



CONSULTATION SUMMARY REPORT:

Vision and Values for the Future Arbutus Greenway

March 2017

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EXECUTIVE SUMMARY

The Arbutus Greenway is a future, north-south transportation corridor that will connect people, parks, and communities from False Creek to the Fraser River. In 2016, the City purchased the land from Canadian Pacific Railway for the purpose of creating a high-quality public space for walking, cycling, and future streetcar. In addition to these transportation elements, the greenway could also be an opportunity for public art, culture, plazas, and other unique features.

From January 18 through February 15, 2017, the City invited the public to share their vision and to identify values for the future Arbutus Greenway. During this initial phase, participants were asked to,

“Try to imagine the future Arbutus Greenway... How would you like to use the greenway? In addition to high-quality infrastructure for walking, cycling, and future streetcar, what would attract you to it the most?”

This document provides a summary of input received from stakeholders, members of the public, and City advisory committees during this period in early 2017.

OPPORTUNITIES FOR INPUT

- An online TalkVancouver questionnaire (January 18 through February 15, 2017)
- Three stakeholder meetings (January 24, February 2 and 4, 2017)
- Three open houses (February 4, 9 and 11, 2017)
- Three “Pop-Up City Hall” events (February 1 and 8, 2017)
- Four advisory committee meetings (January 12 [x2], 16 and 25, 2017).

In total, there were **more than 4,000 participant interactions** on the vision for the future greenway, including nearly 3,000 questionnaire responses.

WHAT WE HEARD

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

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

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

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

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

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

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

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



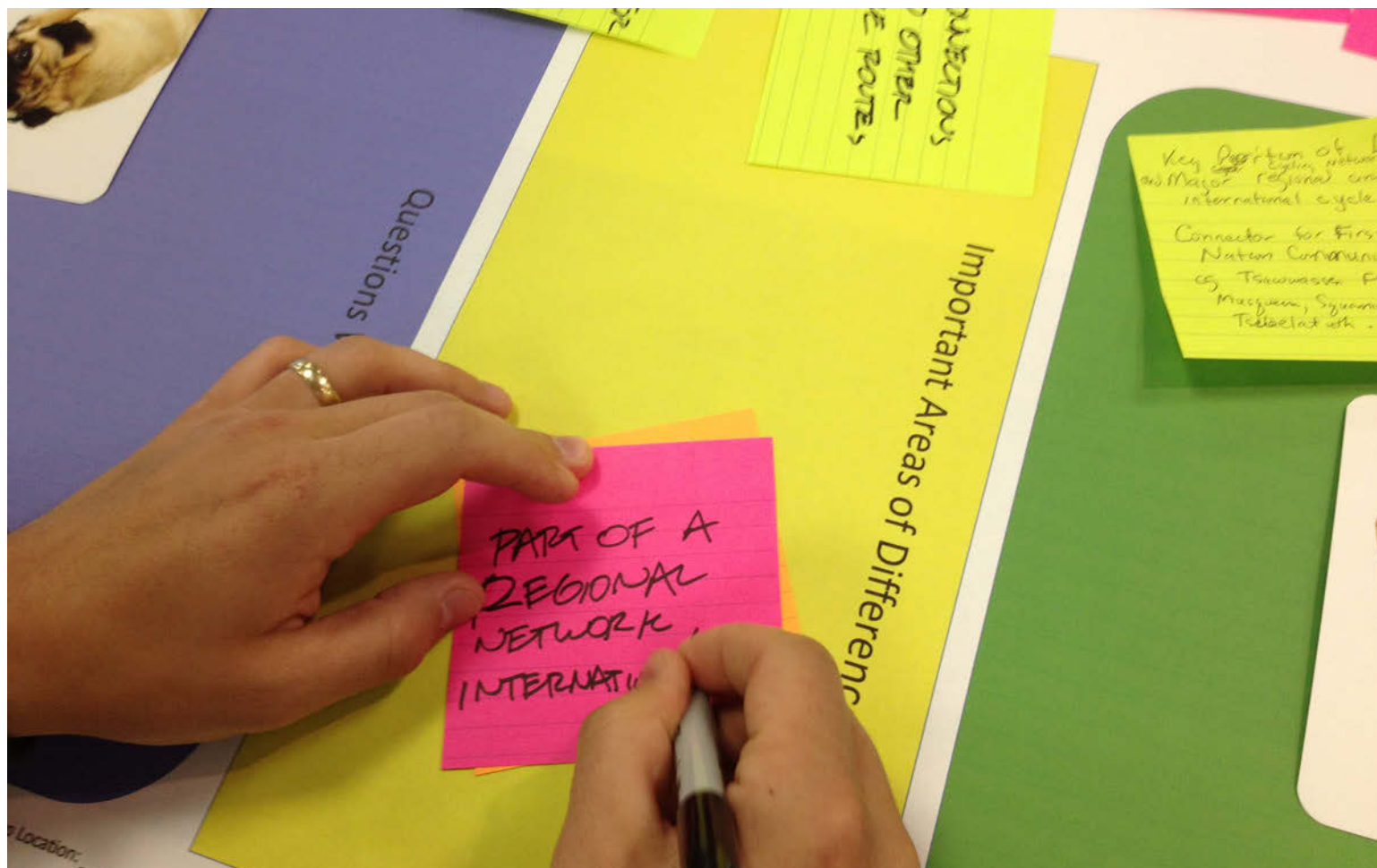


HOW INPUT WILL BE USED

Throughout the project, public input will be considered in the context of objectives outlined in various City plans, along with financial, technical and legal requirements, in developing and refining the design for the future Arbutus Greenway. This document paints a broad picture of public values and priorities, which will be used to:

- Inform the vision statement for the future Arbutus Greenway;
- Help our design team develop a series of design options; and
- Test different design options and ideas.

While decision making ultimately rests with elected officials, the City will provide meaningful opportunities to help shape the “look and feel” of the greenway at each step in the process. Our commitment to the public is to keep you informed, listen to and consider aspirations and concerns, and to provide feedback on how public input influenced design decisions.



1. INTRODUCTION

The Arbutus Greenway is a future, north-south transportation corridor that will connect people, parks, and communities, from False Creek to the Fraser River. In 2016, the City of Vancouver purchased 42 acres of land from Canadian Pacific Railway for the purpose of creating a high-quality public space for walking, cycling, and future streetcar.

One of the requirements of the purchase agreement is that,

“The City in its capacity as owner of the Lands will commence and expedite an internal planning process to design the portion of the lands for light rail use and walking and cycling use.”

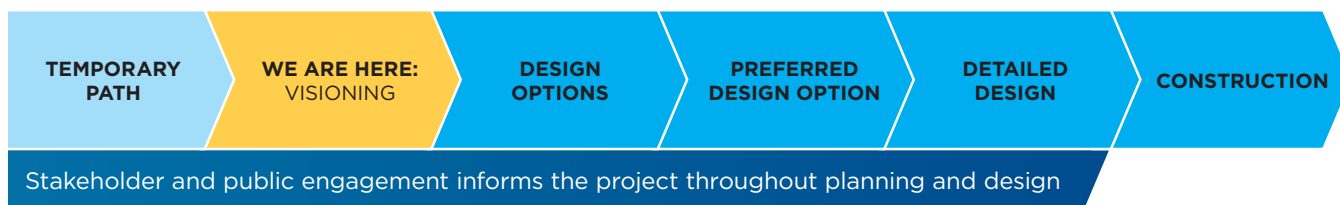
In addition to these transportation elements, the greenway is also an opportunity for public art, plazas and other unique features. From January 18 through February 15, 2017, the City invited the public to share their vision and to identify values for the future Arbutus Greenway. During this initial phase, participants were asked to,

“Try to imagine the future Arbutus Greenway... How would you like to use the greenway? In addition to high-quality infrastructure for walking, cycling, and future streetcar, what would attract you to it the most?”

This document provides a summary of input received from stakeholders, members of the public, and City advisory committees during this period in early 2017.

Background

The City is currently in the initial stages of planning and consultation, focusing on the vision for the future greenway:



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

DOCUMENT	STRATEGIC DIRECTION
Greenways Plan	Build a network of greenways, including Arbutus – a “keystone” of the planned greenways system.
Arbutus Corridor Official Development Plan	Develop the Arbutus corridor for transportation (excluding motor vehicles and elevated transit) and as a city greenway.
Greenest City 2020 Action Plan	Provide access to greenspace and support active travel: “All Vancouver residents live within a 5-minute walk of a park, greenway or other green space.”
Regional Growth Strategy	Encourage walking and cycling through expansion of the regional greenway network.
Transportation 2040	Develop the corridor for walking, cycling and wheeling for all ages and abilities, and as a future streetcar route.
Healthy City Strategy	Provide safe, active, and accessible ways of getting around to help increase physical activity levels: “Make over 50 per cent of trips by foot, bicycle, and public transit.”
Marpole Community Plan	Enhance walking and cycling infrastructure, and explore opportunities with Musqueam people to recognize history and culture.
Biodiversity Strategy	Explore opportunities to incorporate small natural areas and wildflower meadows for bees and other pollinators, and improve connectivity between parks and natural areas.

Engagement Framework

The International Association of Public Participation (IAP2) defines engagement activities based on their level of decision making influence, from inform to empower.

The consultation process for Arbutus Greenway uses the first three elements of the IAP2 spectrum of public participation: Inform, consult, and involve.

INCREASING IMPACT ON THE DECISION					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
Public Participation Goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and identification of the preferred solution.	To place final decision making in the hands of the public.
Promise to the Public	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influences the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

While decision making ultimately rests with elected officials, the City will provide meaningful opportunities to help shape the “look and feel” of the greenway at each step in the process. Our commitment to the public is to keep you informed, listen to and consider aspirations and concerns, and to provide feedback on how public input influenced design decisions.

2. VISIONING CONSULTATION PROCESS: JANUARY 18 – FEBRUARY 15, 2017

From January 18 through February 15, 2017, the City invited the public to share their vision for the future Arbutus Greenway and identify core values to help guide the design process.

The purpose of this phase of engagement was to:

- Hear the public's aspirations for the future Arbutus Greenway;
- Understand which values are most important; and
- Understand how people would like to be involved in the process.

Notification

Notification of opportunities to participate included:

- **Invitation emails and notifications to stakeholders.**
- **Newspaper advertisements:** Ads were run in the following publications inviting members of the public to participate in the engagement process:

PUBLICATION	DATE
Vancouver Courier	January 19, January 29, and February 2, 2017
Georgia Straight	January 19, January 29, and February 2, 2017
Ming Pao	January 21, January 28, and February 4, 2017

- **Social media:** Invitations to participate in the “big three” transportation projects (Arbutus Greenway, Broadway Subway, and Northeast False Creek) were posted on City of Vancouver’s social media accounts, including Twitter, Facebook, and Instagram. The City also use paid geo-targeted Facebook ads in English and traditional Chinese.
- **Project webpage:** All consultation materials were posted online at vancouver.ca/arbutus-greenway, including display boards, background information, and a link to the survey.
- **Media event:** Mayor Gregor Robertson and Jerry Dobrovolsky, General Manager of Engineering, invited residents to participate in the process and “share their big ideas” at a media event along the greenway on January 18, 2017.
- **Posters:** Posters outlining information about the project and how to provide feedback were delivered to community centres and libraries throughout the city, and to places of worship and schools near the Arbutus Greenway in early January.

#PopUpCityHall is at Arbutus and Broadway until 10am today! Come by, grab a hot chocolate, & talk about the future of the #ArbutusGreenway.

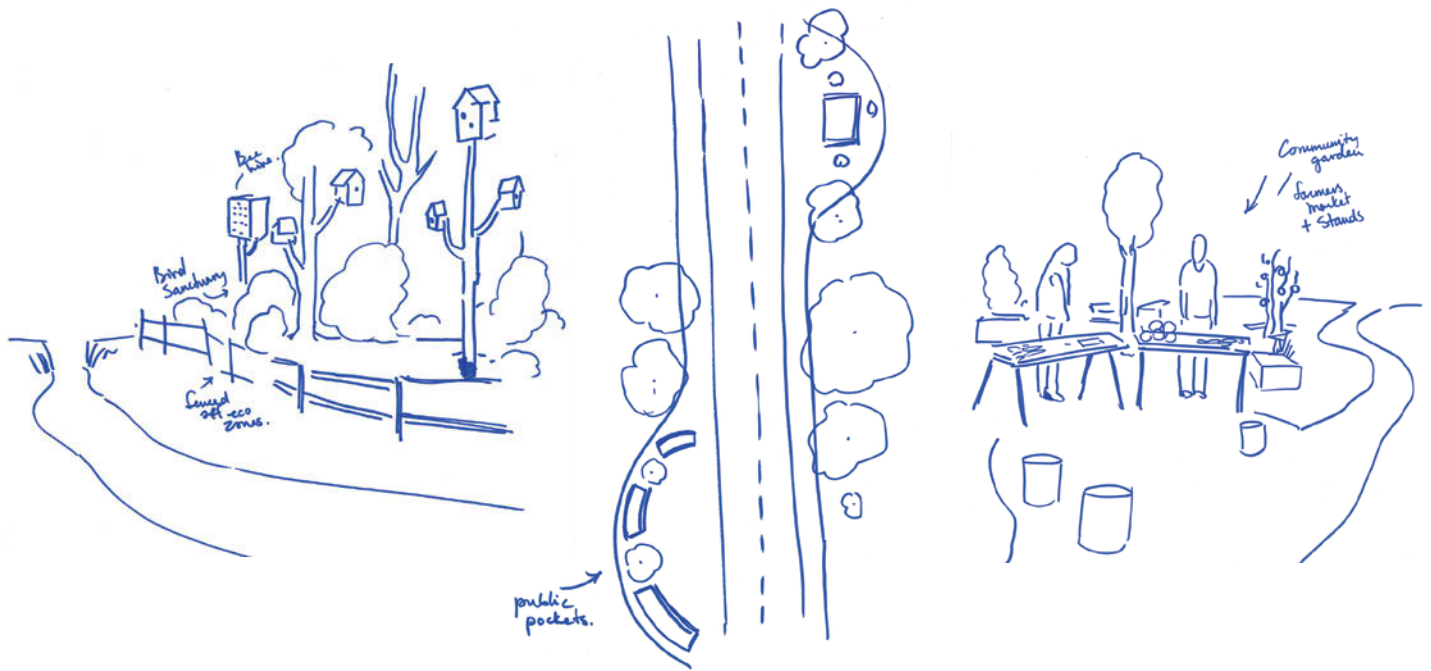


Participation

Between January 18 and February 15, 2017, there were **more than 4,000 participant interactions** on the vision for the future Arbutus Greenway:

ACTIVITY	PARTICIPATION
TALK VANCOUVER QUESTIONNAIRE January 18 – February 15, 2017	2,957 complete responses
THREE “POP-UP CITY HALL” EVENTS: February 1, 2017 – am (Kitsilano) February 1, 2017 – pm (Kerrisdale) February 10, 2017 (Mount Pleasant)	About 910 visitors
THREE STAKEHOLDER WORKSHOPS: January 24, 2017 – Community, Business and History February 2, 2017 – Transportation and Urban Design February 4, 2017 – Urban Ecology	34 participants
REDDIT “ASK ME ANYTHING” ONLINE EVENT January 24, 2017 (reddit.com)	52 comments
THREE OPEN HOUSES: February 4, 2017 (Kitsilano) February 9, 2017 (Marpole) February 11, 2017 (Downtown)	About 260 visitors
FOUR ADVISORY COMMITTEE MEETINGS: January 12, 2017 – Children, Youth and Families January 12, 2017 – Persons with Disabilities January 16, 2017 – Urban Aboriginal January 25, 2017 – Active Transportation	N/A

During this period, we also received about 20 emails, letters and 3-1-1 calls on the vision for the future greenway.



3. RESULTS

The following section provides an overview of what we heard, including input from stakeholders, members of the public, and City advisory committees.

Some of the key themes included the following:

- Provide a high-quality, accessible public space for walking and cycling.
- Create a safe, comfortable, and welcoming destination with places for gathering, socializing, and relaxing.
- Keep it green: A space of tranquility, a space to reconnect with nature, a space to grow food, and a space to nurture ecosystems and support biodiversity.
- Connect to neighbourhoods, parks, and other points of interest along the greenway, as well as the broader transportation network.



Questionnaire

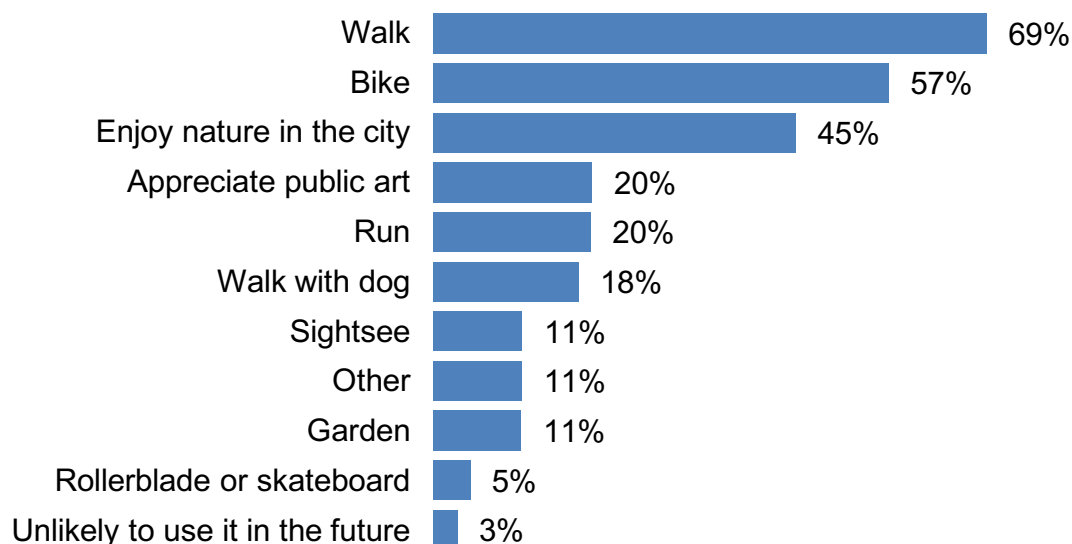
The questionnaire¹ was posted on TalkVancouver and was open for comment between January 18 and February 15, 2017. Hard copies of the survey were available at open houses and “Pop-Up City Hall” events. In total, 2,957 complete responses were received.

The main part of the survey included seven questions, plus several demographic questions. Complete results can be found in Appendix A. Key findings are as follows:

- **Use:** The majority of people said that they would walk or bike along the greenway. There was also a desire to experience nature, see public art, and engage in various recreational activities. Examples of “other” responses included streetcar, cafes and community spaces.

Q3. How would you like to use the future Arbutus Greenway?

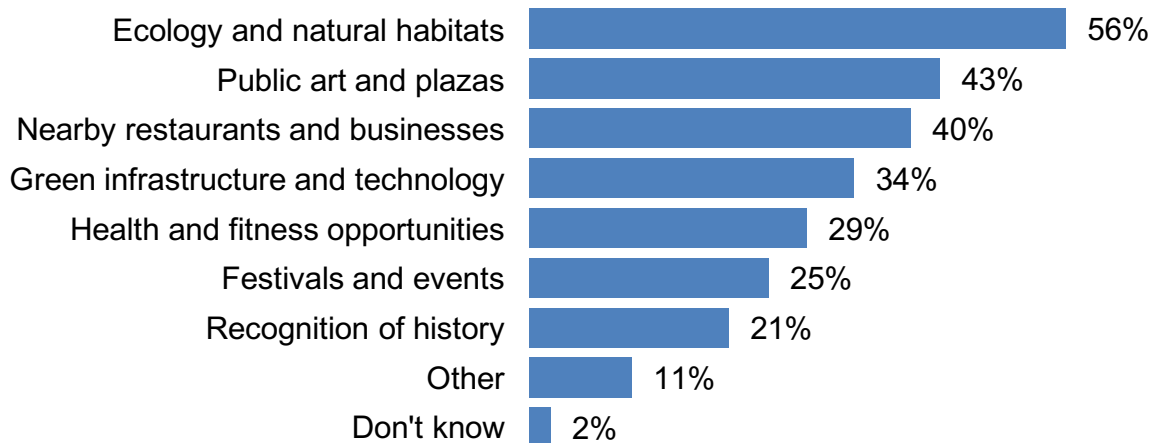
Select up to 3.



¹ The number of comments may exceed the total commenting, as respondents may have commented on more than one topic. Some totals may not add up to 100 per cent due to rounding.

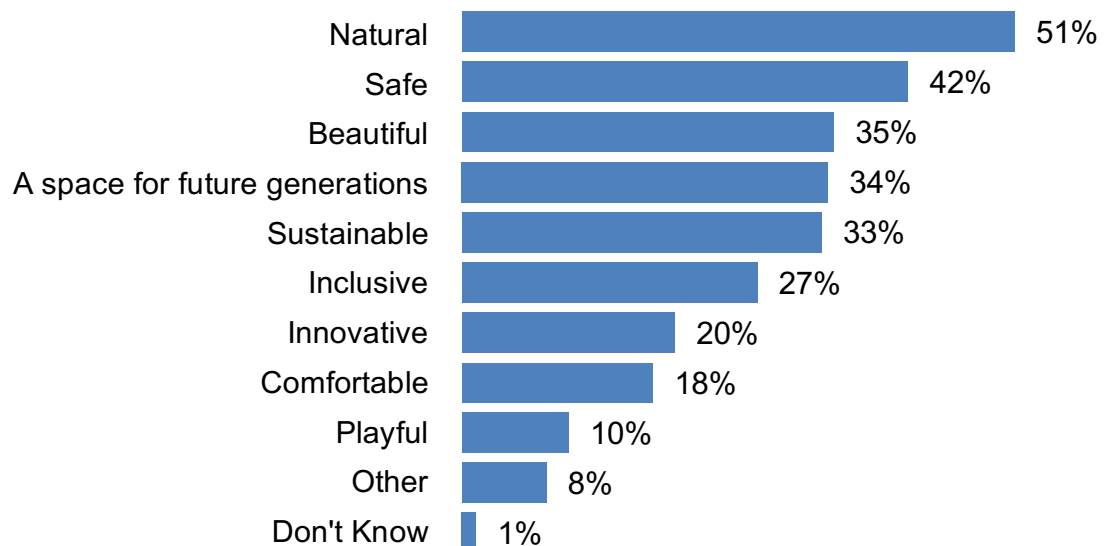
- **Amenities and experience:** Numerous respondents said they would seek out a natural “oasis in the city”. Public art, plazas, and nearby restaurants and businesses were also seen as a draw in terms of creating an attractive public destination. Examples of “other” responses include: having community spaces to gather for picnics, festivals, farmers’ markets, and food trucks/coffee kiosks.

Q4. In addition to high-quality infrastructure for walking, cycling and future streetcar, what would attract you to the future Arbutus Greenway? Select up to 3.



- **Values:** The questionnaire also asked about important considerations or criteria for designing the greenway. The top three responses were “natural”, “safe”, and “beautiful”.

Q6. Values are ideas about what is important or desirable. In your opinion, which of the following values best align with your vision for the future Arbutus Greenway? Select up to 3.



- **Vision:** Of the nearly 3,000 survey responses, 2,352 respondents chose to submit a more detailed comment to the open-ended question, “What is your vision for the Arbutus Greenway? What do you hope it will become?” All these responses were closely reviewed and grouped into different coding categories by a third-party, independent qualitative analyst. The following table shows total number of mentions for each category (i.e. including all comments, whether positive or negative).
 - » Regarding usage, a large number of respondents expressed a desire for the path to be available for walking as well as cycling. Many respondents stated they liked the streetcar plan or the idea of enhanced public transportation in the corridor; however there were some who felt that it was unnecessary. (Note: Streetcar is a required use under the 2016 Purchase Agreement between the City and CPR, relating to the greenway’s former designation as a rail corridor).
 - “A place for connection, activity, play.”
 - “A place where nature meets City.... an opportunity to walk/bike through the cycles of nature, see and hear birds... an oasis where I can sit and read a book, sip a tea, and then walk along the path.”
 - “A vital connector for human-powered movement in the city with intuitive links to east-west walking & cycling routes.”
 - » In terms of experience, the majority of comments talked about preserving nature and ecosystems of the corridor. These were followed by encouragement to make it safe, such as for women to use alone at night and for both cyclists and pedestrians to share. Many commented on a desire for a place of tranquility and calm within the city.
 - “A vibrant place with varied experiences as you move down the greenway.”
 - “Attractive, restful, invigorating, inspiring.”
 - “An oasis in the middle of a busy city.”
 - “A space of nature comfort leisure beauty and serenity.”
 - » With respect to the design and site planning, many people expressed a desire for amenities such as benches, lighting, and small businesses along the corridor. There were also a number of comments on landscaping, almost all of which hoped for the natural (and in many cases, wildlife-friendly) environment to get top priority. There were a number of comments on public art, most of which were hopeful this would be incorporated into the design. Nearly 100 people made reference to the High Line in New York, stating their appreciation and/or expressing a desire for something similar.
 - “A landmark for sustainable future urban mobility and a great public space.”
 - “Streetcar is a good idea but should not disrupt pedestrian use and natural, low-key feel. Like New York’s High Line, should set an example of what modern city public space can be. Should represent Vancouver uniquely and set it apart from other cities and be a tourist attraction.”
 - “Inclusive, accessible space for all to use.”

For complete survey results, see Appendix A.

Stakeholder Workshops

The City held three stakeholder workshops in late January and early February 2017. At these workshops, participants learned about the project, shared their vision and values for the future greenway, and discussed how they would like to be involved in the planning process going forward.

Each workshop featured two small-group discussions, focusing on vision and values. Key themes from these three workshops are summarized below.

KEY THEMES — VISION:

- **Natural, green space that cultivates biodiversity:** Preserving the “green” in greenway with spaces for “wilderness”, pollinators, gardening, and native species.
- **Activated community space:** Dynamic and engaging space for walking and cycling with flexible multi-purpose areas that are fun and functional for all-season use.
- **Peaceful retreat:** An oasis away from the hustle and bustle, which brings people and nature together, featuring views and offering experiences of beauty.
- **Historical connections:** Representation of local First Nation communities, along with elements of greenway railway heritage and local neighbourhoods.
- **Reflects and connects neighbourhoods:** Design that is responsive to the existing local character and culture, and connects the greenway and local destinations.
- **Inclusive:** Welcoming to all ages and abilities, including diverse communities adjacent to the corridor and across the city, while taking care to avoid negative impacts on limited-income residents.

KEY QUESTIONS AND CONCERNS:

- **Balancing desires for different experiences:** What is the best way to accommodate desires for a space that is both restorative and peaceful, as well as animated with people, activities and destinations? Can all desires be met on the greenway?
- **Balancing transportation functions with other uses:** How will the future streetcar impact space for other uses?
- **Avoiding conflict between users:** How can the design reduce conflict among different uses?
- **Improving safety of street crossings:** What will be done to increase the safety and comfort of greenway users who are crossing major and local streets?
- **Delivering and managing the greenway:** Look for ways that the greenway can be financially viable, and contribute to the local economy. Avoid “over-regulating” the space.

See Appendix B for a more detailed discussion.

Open Houses

The City hosted three open houses in early February 2017, in Kitsilano, Marpole, and Downtown Vancouver. Information boards showing examples of similar projects were setup around the room, and visitors had the opportunity to engage with the staff in one-on-one and small group discussions. Paper copies of the questionnaire were available which participants were encouraged to complete at the open house or online (as a means of recording feedback). Each open house also featured an artist table, staffed by students from the CityStudio post-secondary program, to capture visitors' ideas through art.

All open house materials, such as information boards, were available on the project website.



Advisory Committees

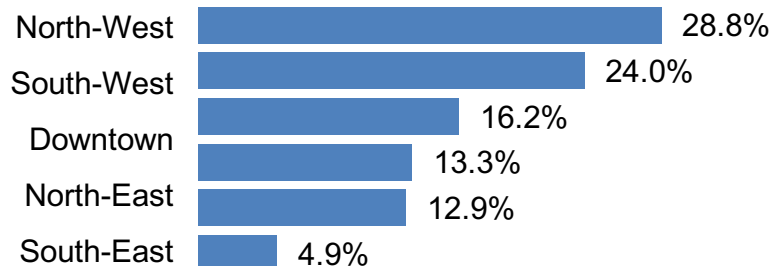
Staff presented at the following advisory committees:

ADVISORY COMMITTEE	FEEDBACK
Children, Youth, and Families <i>Advises Council and staff on matters that relate to children, youth, and families.</i>	<ul style="list-style-type: none"> • Use the greenway to tell stories along the greenway and provide different experiences. • Ensure that the greenway feels family-friendly and safe at all hours. • Invite young people to get involved, including First Nations' youth.
Persons with Disabilities <i>Works with City staff, civic agencies, persons with disabilities and their families to identify barriers and solutions for full participation.</i>	<ul style="list-style-type: none"> • Provide comfortable, accessible seating options and accessible washrooms. • Facilitate social interaction by providing informal gathering spaces along the greenway for rest and reflection. • Use the greenway to build community.
Urban Aboriginal <i>Advises Council and City staff on enhancing access and inclusion for urban Aboriginal Peoples to fully participate in City services and civic life.</i>	<ul style="list-style-type: none"> • Consider how the greenway will connect to the water near False Creek and the Fraser River, and to Musqueam, Squamish, and Tsleil-Waututh communities • Feature indigenous plants, art, and history. • Include space for medicine plants and educational medicine walks. • Reflect the cultural diversity of residents who live here.
Active Transportation <i>Advises City Council on strategic priorities related to walking, cycling, and all non-motorized modes of transportation in Vancouver.</i>	<ul style="list-style-type: none"> • Design for all ages and abilities. • Prioritize greenway users at street crossings. • Acknowledge First Nations' territory. • Break corridor design into distinct sections.

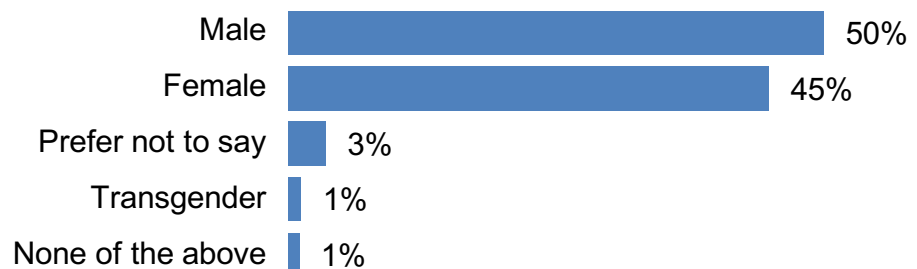
APPENDIX A:

TALKVANCOUVER QUESTIONNAIRE RESULTS

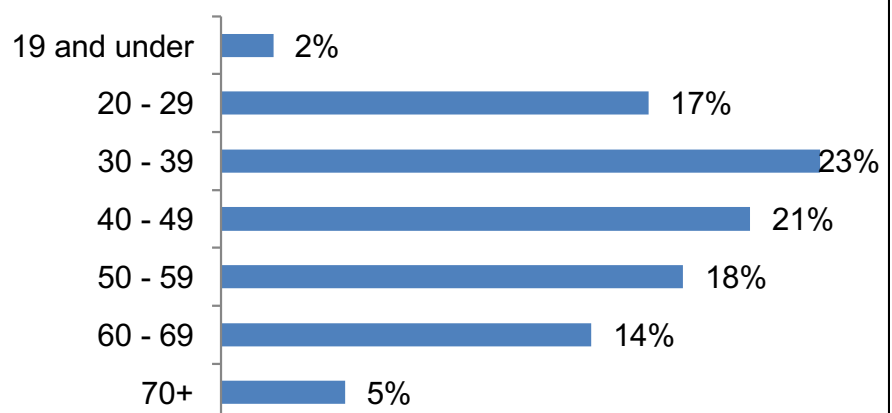
Q i. Where do you live? (based on postal code)



Q ii. Do you identify as...?

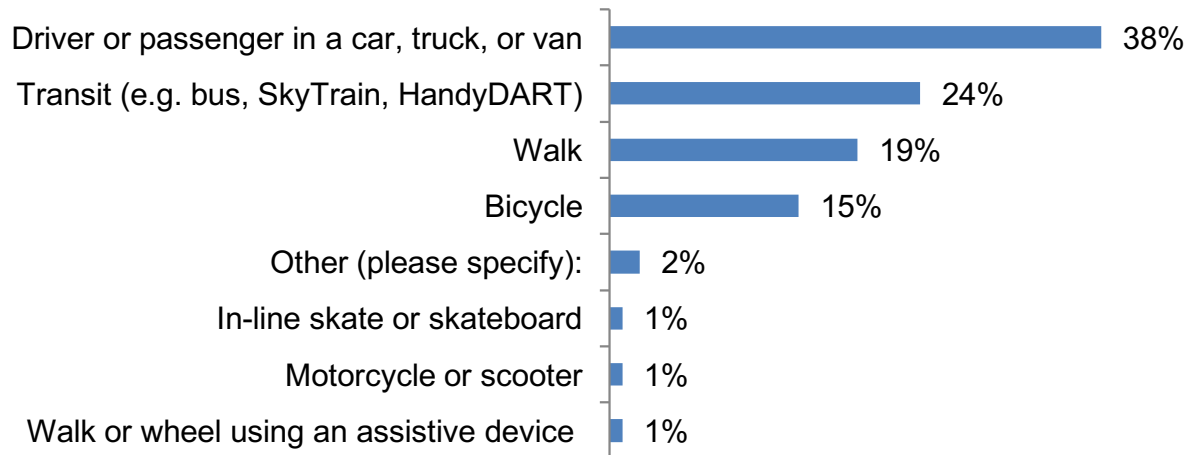


Q iii. Which one of the following age groups do you fall into?

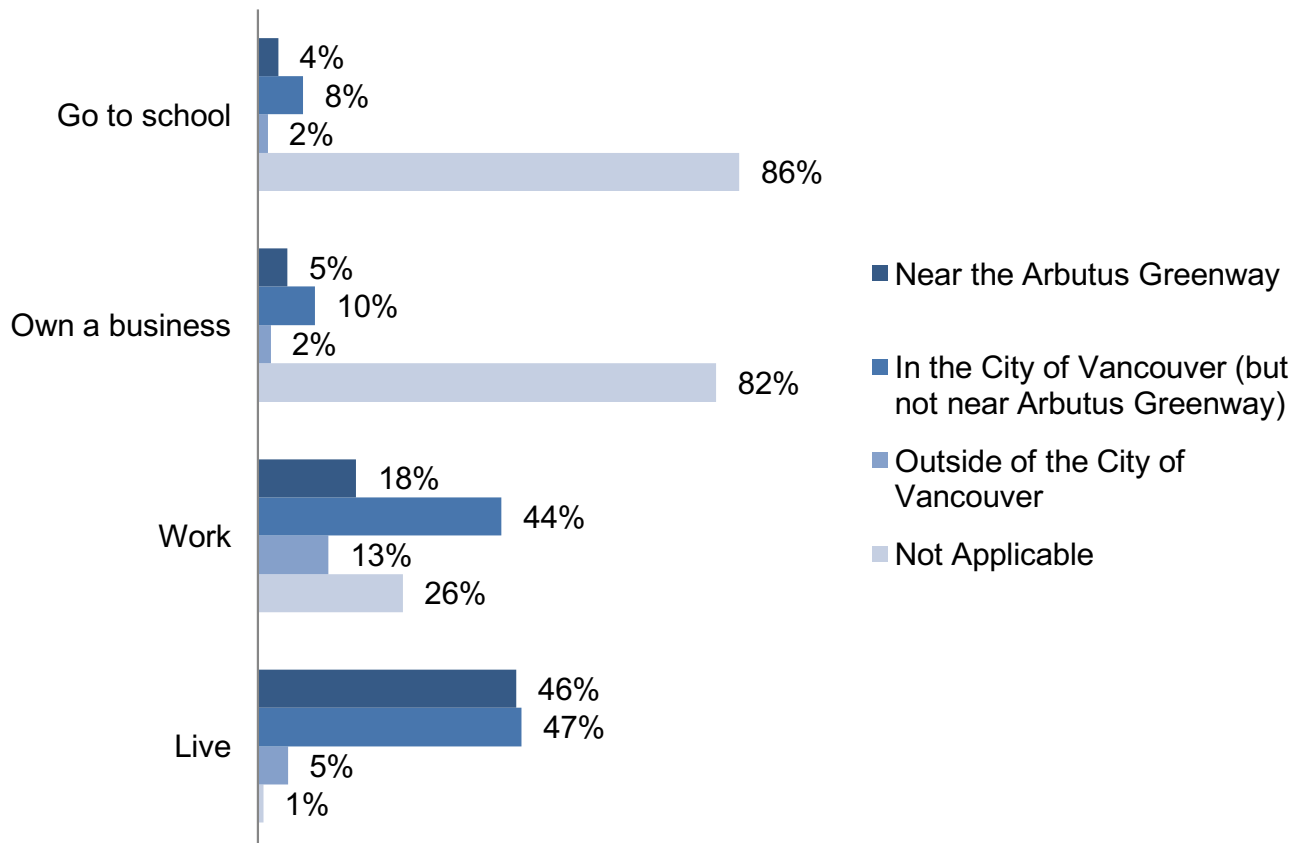


Q iv. What is your main mode of transportation?

(i.e. how respondents most often get to work, school and other activities)



Q1. Do you...

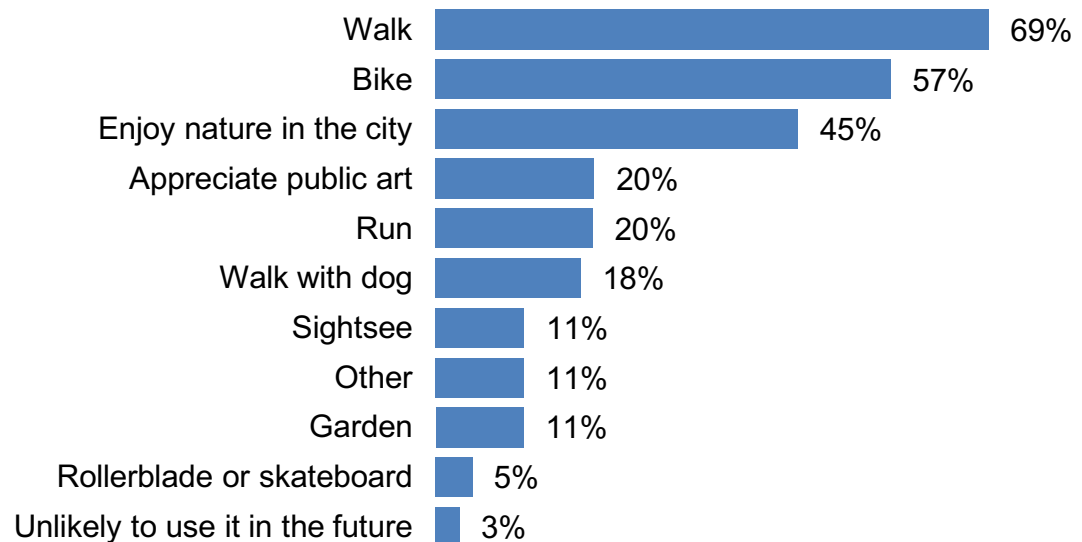


Q2. The City is constructing a temporary pathway between Fir Street and Milton Street to give everyone the opportunity to enjoy the space while the final greenway is being planned and designed. Have you used the Arbutus Greenway temporary path?

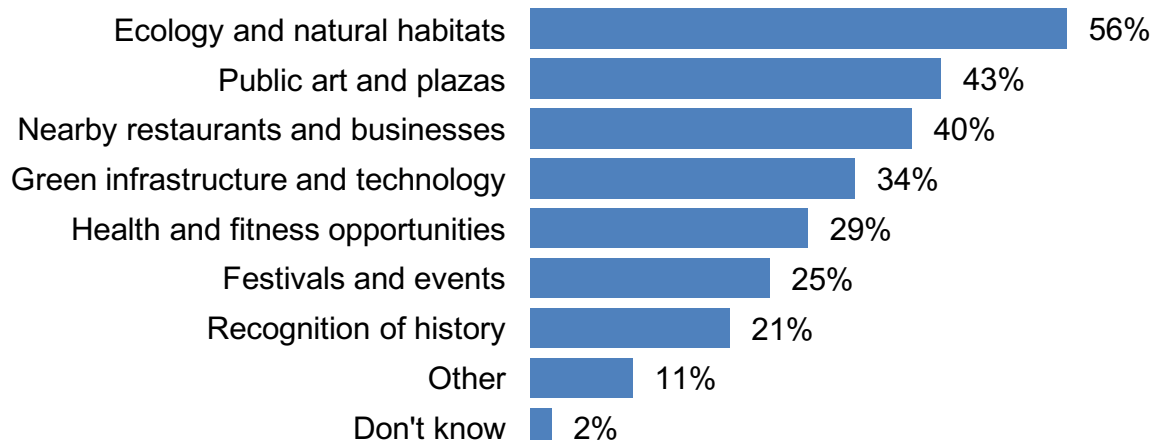


Q3. How would you like to use the future Arbutus Greenway?

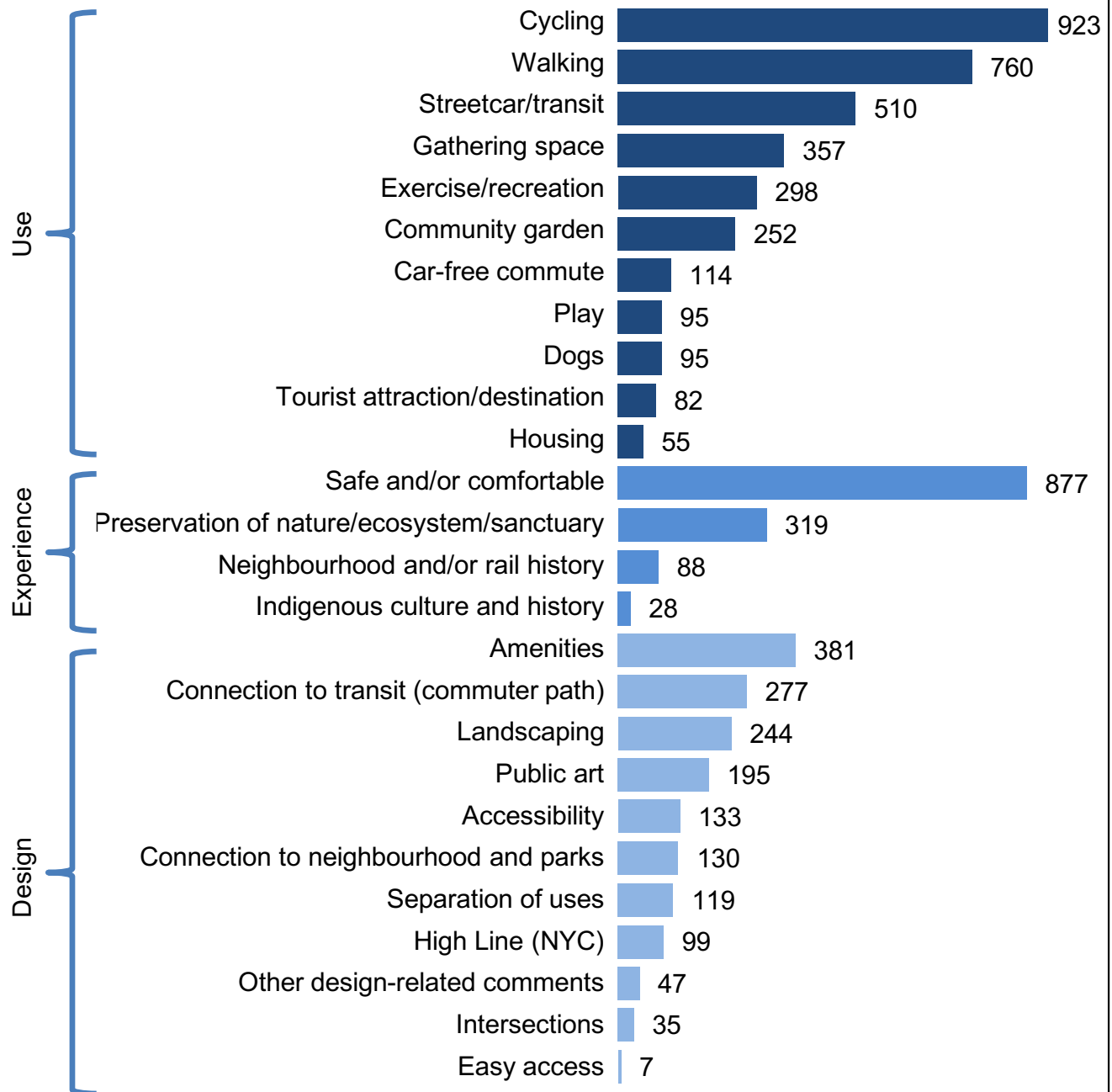
Select up to 3.



Q4. In addition to high-quality infrastructure for walking, cycling and future streetcar, what would attract you to the future Arbutus Greenway? Select up to 3.



Q5. What is your vision for the Arbutus Greenway?
What do you hope it will become?
(Number of mentions shown).



Discussion: Q5.

What is your vision for the Arbutus Greenway? What do you hope it will become?

Summary of Findings

- Of all the individuals who completed the City of Vancouver's Arbutus Greenway survey, 2,352 respondents chose to submit a more detailed comment to the open-ended question in the survey: "Question 5: What is your vision for the Arbutus Greenway? What do you hope it will become?" All these responses were closely reviewed and grouped into different coding categories.

Use

- A large number of respondents commented on the need for the path to be available for walking as well as cycling. Though most saw a need for a cycling thoroughfare, there were others who strongly felt the city does not need to create any more bike lanes. There were a number of comments expressing a desire for separated lanes in order to ensure safety for both cyclists and pedestrians.
- Many respondents stated they liked the streetcar plan or the idea of enhanced public transportation in the corridor; however, there were some who felt it was unnecessary. Some expressed frustration and confusion regarding removal of the tracks if some kind of future rail transit was being considered.
- Many expressed a desire for the greenway to have public gathering spaces where socializing and events, such as festivals and farmer's markets, could be held. Some suggested design based on open European plazas.
- A number of respondents saw potential for the greenway to be a place of exercise and recreation. That included activities such as running or cycling. Many also suggested implementing exercise equipment such as chin-up bars.
- Many emphasized their enjoyment of the community gardens and expressed their hope these would be included in the development of the greenway. Reasons included beautification, food security issues, and the opportunity to educate people about growing food sustainably.
- Some respondents felt use of the corridor should be limited to humans and human-powered vehicles only (i.e. car-free). Many saw potential for the greenway to become a tourist attraction and encouraged the City to create something unique and world-class.
- There were some comments regarding the importance of availability of playgrounds for children.
- The final mentions in the usage category were regarding the issue of affordable housing in the City and suggestions that some be implemented along the corridor. Some respondents expressed concern that this issue did not seem to be as high a priority as the greenway.

Experience

- The majority of comments in this category expressed a desire to preserve the nature and ecosystems of the corridor.
- These were followed by encouragement to make it safe, such as for women to use alone at night and for both cyclists and pedestrians to share.

- Many commented on a desire for a place of tranquility and calm within the city.
- Finally, some respondents suggested honouring local history, including the rail history of the area and Indigenous history, through plaques and other educational opportunities.

Site Planning and Design

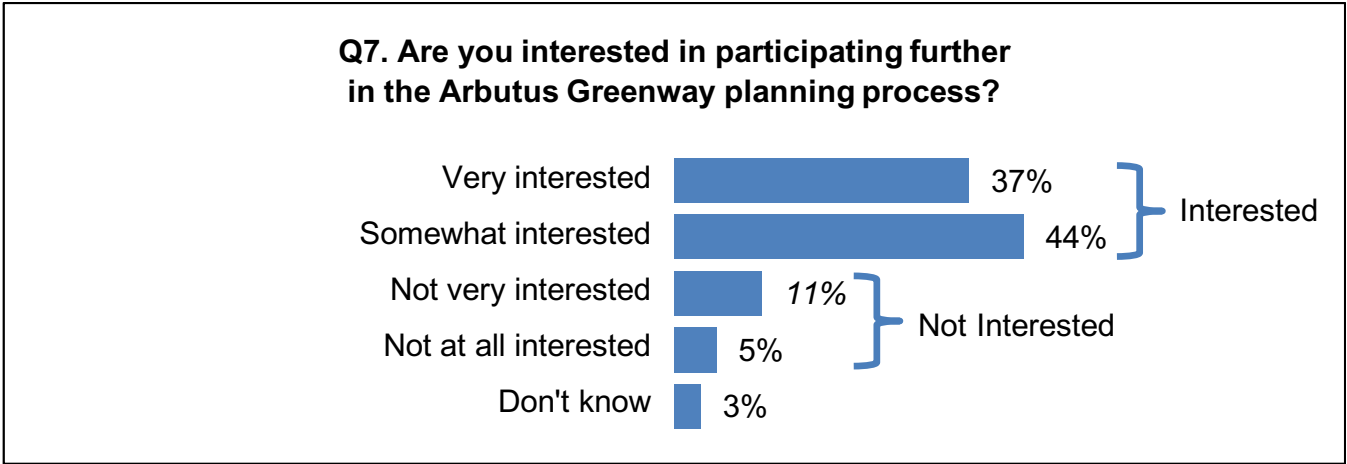
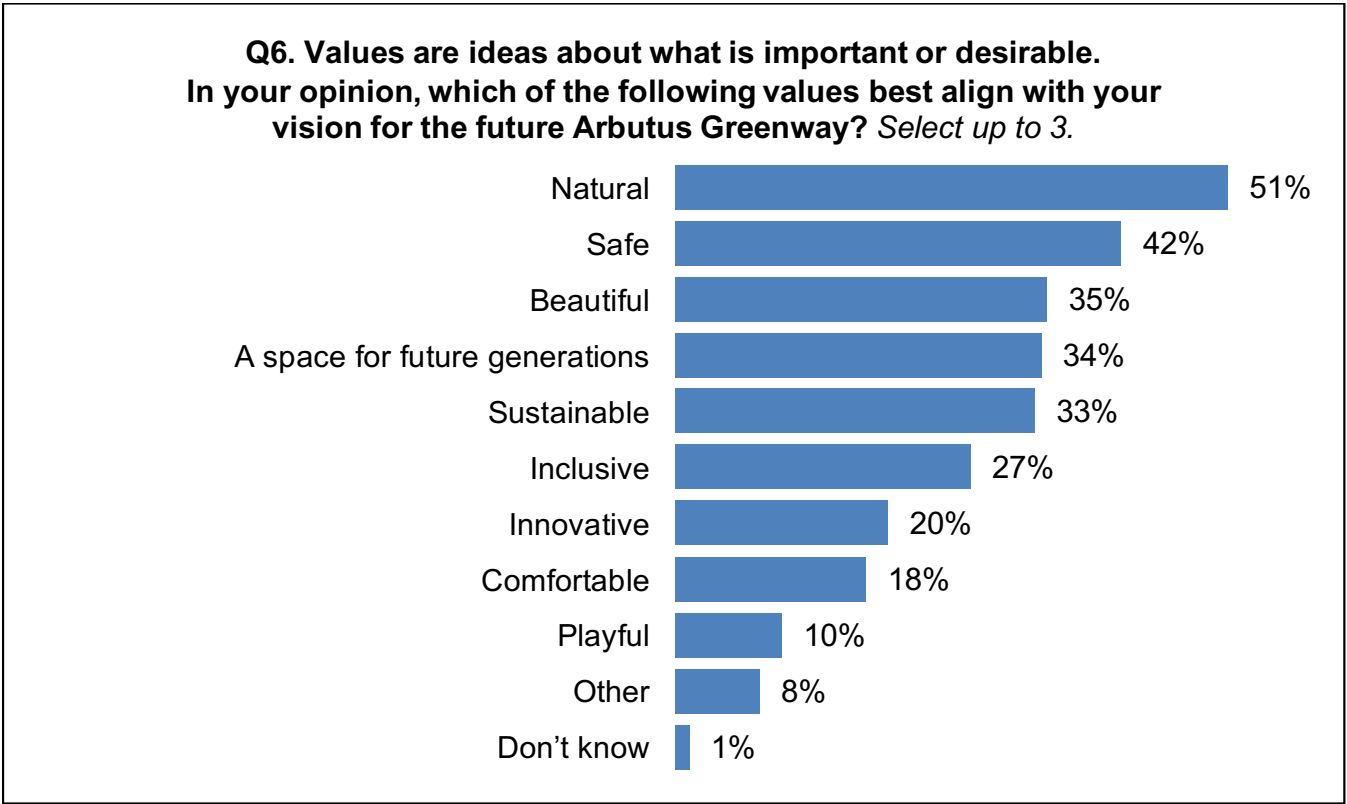
- In category of design and site planning, the majority of comments were regarding suggested amenities. These included benches, lighting, and small businesses along the greenway. Many emphasized the importance of places to sit and places to get a drink or snack, though there were others who preferred to keep the greenway totally free of commercial enterprise.
- There were also a number of comments on landscaping, almost all of which hoped for the natural (and in many cases, wildlife-friendly) environment to get top priority.
- There were a number of comments on public art, most of which were hopeful this would be incorporated into the design. Some suggested the opportunity to profile local artists. Many respondents stated their appreciation for the High Line in New York and expressed a desire for something similar, though a minority encouraged the City to do something original.
- Many saw the corridor as a convenient north-south route across the city. Many also emphasized the need for the greenway to connect different neighbourhoods.
- In addition, a number of respondents expressed a desire that the greenway be accessible to those of all ages and abilities.

Methodology

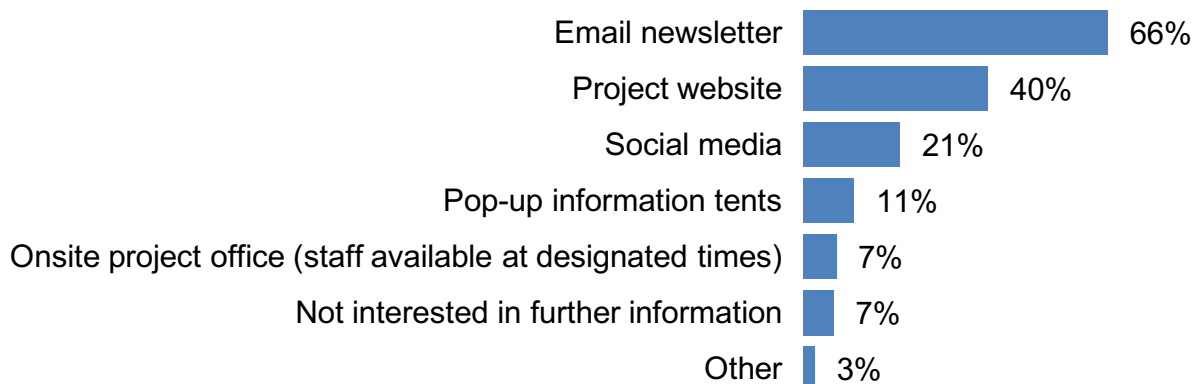
- As a first step in coding and analyzing responses to question five of the questionnaire we uploaded the 2313 English responses to this question into NVivo Qualitative Data Analysis software. To help us determine most appropriate coding categories, we conducted a word frequency search on most commonly used terms. We also reviewed the notes from a few of the stakeholder information sessions. Based on this information, we developed an initial coding scheme and conducted a close reading of the first 200 responses to test the coding scheme. During this pilot coding process, we added a few additional categories. We reviewed the proposed coding categories with the Arbutus Greenway team and updated them to reflect more nuanced themes related to design guidelines.
- Following this pilot stage, we conducted a close reading of all the responses, an initial dataset of 2313 responses in English and a second dataset of 39 responses that were translated from written Chinese to English. We coded the responses to all the applicable categories, resulting in 6735 coded items. During this stage of the coding process, when we found that a substantial number of respondents had expressed opinions on a similar topic, we developed new coding categories. This included housing and the High Line.
- Following the first close reading of the responses, a second coder conducted a spot check of the coded data by randomly selecting and coding 10 responses from every 100 responses to the question. Coding categories were identical approximately 85% of the time.

Limitations

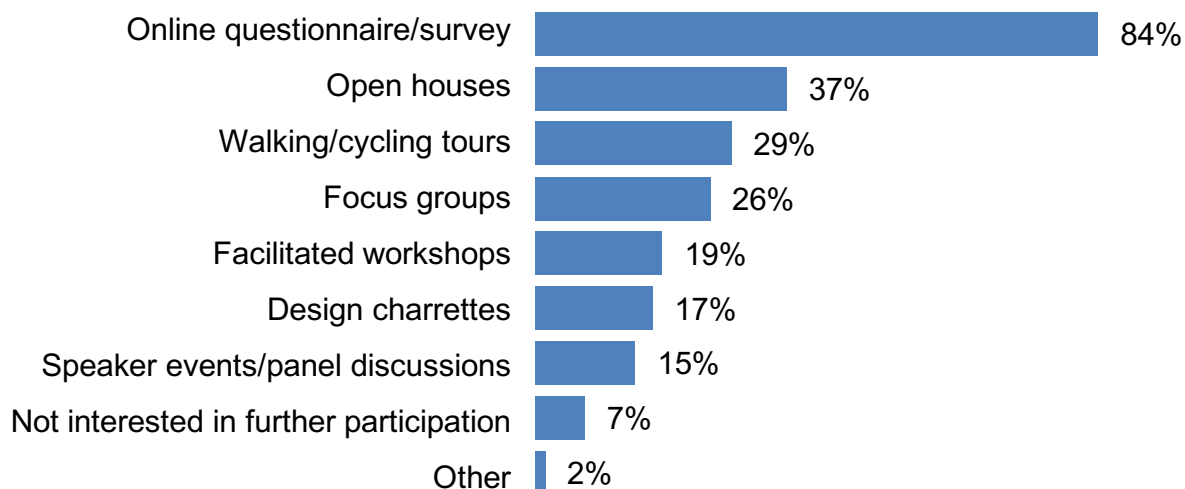
- As with all open surveys, the reported data is not necessarily representative of the population of Vancouver nor is it necessarily representative of all the possible responses. For example, a reported X% mentioning dogs does not imply that 1-X% do not have an opinion on this topic.
- The reported data does not delineate respondents’ sentiments on the topic. For example, the X number of mentions of dogs represents a wide range of sentiments on the topic, from those who are supportive of accommodating dogs in the greenway to those who would like the greenway to be dog-free.



Q8. How would you like to receive information about the project?



Q9. How would you like to be involved in the project?



Q10. Do you have any additional comments?

APPENDIX B: STAKEHOLDER WORKSHOPS – PARTICIPANT INPUT SUMMARY

HOSTED BY THE CITY OF VANCOUVER

Workshops designed, facilitated, and reported on by Susanna Haas Lyons,
with the support of Rachel Magnusson and Jenna Dunsby

Thank you to the table facilitation team who supported participant discussions and reporting on the outcomes of those discussions: Emme Lee, Jhon Sander Mozo and Yusraa Tadj.

1. Introduction

In March 2016, the City of Vancouver purchased the Arbutus Greenway, 42 acres of land from Canadian Pacific Railway for the purpose of creating a high-quality public space for walking, cycling, and future streetcar. The Arbutus Greenway runs north-south through Vancouver's Kitsilano, Arbutus-Ridge, Kerrisdale, and Marpole neighbourhoods, and is an important public space for the whole city. Community engagement in fall 2016 provided direction about the construction of greenway's temporary pathway.

The City of Vancouver is now engaging the public and stakeholders in visioning conversations about the future Arbutus Greenway. To kick-off stakeholder engagement, three workshops were held in late January and early February 2017:

- **January 24, 6:00-8:00 pm – Kerrisdale Community Centre**
- **February 2, 3:00-5:00 pm – Vancouver City Hall**
- **February 4, 2:30-4:30 pm – Kitsilano Neighbourhood House**

At these workshops, participants learned about the project, shared their vision and values for the future greenway, and discussed how they would like to be involved in the planning going forward.



2. Who Participated

DATE	WORKSHOP THEME	PARTICIPANTS AND ORGANIZATIONS
January 24, 2017	Community, Business, and History	16 participants representing: <ul style="list-style-type: none"> ▪ BIA/economic groups ▪ Community garden group ▪ Community groups ▪ Community members ▪ Residents associations ▪ Non-profit organizations ▪ University researchers
February 2, 2017	Transportation and Urban Design	11 participants representing: <ul style="list-style-type: none"> ▪ Health organizations ▪ Urban design groups ▪ Non-profit organizations ▪ Transportation groups ▪ University researchers
February 4, 2017	Community and Urban Ecology	10 participants representing: <ul style="list-style-type: none"> ▪ Accessibility advocates ▪ Community garden groups ▪ Health organizations ▪ Non-profit organizations ▪ Community members



Of those who participated, stakeholders said they would use the future greenway to:

ANTICIPATED USE	RESPONSES (N=33)
Walk	20
Walk with dog	7
Bike	21
Run	7
Rollerblade or skateboard	3
Garden	15
Sightsee	11
Enjoy nature in the city	23
Appreciate public art	11
Other (e.g. Farmers markets, nature-based art, people watching)	6

3. Vision of the Future Greenway

Participants were asked to imagine the future Arbutus Greenway and identify elements they would like to see included in its design. A vision is an idea or mental image of a desired future, and provides a framework for decision-making. It looks ahead and provides inspiration.

The following six ideas emerged from the three workshops as the top elements of a vision for the Arbutus Greenway. They are not listed in any particular order.

KEY THEMES – VISION	WHAT PARTICIPANTS SAID
Natural green space that cultivates biodiversity	<ul style="list-style-type: none"> • “Spaces for pollinators and hummingbirds”, gardening, fruit trees, wildflowers, and native plants • “Continuous habitat corridor for wildlife” • “Don’t over-plan – some areas should be left alone”
Activated community space, that is “FUN-ctional”	<ul style="list-style-type: none"> • Flexible, multipurpose spaces; “places to sit, hang out and have a conversation”, and participate in activities • Promotes community connections • “Public art that evokes conversation” like the work of Piet Odlof (landscape architect for the High Line)

KEY THEMES – VISION	WHAT PARTICIPANTS SAID
Peaceful retreat	<ul style="list-style-type: none"> ▪ “An urban oasis” that provides a “break from the bustle of the city” ▪ “Country lane feeling” ▪ A slow, destination space
Historical connections	<ul style="list-style-type: none"> ▪ Honour First Nations, railway histories, and heritage buildings ▪ Create opportunities to incorporate history to inform people as they move through the greenway
Reflects neighbourhoods	<ul style="list-style-type: none"> ▪ Design in response to the existing local neighbourhood character and culture ▪ “Maintain community gardens and promote community stewardship”
A “spine” connecting communities and destinations	<ul style="list-style-type: none"> ▪ “Spine that integrates unique pieces of the corridor” ▪ “Essential spine for communities along that route instead of the street”
Changes along the route	<ul style="list-style-type: none"> ▪ “Ebb and flow, where active areas give way to green remote areas and back again” ▪ “Changes in environment along the route... hubs of social connection and activity along the way” ▪ “Interesting. Different things to look at, places to stop”
Inclusive	<ul style="list-style-type: none"> ▪ Recreational opportunities for “all ages and abilities” ▪ “Social connectedness across ethnicities and generations” ▪ Offer spaces for a range of experiences and activities
Safe	<ul style="list-style-type: none"> ▪ “No fear of injury, safe feeling, cleanliness, lighting, and separation of uses” ▪ “Safe routes to school” ▪ “How can we get eyes on the path?”

Additional vision elements that came up less frequently than those above include:

- **Partnerships:** With existing parks, Vancouver School Board, non-profits, and others to integrate the corridor and offer unique features.
- **Amenities:** Like washrooms, Mobi bike share stations, water fountains, and benches.



4. Values to Guide the Greenway's Design

Participants then explored the values that should guide how the greenway is designed, built, managed, and maintained. *Values are ideas about what is important or desirable, and they help guide actions.*

The following values were recorded as top values during table discussions, listed here in no particular order:

KEY THEMES – VALUES	WHAT PARTICIPANTS SAID
Nature and biodiversity	<ul style="list-style-type: none"> ▪ “Filled with plants and birds” ▪ “Indigenous species in landscaping” ▪ “Create pollinator hotels and hotspots”
Connected to neighbourhoods	<ul style="list-style-type: none"> ▪ “Feels a part of neighbourhood” ▪ “Businesses fronting onto the greenway (i.e. not treated as a back lane)”
Nodes/hubs	<ul style="list-style-type: none"> ▪ Flexible spaces along the corridor, for activities and interacting, with a variety of passive and active places
Educational	<ul style="list-style-type: none"> ▪ Create opportunities for an “outdoor classroom”
Peaceful	<ul style="list-style-type: none"> ▪ “Peaceful space for retreat and contemplation” ▪ “A place of well-being”
Inviting	<ul style="list-style-type: none"> ▪ Inclusive to diverse communities: “Inviting place for all”, “Welcome to everyone”
People-oriented	<ul style="list-style-type: none"> ▪ “Opportunities for people to meet” ▪ “Human scale”

KEY THEMES – VALUES	WHAT PARTICIPANTS SAID
Engaging	<ul style="list-style-type: none"> ▪ “Identify spaces with opportunities for active and engaging uses”
Local cultural identity	<ul style="list-style-type: none"> ▪ Reflect local culture of neighbourhoods
Dynamic	<ul style="list-style-type: none"> ▪ “Vibrant, surprising, interesting” ▪ “Rhythmic – a diversity of energies along the corridor” ▪ “Innovative community space”
Functional	<ul style="list-style-type: none"> ▪ “Useful to many different segments of the population”
Beautiful	<ul style="list-style-type: none"> ▪ “Funky and colourful” ▪ Beautiful art that is sensitive to context
Inspiring	<ul style="list-style-type: none"> ▪ “Amazing design elements”
Respectful of local context and history	<ul style="list-style-type: none"> ▪ Acknowledge and integrate First Nations, rail history, heritage homes ▪ “Retain railway paraphernalia”
Active	<ul style="list-style-type: none"> ▪ “Recreational/leisure experience”
Safe	<ul style="list-style-type: none"> ▪ “Safe crossings, easy to use”
Fun	<ul style="list-style-type: none"> ▪ “All-ages play, family time” ▪ Play structures and community events, like picnic nights and community days

Additional values that came up less frequently than those above include:

- **Affordable:** “Avoid inflating property values adjacent to the corridor (thereby displacing limited-income and vulnerable residents)”.
- **Collaborative:** Partner with existing parks, Vancouver School Board and community organizations.
- **Financially viable:** “Have revenue generation on or next to rail lands – be affordable to the city and its residents”.
- **Organic:** “Let shops spring up”, have temporary artist markets and “be chill”. (Avoid over-regulation.)
- **Manageable usage rates:** “Manageable use, not overused”.
- **Restorative:** Both ecologically restorative and mentally restorative.

5. Participants' Questions

Participants were asked to identify any questions they had about the Arbutus Greenway. Many of these issues were also areas of difference at discussion tables where no agreement was reached.

QUESTION TOPIC	WHAT PARTICIPANTS SAID
Balancing desires for different experiences	<ul style="list-style-type: none">▪ Narrowness of the path will make it challenging to meet the needs of all desired uses▪ Should the greenway be a restorative, peaceful “country lane” or an animated space with lots of people, activities, and destinations? Can both experiences be accommodated?▪ Explore the idea of “nodes along the corridor that are active and other parts of the corridor that are passive”
Balancing transportation functions with other uses	<ul style="list-style-type: none">▪ How much space will be allocated for the future streetcar? Will it result in limited space for other priorities, especially in narrow points?▪ How can the greenway balance the space as both a transportation corridor and a place of quiet, natural escape?
Avoiding conflict between users	<ul style="list-style-type: none">▪ How can the space be managed in a way that reduces potential for conflict among uses? For example, “how do we create safe spaces for walking and cycling?”▪ How fast is “too fast” for cycling on the greenway?
Delivering and managing the greenway	<ul style="list-style-type: none">▪ “How will the greenway be paid for?”▪ Who will manage it? What role will the community have in its management?▪ Avoid “over-regulating” the space.
Improving safety of street crossings	<ul style="list-style-type: none">▪ What will be done, in both the short- and long-term, to increase the safety and comfort of greenway users who are crossing arterial and secondary streets?

6. Future Engagement

The City of Vancouver plans to involve the community at all key planning stages of the project. Workshop participants gave City staff some input on how they would like to be engaged in future stages.

ENGAGEMENT APPROACHES	WHAT PARTICIPANTS SAID
Communication	<ul style="list-style-type: none"> • “E-mail” • Community information boards, newspaper, mail-outs, website and videos
Events	<ul style="list-style-type: none"> • Invite public to go on location tours and have people participate in showing the city around • Participate in and host local events (e.g. Kerrisdale Carnival Days and Canada 150th celebrations)
Information gathering	<ul style="list-style-type: none"> • “Surveys are great” • “More stakeholder participatory meetings like this” • Host design charettes with graphic facilitators to sketch participant ideas
Information sharing	<ul style="list-style-type: none"> • “Helpful to have visible steps shown” • Send out information to stakeholders that can be shared with organization membership • Share “known plans and schedules for the coming year”
Neighbourhood-based	<ul style="list-style-type: none"> • “Community engagement focused on different neighbourhoods” – each community has their own stories, needs, and potentially distinct uses
Involve in ‘the details’	<ul style="list-style-type: none"> • Engage again “when the City is seeking feedback on draft elements” • Would like to see “sketches of early design at intersections and nodes” and “interested in “talking about options for path material, size, types” • Share “light rail [streetcar] plans in moderate detail”

ENGAGEMENT APPROACHES	WHAT PARTICIPANTS SAID
Collaborate with community partners	<ul style="list-style-type: none"> ▪ “Incorporate schools” ▪ “Incorporate community partners in node art and design” ▪ “Involve wildlife specialists who can help raise awareness about what’s already there”
Beyond the usual suspects	<ul style="list-style-type: none"> ▪ Engage First Nations, children, adolescents, elderly, a variety of incomes, levels of ability, and cultural communities (in different languages) ▪ “Go beyond online space” ▪ “Go to where people are, don’t make them come to you” ▪ Groups and people from all parts of the city – not just the Westside

Additional suggestions that came up less frequently than those above include:

- **Interaction with City Council:** “Let us know if Mayor/Council are coming to events – invite them! We want to touch base with them!”
- **Dialogue-based interaction:** With the many conflicting ideas, discussion based on values among residents is needed

When asked “Who else should be involved?” participants suggested:

- HUB Cycling
- Artists
- Historians (e.g. CPR archivists)
- First Nations
- People of different physical mobility levels
- Children and youth
- Seniors
- Community gardeners
- Ecologists
- Van Dusen Botanical Gardens
- Garden Club of Vancouver
- Market owners
- Arbutus Ridge Community Association
- Adjacent property owners
- Vancouver School Board
- York House School
- Local schools