Community Services, Engineering Services and Park Board, have duties and programs which affect City Greenways. To assist in maintaining and optimizing routing opportunities, Greenways routing information will be provided to these departments.

In addition to the initiatives above, efforts will be underway to:

- identify the Greenways funding requirements for the next Capital Plan;
- develop a long-term strategy to build those City Greenways that are not feasible in the short term due to issues of ownership as with the Arbutus Way, or competing land use as with the Harbour Trail; and
- create long-range plans based on alternate funding priorities and sources, offering a range of times of completion for the overall Greenways system.



# Neighbourhood Greenways

## Build Neighbourhood Greenways

Neighbourhood Greenways projects have so far been handled on a case by case basis, as they were brought forward by the community. The City has provided advice and assistance as required. This flexible approach has worked well, accommodating the various project types and the different levels and styles of community involvement. At the same time, it has allowed the City to address general concerns, such as safety. Therefore, this approach will be continued.

Future Neighbourhood Greenways proposals will be reviewed in terms of the following criteria:

- local support;
- community participation;
- improved connections and open spaces;
- project innovation; and
- project feasibility.

In addition, Neighbourhood Greenways proposals will be reviewed to ensure that City resources are equitably distributed.

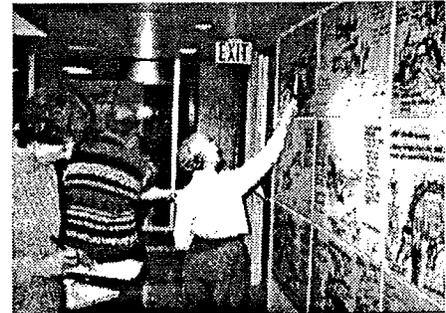
## Facilitate Future Neighbourhood Greenways

To facilitate the role residents play in the identification and development of Neighbourhood Greenways, an information package on Greenway projects and related City process will be prepared and distributed.

Neighbourhood Greenways are also affected by the actions of many City departments. Therefore, to assist in maintaining and optimizing Greenway opportunities, Neighbourhood Greenways information will be provided to the departments.



*A flexible approach to building neighbourhood greenways accommodates different project types, and different levels and styles of community involvement.*



*Neighbourhood Greenway projects require local support*





## **APPENDIX**

*A - The Urban Landscape Task Force*

*B - Public Response*

*C - Proposed City Greenway Routes*

*D - Related City Programs*

*E - City Greenway Pilot Project Selection Criteria*

*F - Ridgeway Implementation Process*





## Appendix A - *The Urban Landscape Task Force*

The Urban Landscape Task Force was appointed by Council in August, 1991. The mandate for this Task Force was to improve the understanding of the urban landscape and to make recommendations on how to manage, protect, and enhance it. The Task Force produced a report in May, 1992, entitled "Greenways-Publicways" which developed a vision focused on a more pedestrian- and bicycle-oriented City in closer touch with nature. In November, 1992, Council adopted, in principle, the Greenways System concept, and the eight "Urban Landscape Principles for Decision Making." The Principles are:

**Recognize legacies** - Our urban legacies are the natural and introduced landscape as modified from generation to generation. Maintain and enhance Vancouver's existing urban landscape.

**Recognize diversity and balance** - The diversity of Vancouver's urban landscape systems and elements, both built and natural, should be respected and promoted.

**Care for and respect the environment** - Clean water, clean air and biodiversity are basic requirements for a healthy urban landscape. Consider the environment equally with other factors in planning the "sustainable" city.

**Make connections** - Access and connections to nature, parks, and special sacred and civic spaces should be available to all citizens in work, play and learning. Provide opportunities to experience the richness of detail on foot, by bicycle, by wheelchair or by public transit.

**Create a community** - Communities are groups of people with shared values and spirit, and a willingness to help each other. Recognize and promote communities and neighbourhoods for their unique contribution to defining the character and diversity of Vancouver's urban landscape.

**Encourage innovation** - The urban landscape is in a constant state of change, and people need help to understand this. Provide for flexibility and innovation in the planning and design of the urban landscape; let the unplanned happen occasionally.

**Be fair and equitable** - Equity is geographic, demographic and intergenerational. Provide everyone with fair opportunities to access and enjoy different types, sizes and experiences of open space.

**Make informed decisions** - Literacy and understanding are critical for effective decisions. Make current and balanced information on Vancouver's urban landscape accessible to all citizens, decision-makers and planners.





## Appendix B - Public Response

In November and December of 1993, over 250 people took part in six public workshops. The following points presents an overview of the public response.

### **Greenways Function**

- Encourage the use of transportation alternatives by providing pedestrian and bicycle routes throughout the city that connect to transit, work places, recreation facilities and shopping areas.
- Improve the environment by restoring natural streams and landscapes, increasing plant and wildlife habitats, and improving air quality.
- Emphasize nature by encouraging connections to nature including the waterfronts, Still Creek, Renfrew Ravine, and Grandview Cut.
- Reinforce community by actively involving neighbourhoods as part of the Greenways Program.
- Provide easy access for pedestrians, cyclists and persons with limited mobility, by providing lighting, paved surfaces and shorter "loop" routes that return to starting points.
- Contribute a wide variety of visual experiences by taking advantage of natural and cultural features.

### **Greenways Location**

- Improve waterfront connections by completing a continuous route along the water's edge and increasing links to the water at street ends and other public rights-of-way.
- Use local streets and specific transportation corridors including the Arbutus rail right-of-way, the Grandview Cut, and the B.C. Parkway.
- Connect major destinations that are focal points for recreation, shopping, and cultural activities. These include areas along the waterfront, major parks such as Queen Elizabeth, John Hendry and Stanley; and cultural areas including Chinatown, Gastown, Robson Street, Commercial Drive, Kerrisdale, and West Broadway.

### **Implementation**

- Use existing opportunities by completing the missing links in the existing Greenways and improving the bikeways and transit links, and using under-utilized or vacant transportation corridors.
- Involve the local neighbourhood and establish local support by creating a neighbourhood process to co-ordinate and implement the plans.

*The results of the neighbourhood workshops were compiled into the following reports.*

- *Technical Report 1:  
Analysis of Public Mapping*
- *Technical Report 2, parts 1 and 2:  
Analysis of Values and Appendix*
- *Technical Report 3:  
Participants' Comments*
- *Ideas for Vancouver Greenways -  
Illustrations of Project Ideas*





# Appendix C - Proposed City Greenway Routes

## 1. Seaside Route and Seawall

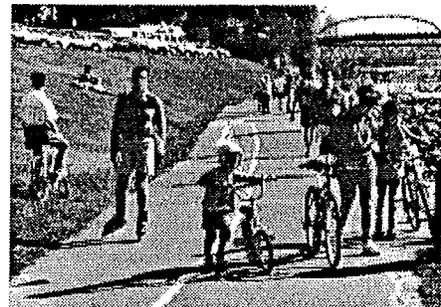
The Seaside Route and the Seawall are the heart of the Vancouver Greenway system. For many, a walk on the Seawall is the essence of Vancouver. This route follows the shore of English Bay from Spanish Banks to Stanley Park and continues along Burrard Inlet to Main Street. Used throughout the year by residents and visitors, this Greenway comes alive in summer when numerous events including dragon boat racing, fireworks, music festivals and sand castle competitions attract large crowds. Equally important are the quieter activities of walking, beachcombing or enjoying the views across the water. This Greenway also includes the animal and plant habitats of the foreshore, the forest in Stanley Park and the marsh in Jericho Park.

### Destinations along the Greenway:

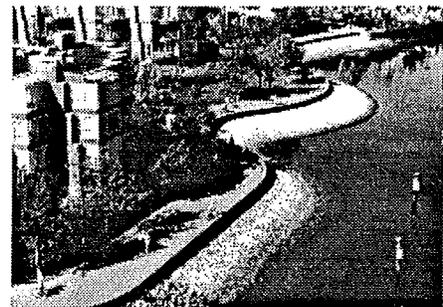
- the waterfront, beaches, promenades, foreshore and viewpoints;
- the major parks including Spanish Banks, Locarno, Jericho and Kitsilano Beaches, Vanier and Charleson Parks, Sunset and English Bay Beaches, Stanley, Devonian Harbour and Portside Parks, and the future parks along False Creek and Coal Harbour;
- the Burrard, Granville, Cambie and Lions Gate Bridges;
- the important cultural institutions including Hastings Mill, Maritime Museum, Vancouver Museum, Science World, Plaza of Nations, BC Place, GM Place, Roundhouse Community Centre and Canada Place; and
- the busy adjacent shopping areas of Denman Street and Granville Island.

### Current Status:

Good public access to the waterfront for pedestrians and cyclists exists. Improved connections to the waterfront have been planned and will be constructed as part of the redevelopment of False Creek and Coal Harbour. Improving connections along the southeast shore of False Creek will be part of the proposed planning study for that area. The Burrard Bridge Upgrade study includes improvements to the pedestrian and cyclist facilities.



English Bay



South False Creek



## 2. Harbour Route



This Greenway follows the industrial waterfront of the Burrard Inlet from Main Street east to the city boundary, connecting the eastside and the downtown. The route explores the working harbour, including large ships, cranes, piers, containers and grain elevators. This is where the city meets the international shipping world, a place of container ships, float planes and cruise ships. The character of the Harbour Route is shaped by the industrial buildings and infrastructure of the Port. The Greenway is noisy, active and potentially hazardous, yet also a place to daydream of faraway places.

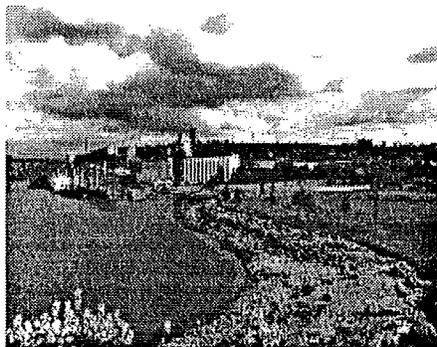
### Destinations along the Greenway:

- the waterfront, the smell of salt and fish, and views to the North Shore and other parts of the city;
- the Vanterm public viewing area providing views of container loading, and the restored Ballantyne Pier;
- the parks including New Brighton and Hastings; and
- the adjacent character areas of Strathcona, Japantown, Gastown, and Downtown.

### Current Status:

The Port is under the jurisdiction of the Federal Government. Therefore, any development of the Greenway, proceeding on Port lands, will have to be negotiated with the Vancouver Port Corporation.

Portions of the route may be on streets. For example, Wall Street, with its series of street end parks overlooking Burrard Inlet, its ample street right-of-way and its function as a potential access route to the new Hastings Park, has Greenway potential.



New Brighton Park



Wall Street east of Victoria Drive



### 3. Fraser River Trail

The Fraser River Trail is Vancouver's only river Greenway. The trail proceeds east-west along the north shore of the North Arm of the Fraser River, and connects to Burnaby's trail system. The route is a study in contrasts, parts are busy and noisy with saw mills, log booms, tug boats and other river traffic. Other parts seem slow moving and far removed from the city. Sites of First Nations villages and early farm settlements are located along the trail.

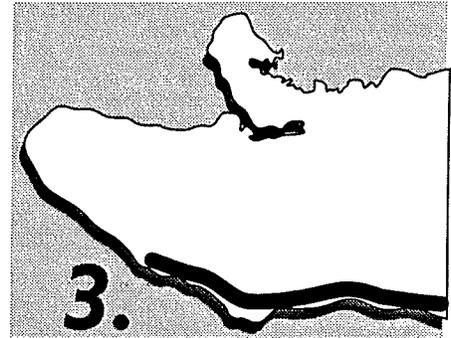
#### Destinations along the Greenway:

- the foreshore with protected fish spawning grounds and habitat restoration efforts which can be viewed at Fraser Riverfront Park and at Fraser River Park;
- the river environment with mud flats, remnant river edge vegetation, pioneer forest and small streams such as Vivian Creek;
- the public and private golf courses including Point Grey, McCleery, Marine Drive and Fraserview Golf Courses with views of the river and the delta;
- Southlands, the last agriculturally zoned land; and
- the parks including Fraser River, Gladstone, Riverside and Fraser Riverfront with recreational amenities including fishing docks, walkways, bike paths, and playing fields.

#### Current Status:

No major change to the industrial land use of large portions of the riverfront is likely in the near future, therefore, the Fraser River Trail will grow incrementally. Possibilities exist to develop the trail by bypassing inaccessible portions of the riverfront. A precedent is the portion of the CPR right-of-way currently leased by the City for a bike trail between Kerr and Elliot Streets. The industrial riverfront between Victoria and Angus Streets is currently not accessible to the public. Bypassing this area on Kent Street is possible but not recommended at present due to heavy truck traffic on weekdays and a limited right-of-way.

West of Angus Street, intermittent public access to the riverfront is available. Fraser River Park, McCleery Golf Course (public) and Point Grey Golf Course (private) provide public access, Marine Drive Golf Course (private) and some smaller developments do not permit access. Public access will have to be negotiated with the landowners.



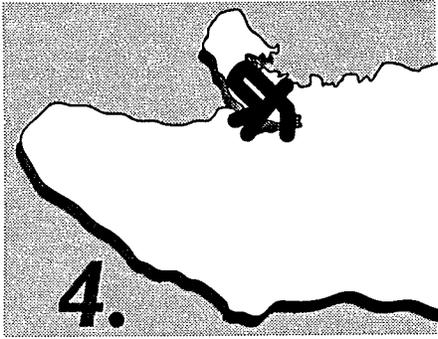
The Point Grey Golf Course Equestrian Trail



Fraser Riverfront Park



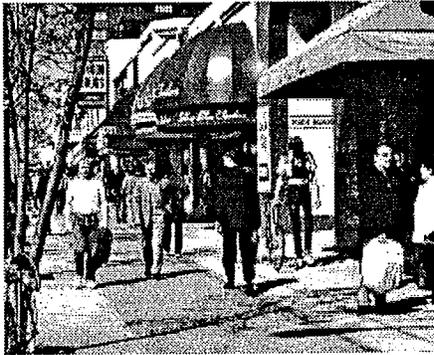
#### 4. City Centre Circuit



The City Centre Circuit is a "Publicway" through the "hot spots" of the downtown. The route is located on parts of Granville, Robson, Denman and Davie Streets. It includes the busiest shopping, restaurant, entertainment and residential areas in the downtown. While there is a strong focus on active street life, the City Centre Circuit also represents a "downtown in nature," featuring access to many parks and views of the waterfront and the mountains.

#### Destinations along the Greenway:

- Granville Street, gateway to the downtown for many tourists and commuters, connecting False Creek to Burrard Inlet. The attractions include the historic character of the streetscape, the Theatre Row Entertainment District (e.g., Orpheum, Vogue, Commodore), the Pacific Centre Shopping Mall and the Granville Street Mall;
- Robson Street, west of Howe Street, famous as a shopper's paradise. It contains the Vancouver Art Gallery, Robson Square and the Robson Public Market, and is an important link between the Central Business District and Stanley Park. East of Burrard it is emerging as the main pedestrian connection to BC Place and the North False Creek residential community, featuring the new Vancouver Public Library and many theatres;
- Denman Street, heart of the West End with local shops, theatres, a community centre and a library; and
- Davie Street, linking English Bay to the Roundhouse Community Centre and David Lam Park. It currently contains many local restaurants and food stores. It is beginning to serve five new residential neighbourhoods: North False Creek, Historic Yaletown, Yaletown Edge, Downtown South and Granville Slopes.



Robson Street



Granville Street

#### Current Status:

Concord Pacific will provide approximately \$8 million to improve pedestrian, transit and cycling connections between North False Creek and the Central Business District, a portion of these funds may be applied to parts of the City Centre Circuit. In addition, numerous projects and programs are underway to make the Central Business District a more amenable and delightful area for pedestrians.

Granville Street is undergoing a revitalization program designed to improve pedestrian safety and enhance the attractiveness of the street. The Downtown Business Improvement Association has initiated a mural program for vacant storefronts on Granville Street north of Robson Street.

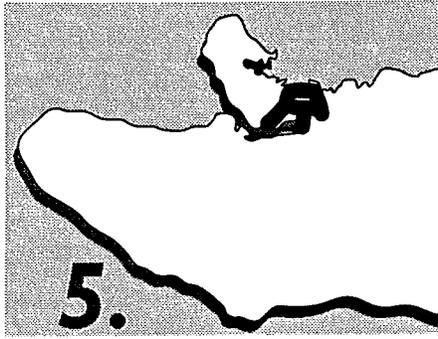
Robson Street, west of Howe Street, is very successful as a pedestrian environment, and needs only small improvements. East of Seymour Street, Robson Street is being redeveloped into a more attractive pedestrian area as part of the new Library Precinct. The CBC building frontage and intersection at Beatty Street, near BC Place, provide opportunities for further public realm improvements.

Denman Street requires better pedestrian connections to Stanley Park and Coal Harbour; the area near Davie Street and English Bay is under study for safer bicycle and pedestrian access.



Davie Street will extend across Pacific Boulevard to the Roundhouse Community Centre and David Lam Park. Bill Curtis Park was recently completed at Mainland Street, and another park site is being assembled between Richards and Seymour Streets. Downtown South has new guidelines to enhance the pedestrian environment featuring wider sidewalks, pedestrian lighting, special street furniture, more street trees and a generally higher quality of materials and finishes. The intersection of Davie and Granville Streets will emerge as an important pedestrian and transit node.





## 5. Downtown Historic Trail

The Downtown Historic Trail, another "Publicway," links North False Creek and the Port. The trail leads through several historic areas, including Mainland and Hamilton Streets in Yaletown, Water Street in Gastown, and Keefer and Pender Streets in Chinatown.

The trail illustrates the continuing efforts to preserve, restore and revitalize the heritage areas and the ambitious new developments.

### Destinations along the Greenway:

- Yaletown, an intriguing mix of old and new with the historic brick warehouses and loading docks, and the emerging high-density communities of Yaletown Edge and New Yaletown (Downtown South). The area includes many restaurants, bars, billiard halls and design stores;
- the new cultural precinct on the east end of Robson Street created by the new Public Library and the new and existing theatres;
- Victory Square and Gastown with many places and buildings of historic significance, including the steamclock, Maple Tree Square and the statue of Gassy Jack;
- Chinatown, an important cultural centre;
- the downtown campuses of Simon Fraser University, British Columbia Institute of Technology and Vancouver Community College; and
- the Andy Livingston Park and the Sun-Yat-Sen Garden.



Water Street



Helmcken Park



Chinatown along Pender Street

### Current Status:

Concord Pacific will provide approximately \$8 million to improve pedestrian, transit and cycling connections between North False Creek and the Central Business District, a portion of these funds may be applied to parts of the Downtown Historic Trail. In addition, numerous projects and programs are underway to make the Central Business District a more amenable and delightful area for pedestrians.

Many historic buildings in Yaletown, Gastown and Chinatown have been renovated. An example of the City's commitment to preserve heritage is the current planning program in the Victory Square area that is investigating economic revival and historic character retention.

Bill Curtis Park was recently completed at Davie and Mainland Streets. The new Public Library is scheduled to open shortly, and accompanying guidelines for added pedestrian amenities are in place for the adjacent streetscape. Chinatown's zoning bylaws were recently amended to allow for more economic development while preserving the distinct heritage of the area. In addition, new developments like International Village, currently under construction, and new parks like Andy Livingstone Park, also under construction, will strengthen the pedestrian amenities in the area.



## 6. Parkway

The Parkway crosses the city diagonally, connecting Stanley Park to Burnaby's Central Park. The route proceeds east on residential streets in the downtown peninsula, runs through the False Creek Flats and links into the existing BC Parkway, a pedestrian and bicycle trail underneath the SkyTrain. The Greenway will become part of a regional trail system and connect the downtown with Burnaby and New Westminster.

The Parkway takes advantage of manmade transportation corridors that have, to various degrees, been reclaimed by urban nature, such as the Grandview Cut. Along the route are areas in different stages of development including the West End, Downtown South, False Creek Flats and Joyce/Vanness. These areas along the Parkway provide information about the ongoing changes of the city. In addition, the Greenway offers a rich variety of views both of downtown and Burnaby.

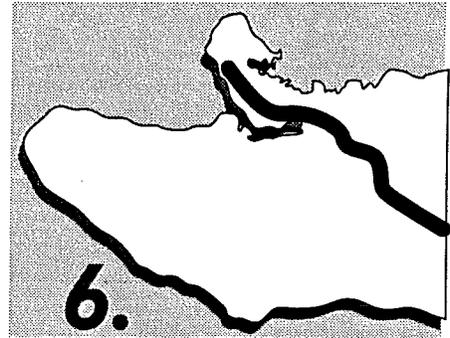
### Destinations along the Greenway:

- the major parks including Stanley and John Hendry;
- the major sports facilities including BC Place and GM Place;
- the community attractions including Science World, the Plaza of Nations and the Roundhouse Community Centre; and
- the connections with a number of existing or emerging neighbourhoods: the Collingwood section of Kingsway, Joyce/Vanness, Commercial Drive and the new neighbourhoods along the northern shore of False Creek, Yaletown, Downtown South, and the West End.

### Current Status:

The downtown portion of the Parkway may proceed along Helmcken and Comox Streets, relatively quiet streets enhanced by heritage residences, or Nelson Street. The False Creek Flats portion of the Parkway will be part of an upcoming planning study. The Grandview Cut is designated as a transportation corridor and a GVRD Green Zone. The Urban Landscape Task Force recommended recognition of the cut as an ecological reserve.

The BC Parkway is under the existing SkyTrain and the bicycle and pedestrian trails may need improvement, such as more direct routing, better design and ongoing maintenance.



B.C. Parkway west of Nanaimo Street



B.C. Parkway through John Hendry Park



B.C. Parkway just east of Victoria Drive

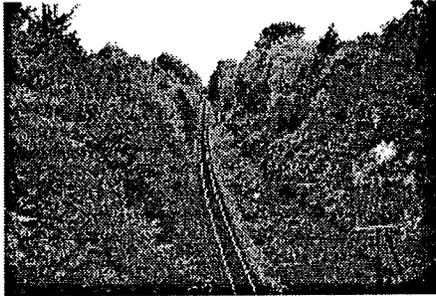


## 7. Central Valley Trail

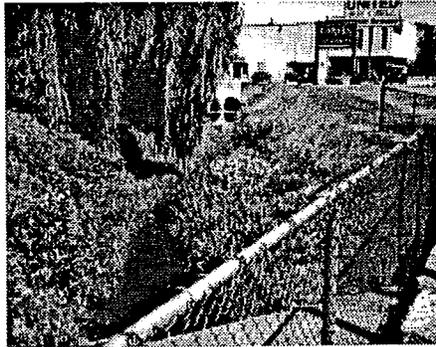


The Central Valley Trail runs east-west along the rail corridor roughly parallel to the Grandview Highway, to the city boundary. It forms an important connection between Vancouver's Greenway system and Burnaby's trail system.

The two main features of the route are the Grandview Cut and Still Creek. Both illustrate the conflict between nature and urban development, the limits and the potential of coexistence of industrial uses and nature preservation. In addition, the Greenway takes advantage of a topographical depression, and offers an east-west connection with low slope gradients. Once completed, the route will extend from False Creek to Boundary Road with hardly any elevation changes.



The Grandview Cut



Still Creek north of the Grandview Highway

### Destinations along the Greenway:

- the Grandview Cut, a historic alteration of the city's topography. Today, the cut is a busy rail corridor that serves the industrial areas of the False Creek Flats and the Port. The sides of the cut have reverted to a naturalized state and provide bird and plant habitat;
- the restored sections of Still Creek in the industrial area along Grandview Highway. Still Creek is the city's best hope for restoring a salmon-bearing stream, a unique opportunity to demonstrate important ecological processes.

### Current Status:

The rail right-of-way, owned by Burlington Northern Railroad, is in active use. The sides of the Grandview Cut are municipal property. The Grandview Cut has been designated by Council as a GVRD Green Zone. A number of options for the cut exist including shared use between Greenway and transportation or Greenway development along the cut, but not necessarily in it.

Portions of Still Creek in the industrial area along Grandview Highway are currently culverted, other portions are open. Redevelopment of the industrial area along the Grandview Highway may offer some possibility for restoration of further portions of Still Creek, and the inclusion of Greenway uses.



## 8. Midtown Way

The Midtown Way traces a wide half-circle around Downtown at mid-elevation. The route starts at Granville Island, runs east through Fairview and Mount Pleasant, then heads north through Grandview-Woodland towards the Port. This route allows a comprehensive view of the historical development of the city including the original core, the industrial use at the perimeter, and the early suburban expansion which together form rings of historic development.

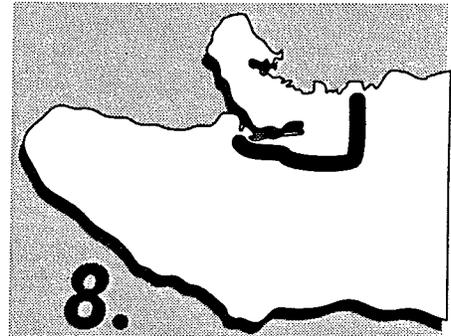
It is a quiet trail linking several neighbourhoods and running parallel to busy shopping streets like Broadway and Commercial Drive. Within the proposed Greenway system, the Midtown Way provides multiple loops for walks and bike rides that are within easy reach of a major part of the city's population.

### Destinations along the Greenway:

- the waterfront at False Creek and Granville Island;
- the spectacular views of the downtown and the North Shore Mountains;
- the close proximity of important retail areas, including Broadway, Granville Street, Main Street, and Commercial Drive;
- the Vancouver General Hospital and City Hall; and
- the character areas of Grandview-Woodland and Mount Pleasant.

### Current Status

The Midtown Way is located on residential streets, and may follow a section of the existing Off-Broadway bike route.

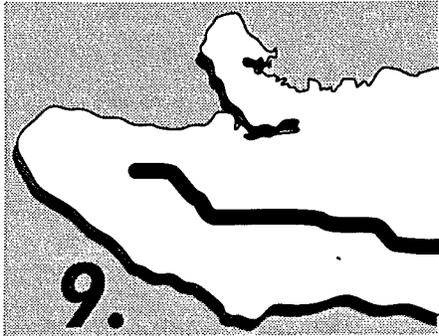


*Off-Broadway Bike Route along 7th Avenue*



*Woodland Drive adjacent to Woodland Park*





## 9. Ridgeway

The Ridgeway is an east-west route located on the ridge linking some of the city's highest elevations. Starting at Pacific Spirit Park the route proceeds east through Dunbar, turns southeast along the ridge of Quesnel Drive, then heads straight east again in the general vicinity of 37th Avenue and drops to reach Burnaby's Central Park. Connecting Burnaby's trail system with the trails in Pacific Spirit Park makes the Ridgeway part of a future regional trail system. The route is formed by the topography of the city and generally stays on high ground. It complements the waterfront trails by focussing on the interior land mass of the city. The Ridgeway is also a route through residential areas of different historic periods, a tour of single-family living in the city.

### Destinations along the Greenway:

- the parks including Pacific Spirit Park with an extensive trail system, Ravine and Quilchena Parks, Van Dusen Botanical Gardens, Queen Elizabeth Park, Mountainview Cemetery, Kensington, Nanaimo and Killarney Parks, and Burnaby's Central Park;
- the landscape features including the ridge above the former Asthma Flats with views of the Downtown skyline and the highest point in the city at Queen Elizabeth Park; and
- the residential neighbourhoods, some older and established with heritage buildings and mature street trees, some newer with social and cultural diversity.



View from Puget Drive



Looking west through Killarney Park at 47th Avenue



37th Avenue adjacent to Mountainview Cemetery just west of Fraser Street

### Current Status:

The route is located on quiet residential streets and opportunities exist to route portions of the Greenway through parks.



## 10. North Arm Trail

The historic North Arm Trail, built between 1861-1862, ran parallel to the Fraser River on higher ground. The trail, which was the second to be built in the area, connected New Westminster with the open waters of the ocean. The new North Arm Trail roughly imitates that alignment. It is an east-west route from Southlands along the crest of the steep slope above the Fraser River to the existing linear park system of Champlain Heights. The Greenway may be located along or near 59th Avenue. It connects the southern neighbourhoods with each other and bypasses the industrial area on the Fraser River and the heavy traffic on Marine Drive.

The North Arm Trail features views of the larger landscape resulting from the major geological forces that shaped the region, including distant views of Mount Baker and closer views of the river and delta. The natural features of the North Arm Trail are related to the ecology of the river. The pioneer forest of Everett Crowley Park, the Fraserview ravine, and the moderate ascents and descents as the trail traverses the ravines of now built-over streams are all essential parts of the natural history of Vancouver.

### Destinations along the Greenway:

- the pioneer forest in Everett Crowley Park, the largest remaining urban ravine and remnant urban woodland at Fraserview Golf Course, the Langara Golf Course, and a number of smaller parks;
- the important institutional sites including the Langara Campus of the Vancouver Community College, the Marpole-Oakridge Community Centre, several elementary and secondary schools, and the Pearson Hospital; and
- the views of the river, the delta, and on a clear day views to the Olympic Peninsula and Mount Baker.

### Current Status:

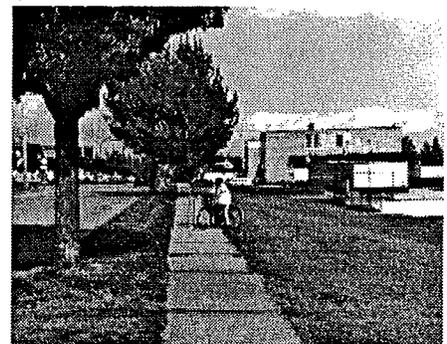
The North Arm Trail is located on quiet residential streets. Opportunities exist to place portions of the Greenway on parks. The northern edge of Fraserview Golf Course already has an informal trail that could become part of the North Arm Trail. The existing linear park system of Champlain Heights east of Kerr Street can also become part of this Greenway. The existing jogging track around Langara Golf Course offers a diverting detour.



View from Winona Park



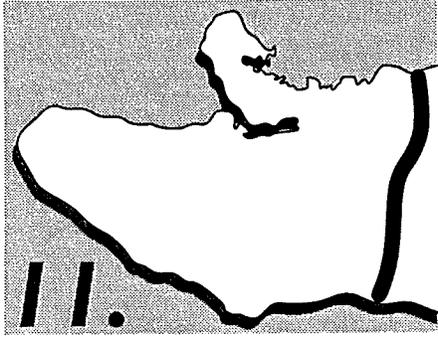
59th Avenue between Ash and Heather Streets



59th Avenue looking east from Prince Albert Street

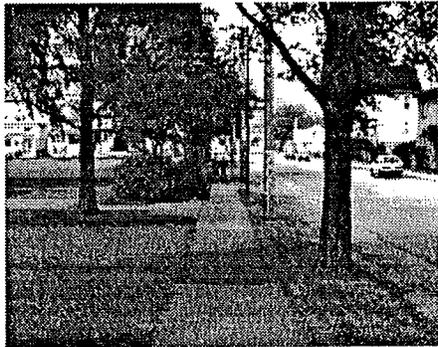


## 11. Eastside Crosscut

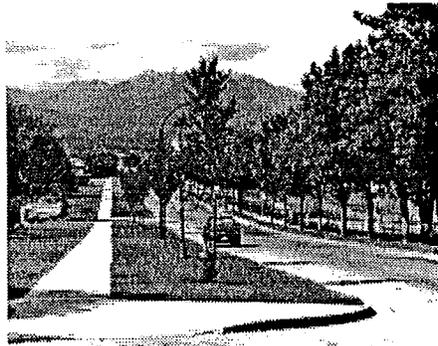


The Eastside Crosscut is a north-south route connecting Burrard Inlet with the Fraser River. It descends southward from New Brighton Park through Hastings Park, links the Renfrew Ravine, passes by Killarney Park and drops to the river along the edge of the Fraserview Golf Course.

Two contrasting influences shape the Greenway. Large works of public and industrial infrastructure like the Second Narrows Bridge, the Alberta Wheat Pool, the Cassiar Connector and the SkyTrain contrast with a series of new parks and remnants of pre-urban nature. The Eastside Crosscut also offers passage through quiet residential neighbourhoods.



Woodland Drive at East Georgia Street



Rupert Street adjacent to Rupert Park



Renfrew Ravine through Renfrew Park

### Destinations along the Greenway:

- the industrialized Burrard Inlet waterfront including grain elevators, loading docks and the characteristic steel trusses of the underside of the Second Narrows Bridge;
- the parks including New Brighton, Hastings, Rupert, Sunrise, Renfrew, Slocan and Killarney Parks, and the Fraserview Golf Course;
- the community centres including Hastings, Thunderbird and Renfrew Community Centres;
- the large works of urban infrastructure including the elevated rail tracks of the SkyTrain, the tunnels, ramps and overpasses of the Cassiar Connector, the Second Narrows Bridge and the distant view of Knight Street Bridge; and
- the remnants of pre-urban nature including the Renfrew Ravine with Still Creek and the ravine with Vivian Creek at Fraserview Golf Course.

### Current Status:

Rupert Park is undergoing renovation, New Brighton Park is being expanded, and Hastings Park is entering a planning process. All three projects offer exciting possibilities to use the Eastside Crosscut as an extension of the parks into the neighbourhoods.

The Renfrew Ravine is subject to ongoing community efforts to clean up the ravine and protect and enhance its ecological viability. Portions of the ravine are private property. Still Creek has been daylighted in parts, and ongoing planning initiatives are concerned with further enhancement of the health of the Creek environment.

The Eastside Crosscut proceeds largely on quiet residential streets, some opportunities exist to route portions of the Greenway through parks.



## 12. Ontario Street Greenway

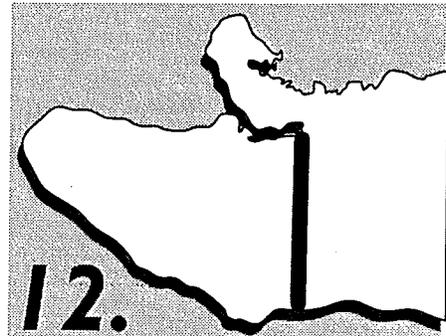
The Ontario Street Greenway is the central axis of the Vancouver Greenway system. It runs on Ontario Street, forming a north-south connection between False Creek and the Fraser River. The Greenway is currently being developed as a bike route. It runs adjacent to major green spaces and in close proximity to other attractions, and offers the opportunity to choose a variety of interesting loops, such as a stroll down Main Street, an excursion into one of the parks, or an exploration of the Mount Pleasant walkways.

### Destinations along the Greenway:

- the False Creek waterfront at the north end and the Fraser River at the south end;
- the major open spaces of Queen Elizabeth Park and Langara Golf Course, and the smaller spaces of Hillcrest and Riley Parks;
- the distinct and colourful commercial areas including the specialty shops at Main Street and Kingsway, the many antique shops at Main Street and King Edward, and the shops catering to the East-Asian population at Main Street and 49th Avenue; and
- the recreation facilities including Nat Bailey Stadium, the Mount Pleasant and Riley Park Community Centres, and educational facilities including Science World and the Langara Campus of the Vancouver Community College.

### Current Status:

Ontario is a residential street with industrial uses at the north and south ends. The proposed Ontario Street bike route is under construction.



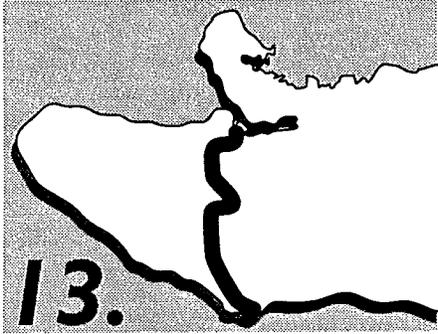
Ontario Street south of 33rd Avenue next to Queen Elizabeth Park



Ontario Street looking north from 52nd Avenue



### 13. Arbutus Way



The Arbutus Way is a north-south route on an active rail right-of-way that has few street crossings and comfortable grade changes. It leads from the Fraser River to English Bay. The Greenway occupies the corridor of the historic inter-urban trolley to Richmond. This corridor has naturalized into a green thoroughfare with parks, spectacular views and changing landscapes. The Arbutus Way passes through neighbourhoods reflecting the rich residential heritage of the city. Identified by the public as the most desirable Greenway route next to the waterfront routes, the Arbutus Way is a keystone of the Greenways system.

#### Destinations along the Greenway:

- the right-of-way forms a corridor through the city and has mature tree cover, abundant vegetation and spectacular views of the ocean, the North Shore mountains, the downtown, and the bridges;
- the shopping areas of Kerrisdale, Arbutus Village, Kitsilano, and Granville Island; and
- the interesting residential areas of Kitsilano and Shaughnessy which include historic residences and mature street trees.

#### Current Status:

The Arbutus rail right-of-way, owned by Canadian Pacific Railway, is in active rail use. In addition, the right-of-way is informally used as an urban trail by pedestrians and cyclists. The corridor is designated as a GVRD Green Zone and identified as a possible transit corridor to Richmond. Possibilities exist to share transit and Greenway use when the rail line is redeveloped.



The Arbutus rail right-of-way north of 37th Avenue



View of the North Shore Mountains from Arbutus rail right-of-way north of 37th Avenue



## 14. Spirit Trail

The Spirit Trail is a north-south connection from English Bay to the Fraser River. It rises from Jericho Beach Park near Discovery Street, proceeds along the edge of Pacific Spirit Park from which it takes its name, then drops through Musqueam Park to the Fraser River.

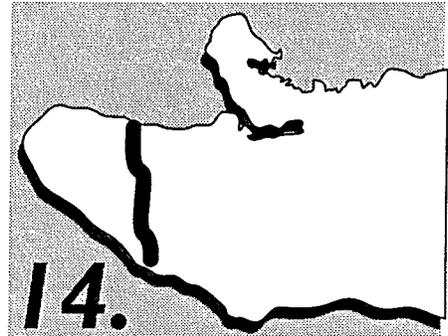
The Spirit Trail provides a unique opportunity to sample a variety of urban natural habitats, some in their natural state like the marsh at Jericho Beach, Camosun Bog, and the wooded ravine of Musqueam Park, others in various stages of renewal like Pacific Spirit Park with its post-logging pioneer forest of red alder, poplars and emerging evergreen tree cover. While the Trail covers territory changed from its natural state of a hundred years ago, it still provides an outstanding sample of Vancouver's natural heritage.

### Destinations along the Greenway:

- the parks with beaches, woodlands, marsh, bog and ravine including Jericho Beach, West Point Grey, Pacific Spirit and Musqueam Parks; and
- the waterfronts including English Bay at the north end and the Fraser River at the south end.

### Current Status:

The Spirit Trail proceeds along quiet residential streets, through municipal parks and adjacent to Pacific Spirit Park which is under the jurisdiction of the Province.



Wallace Street right-of-way near the Fraser River



Camosun Street along Pacific Spirit Regional Park at 35th Avenue





## *Appendix D - Related City Programs*

The City has many existing programs which relate to Greenways. It is important to note that these programs have their own mandates. The programs include:

### **Engineering Services**

- bicycle network providing traffic calming measures, signage and cyclist-activated signals.
- street improvement programs including sidewalks, paving, traffic circles, corner bulges, street lights, and stop signs.
- street gardening encouraging residents to take ownership of their streets by “adopting” traffic bulges and circles as gardens.
- street bench program encouraging residents to install and maintain boulevard benches in front of their homes where neighbours can meet and chat.

### **Engineering Services and Community Services**

- public realm improvements including enhancement of the streetscape and adjoining spaces.
- public art initiative encouraging the placement of public art throughout the city.

### **Park Board**

- neighbourhood matching fund providing matching funds to neighbourhood groups who want to improve and develop parks and facilities on public lands.
- street tree management program, including tree planting, replacement and maintenance.





## Appendix E - City Greenway Pilot Project Selection Criteria

All the proposed City Greenways are desirable, therefore, in order to determine which Greenways to build first, all the routes were reviewed in terms of the following criteria.

**Feasibility of accomplishment in the next two years.** Routes which are owned or controlled by the City are the most straightforward to develop. The Midtown Way, the Ridgeway, the North Arm Trail, the Ontario Street Greenway and the Spirit Trail rated higher than the others.

**Inherent Attractiveness.** All the links in the proposed network have the potential to develop a distinct character. As the first new City Greenway, however, the route should have obvious appeal in terms of views, nature, heritage, and general uniqueness of character. The Ridgeway, the Wall Street portion of the Harbour Route, and the Spirit Trail rated higher than the others.

**Immediate usage.** While all the corridors in the network will eventually have good usage, those that include popular destinations or run through higher density areas are likely to have high immediate usage. The Ridgeway, the Ontario Street Greenway, the Spirit Trail, and the Harbour Route rated higher than the others.

**Connection to the Bicycle Network.** The potential to connect to parts of the Seaside Route or the Union Adanac, Off Broadway, Ontario, and Arbutus bicycle routes will be an advantage. The Ridgeway and the North Arm Trail rated higher than the others.

In conclusion, the Ridgeway met the criteria better than the other routes. Other highly rated routes included the Spirit Trail, the North Arm Trail, and the Wall Street portion of the Harbour Trail.





## Appendix F - Ridgeway Implementation Process

A detailed work program for planning and building the City Greenway pilot project has not yet been developed. However, the program will involve adjacent residents, landowners and other interested parties, and should follow these basic steps.

- **Investigate Location** - prepare an inventory of the corridor, collect ideas and costs;
- **Complete Preliminary Concept Design** - identify the route, develop conceptual designs, and complete an initial cost estimate;
- **Review Concept** - evaluate and adjust the concept;
- **Revise Concept Design** - revise route design and cost estimates;
- **Seek Council Approval** - report to Council on final design and budget;
- **Prepare Working Drawings** - refine design concepts into detailed construction drawings;
- **Tender and Build** - prepare documentation and arrange for construction;
- **Evaluate Outcomes** - monitor the project after completion and make adjustments where necessary; and
- **Maintain the Greenway** - work with the local community to maintain and enhance the Greenway.



