

From: ["Mochrie, Paul" <Paul.Mochrie@vancouver.ca>](mailto:Paul.Mochrie@vancouver.ca)

To: ["Direct to Mayor and Council - DL"](#)

Date: 4/11/2022 6:11:34 PM

Subject: Seaside Greenway at Kitsilano Beach Park

Attachments: Memo - Seaside Greenway at Kitsilano Beach Park.pdf

Dear Mayor and Council,

Please see the attached memo from Lon LaClaire regarding Seaside Greenway at Kitsilano Beach Park. A short summary of the memo is as follows:

- Following a three phase public engagement process, on April 11 Parks staff will be presenting recommendations to Parks Board for changes in Kitsilano Beach Park aimed at improving conditions on the Seaside Greenway in and adjacent to the park (the Board report is available online at <https://parkboardmeetings.vancouver.ca/2022/20220411/REPORT-SeasideGreenwayProposalKitsilanoBeachPark-ReportBack-20220411.pdf>)
- If approved, the changes in the park will be supported by adjustments to the existing temporary separated bike path on Arbutus Street
- Details of the proposal are available online at <https://syc.vancouver.ca/projects/kitsilano-beach-park-greenway/improvements-round-3-boards.pdf>

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or lon.laclaire@vancouver.ca.

Best,
Paul

Paul Mochrie (he/him)
City Manager
City of Vancouver
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The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the x^wməθk^wəyəm (Musqueam), Sḵwəxwú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) Nations.

MEMORANDUM

April 11, 2022

TO: Mayor and Council

CC: Paul Mochrie, City Manager
Armin Amrolia, Deputy City Manager
Karen Levitt, Deputy City Manager
Katrina Leckovic, City Clerk
Lynda Graves, Administration Services Manager, City Manager's Office
Maria Pontikis, Chief Communications Officer, CEC
Anita Zaenker, Chief of Staff, Mayor's Office
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office
Donnie Rosa, General Manager, Board of Parks and Recreation
Dave Hutch, Director of Planning and Park Development
Paul Storer, Director of Transportation

FROM: Lon LaClaire
General Manager, Engineering Services

SUBJECT: Seaside Greenway at Kitsilano Beach Park

RTS #: N/A

This memo provides an update regarding recent planning work done by Engineering and Park Board staff aimed at improving conditions on the Seaside Greenway in and adjacent to Kitsilano Beach Park. It supports a report by Park Board staff that will be considered by Commissioners on April 11.

The Seaside Greenway is a 28km walking, rolling and cycling route connecting the Vancouver Convention Centre with Spanish Banks. The majority of the greenway is characterised by separate pathways for people walking/rolling and for people riding bicycles. However, there are gaps where pathways are shared, including within Kitsilano Beach Park, which leads to conflicts between people walking and people on bicycles, as well as between people on riding bicycles and people operating vehicles within Kitsilano Beach Park's parking lots and along local roads.

For many years Engineering and Park Board staff have attempted to address the gap in the greenway's separated pathways in and around Kitsilano Beach Park. In 2013, City Council approved the Point Grey – Cornwall Active Transportation Corridor and requested that the Park Board proceed with upgrading the Seaside Greenway in Kitsilano Beach and Hadden Parks as a priority project. In turn Park Board Commissioners approved the Phase 1 Seaside Greenway

improvements in Kitsilano Beach and Hadden Parks. However, the project was suspended due to community concerns regarding loss of greenspace in the two parks.

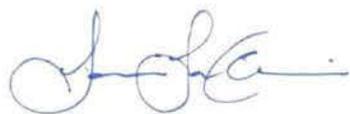
Park Board Commissioners received a staff report in 2018 that provided an update on work that had occurred on the project since 2013, and included a recommendation for a separated cycle path. The Board referred the report back to staff to provide more detailed information on the proposed concept, undertake more analysis of the potential impacts on the park and financial impacts, explore opportunities to reconfigure Arbutus Street to accommodate part of the path, and conduct more consultation with the public on alignment possibilities.

The current Seaside Greenway at Kitsilano Beach Park Project began in January 2021 with Park Board and Engineering staff reviewing previous work on the project, developing a planning process that included multiple rounds of engagement, and identifying short term safety improvements in the park and along Arbutus Street. The short term safety improvements included adding a separated cycling path in the south parking lot of Kitsilano Beach Park, and installing concrete barriers and reconfiguring vehicle circulation along Arbutus Street, between the south parking lot in Kitsilano Beach Park and McNicoll Avenue, to provide a protected two-way cycle path along the west side of Arbutus Street.

Concurrently, Park Board and Engineering staff conducted three rounds of engagement towards identifying a proposed separated cycle path in and adjacent to Kitsilano Beach Park that could remain in place until a comprehensive renewal plan for Kitsilano Beach Park could be developed in a few years time, and the implications of Señákw on circulation around Kitsilano Point better understood. The proposed separated cycle path incorporates feedback received during the three engagement sessions. More than 80% of survey respondents have signaled that proposal meets their needs 'Very Well' (63%) or 'Somewhat Well' (21%).

The proposed pathway includes a separated cycle path within the park, and well as along Arbutus Street, between Kitsilano Beach Park's south parking lot and McNicoll Avenue. Parking was previously removed along the west side of Arbutus St in 2020 as part of Engineering's Room to Move initiative. In addition five resident-only parking spaces along the east side of Arbutus Street, just south of Creelman Avenue, will be removed. Engineering has analyzed permit parking usage along Arbutus Street to the north of Creelman, and have found there is consistent availability to accommodate residents who have previously parked south of Creelman. It is worth noting that all the homes adjacent to where parking is to be removed have multiple car garages in the backs of their properties, serviced by a lane.

If you have any questions, please feel free to contact me directly.



Lon LaClaire, M.Eng., P.Eng.
General Manager, Engineering Services

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Proposed Separated Cycle Path Route

In the first round of public engagement in August 2021, we heard that the top three values for a separated cycling path in the park were greenspace, connection, and directness, followed by impact and parking. During the second round of engagement in November 2021, we asked you to evaluate different cycle path options based on these values.

We have developed a proposed cycle path route incorporating these findings as well as safety, comfort, and technical and operational considerations.

<p>Safety and comfort were top priorities already identified.</p>  Safety  Comfort	<p>Top 3 Values</p>  Greenspace  Connections  Directness
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