

# Appendix C - Arbutus Greenway Implementation Strategy

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# Executive Summary

## Introduction

The Arbutus Greenway is intended to be delivered over many years and several City of Vancouver Capital Plans. This document describes an implementation strategy that can guide the construction of the Arbutus Greenway. It includes an overview of the greenway's design vision, and an evaluation framework that has been used to evaluate phasing options and determine recommendations for delivery of Phase 1 design and construction.

## Design Vision and Character Zones

The Arbutus Greenway Design Vision proposes a broad range of public realm and active transportation improvements along the entire corridor including fully segregated walking and cycling pathways, public gathering areas, site furniture (e.g. benches, drinking fountains) and public washrooms, lighting, green infrastructure and extensive areas of native vegetation. A key feature of the Design Vision is the division of the greenway into the following eight character zones that reflect local site conditions and features:

- Character Zone #1: Harvest Table (Fir Street to West Broadway)
- Character Zone #2: Electric Alley (West Broadway to West 16th Avenue)
- Character Zone #3: The Ridge (West 16th Avenue to King Edward Avenue)
- Character Zone #4: Woodland Bend (King Edward Avenue to West 37th Avenue)
- Character Zone #5: Kerrydale Pass (West 37th Avenue to West 49th Avenue)
- Character Zone #6: Garden Path (West 49th Avenue to West 57th Avenue)
- Character Zone #7: Marpole Meander (West 57th Avenue to Southwest Marine Drive)
- Character Zone #8: The Lookout (Southwest Marine Drive to Milton Street)

The character zones vary in complexity and length with Zone 4 being the longest (2km) and Zone 8 the shortest (0.5km). Each character zone includes a public washroom either as a stand-alone item or as shared feature with an adjacent park. In addition, the design of each character zone has, where possible, taken into account the future streetcar alignment when determining the placement of the walking and cycle paths to minimize post-streetcar removal and reconstruction.

## Delivering The Greenway

It is anticipated that the construction of the greenway will occur across at least four successive capital plans, with the current intention to construct two character zones during each capital plan cycle, leading to completion of the entire greenway by 2034. This will be subject to future Council priorities and funding available at the time.

In addition to the long-term character zone development, this strategy also prioritizes connectivity between False Creek and the Fraser River, collaboration with Parks planning, and undertaking a number of 'spot improvements' to be introduced over the next four years. These improvements will ensure there is a minimum standard of treatment for walking and cycling pathways across the entire temporary greenway path while future character zone development is phased in.

Note: Character zone names are temporary. Collaboration will take place with Musqueam, Squamish, and Tsleil-Waututh Nations regarding naming of places for the greenway.

## Evaluation Framework

The following 10 criteria form a comprehensive evaluation framework that will help identify priorities and potential sequencing in the construction of the greenway.

1. Visibility
2. Project readiness
3. Connectivity
4. Equity
5. Safety
6. Relative cost
7. Population density
8. Land Use - Related city wide and neighbourhood planning initiatives
9. Transit - Current and future transit considerations
10. Parks - Current and future parks planning initiatives

The Arbutus Greenway project team evaluated each of the character zones against the 10 criteria, with each criterion given a score of between 1 and 4. Two separate scales were developed, one providing rationale for advancement, the other providing rationale for postponement. The methodology and preliminary conclusions were discussed with the Arbutus Greenway Steering Committee and subsequently refined to reflect input from cross-divisional staff teams.

In addition, consideration was given to priorities beyond the character zones illustrated in the Design Vision, including providing connections to False Creek and the Fraser River, adjacent land use planning initiatives, and spot improvements. Results from this evaluation were used to inform recommendations for Phase 1, which are anticipated to be delivered over the next four years. The remaining three phases will be subject to Council priorities, project coordination opportunities (e.g., transit and park projects), and available funding.

## Summary Of Recommendations

The evaluation led to the following recommendations for implementation of Phase 1 by 2022. The recommendations are subject to funds being available. If only partial funding is available than it is possible that Zone 8 and or Zone 3 will be partially developed, with final completion deferred to a future capital plan.

### Phase 1: 2018 - 2022

- A southern extension of the greenway to Hudson Street street-end park at the Fraser River
- A northern extension of the greenway to False Creek and the Seawall (Seaside Greenway)
- Zone 8 - The Lookout: Southwest Marine Drive to Milton Street
- Zone 3 - The Ridge: West 16th Avenue to King Edward Avenue
- Short-term spot improvements to improve safety and comfort for people walking, wheeling, and biking
- City and Park Board staff to work on integrating the greenway with the park development initiatives planned for Zone 1 (West 6th Avenue and Fir Street: Delamont Park)

Subsequent phases will be determined in conjunction with future Council priorities, and availability of funding.

# 1. Background

## About the Greenway

The Arbutus Corridor is an 8.8-km stretch of land previously owned by the Canadian Pacific Railway (CPR) that extends from near West 1st Avenue in the north to Milton Street in the south. It is located on the unceded territories of the Musqueam, Squamish and Tsleil-Waututh Nations.

From 1902 until 2001 the Arbutus Corridor was part of a regional freight and interurban passenger train service. The City purchased the Arbutus Corridor from CPR in March 2016 for the purpose of creating a transportation greenway, including walking, wheeling, cycling, and future streetcar. The City constructed temporary pathways along the corridor for walking, wheeling, and cycling, as an interim condition, to enable people to become familiar with the corridor prior to the development of the Arbutus Greenway Design Vision.

In 2017, the City began work on an overarching design for the greenway. The resulting Arbutus Greenway Design Vision is the product of five rounds of public engagement and a number of stakeholder workshops that:

- helped to establish a vision for the greenway's future
- explored a diverse range of possible activities and experiences for the future greenway
- evaluated design proposals including the use of character zones to help define the future greenway.

The Arbutus Greenway Design Vision provides a high-level guide as to how the greenway will develop over time. City staff will finalize the detailed Master Plan in 2019, which will provide more detail on key design elements of the Design Vision. Detailed design of each of the greenway's segments will occur over time.





*Greetings from*

# ARBUS GREENWAY



**CONNECTING PEOPLE,  
PARKS, AND PLACES**

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## 2. Design Vision and Character Zones

### Design Vision

The Arbutus Greenway Design Vision proposes a broad range of public realm and active transportation improvements along the entire corridor including fully segregated walking and cycling pathways, public gathering areas, site furniture (e.g. benches, drinking fountains) and public washrooms, lighting, green infrastructure and extensive areas of native vegetation, while also taking into consideration the future streetcar alignment. It reflects both a comprehensive evaluation of the social, geographical and historical attributes of the greenway's corridor, as well as extensive community input that took place over 16 months. The input explored such topics as the values and principles that should guide the design of the future greenway, activities and experiences that could occur along the greenway, and the evaluation of design proposals for different sections of the greenway.



### Character Zones

A key feature of the Design Vision is the division of the greenway into the following eight character zones that reflect local site conditions and features:

- Character Zone #1: Harvest Table (Fir Street to West Broadway)
- Character Zone #2: Electric Alley (West Broadway to West 16th Avenue)
- Character Zone #3: The Ridge (West 16th Avenue to King Edward Avenue)
- Character Zone #4: Woodland Bend (King Edward Avenue to West 37th Avenue)
- Character Zone #5: Kerrydale Pass (West 37th Avenue to West 49th Avenue)
- Character Zone #6: Garden Path (West 49th Avenue to West 57th Avenue)
- Character Zone #7: Marpole Meander (West 57th Avenue to Southwest Marine Drive)
- Character Zone #8: The Lookout (Southwest Marine Drive to Milton Street)

The character zones vary in complexity and length with Zone 4 being the longest (2km) and Zone 8 the shortest (0.5km). Each character zone includes a suite of amenities including benches, lighting, bike racks, and a public washroom either as a stand-alone item or as a shared feature with an adjacent park. In addition the design of each character zone has, where possible, considered the future streetcar alignment when determining the placement of the walking and cycle paths to minimize removal and reconstruction when the streetcar is implemented.

As construction of the greenway corridor will occur in phases the advantage of the character zones is they provide clearly defined segments that can, to a large extent, be constructed independently of one other. The character zones are illustrated opposite.



**Zone 1: Harvest Table**



**Zone 2: Electric Alley**



**Zone 3: The Ridge**



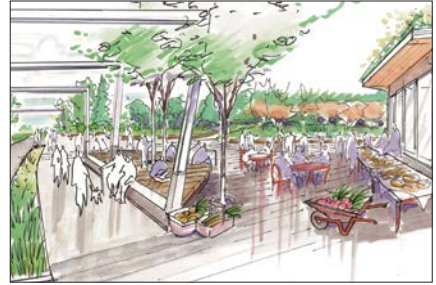
**Zone 4: Woodland Bend**



**Zone 5: Kerrydale Pass**



**Zone 6: Garden Path**



**Zone 7: Marpole Meander**



**Zone 8: The Lookout**



*Overview of Character Zones*

## 3. Evaluation Framework

### Overview

The evaluation criteria reflect a broad range of implementation considerations including visibility and profile, existing site conditions and context, ability to enhance safety, relative cost, population density and alignment with relevant planning and transit initiatives. The criteria were scored using the following scale: Very High (4); High (3); Moderate (2); and Low (1). Overall the criteria are organised into two categories:

- Reasons for advancing the zone forward in the construction sequence
- Reasons for postponing the zone in the construction sequence

#### Reasons for Advancement

- A. **Visibility:** Character zones that can be seen by the highest number of people (higher volume of greenway users, visibility from nearby routes), and showcase the greenway score highest.
- B. **Project readiness:** Where there are few site constraints and construction is relatively simple, a high score is awarded. Conversely, areas that present challenges regarding existing utilities or more complex construction requirements (such as retaining walls) are awarded a lower score.
- C. **Connectivity:** Areas with significant potential to improve local connectivity by linking to bike paths, walking routes, and popular destinations such as schools, libraries, community centres, parks, and the waterfronts score highest.
- D. **Equity:** Consideration is given to geographic location and serving the needs of local populations, with particular regard for proximity to open space. Higher scores are awarded to areas that have a greater need for amenities.
- E. **Safety:** Quick and significant improvements to enhance safety provide rationale for advancement. Areas scoring highest in this category include those with opportunities that improve safety (e.g. intersection improvements where staff have heard concerns).
- F. **Relative cost:** Relative costs have been assessed that reflect the complexity of the design in each character zone. Zones with more significant engineering and architectural features resulted in a lower score. In general the zones have been scored as follows:
  - Score 4: Low Complexity/Cost
  - Score 3: Moderate Complexity/Cost
  - Score 2: High Complexity/Cost
  - Score 1: Very High Complexity/Cost

- G. **Population density:** Greenway segments that will serve a higher population base score higher than those with relatively low surrounding population. Based on 2016 census data the average population per hectare living within 1km of the greenway ranges from 26 to 103 per hectare, Scores have been given as follows:
  - Score 4: over 80 people per hectare
  - Score 3: 61 – 80 people per hectare
  - Score 2: 40 – 60 people per hectare
  - Score 1: Under 40 people per hectare

#### Reasons for Postponement:

- H. **Land use planning informing design:** In areas where long-term planning is underway or anticipated, it is recommended that the greenway design be implemented after this takes place to ensure consistency between projects.
- I. **Transit development informing design:** Where future transit is expected to impact the design, such as the Millennium Line Broadway Extension, postponement is recommended so that the greenway may be delivered in alignment with transit development and to avoid extensive reconstruction.
- J. **Parks planning informing design:** Where future Park Board planning is expected to inform the design and requires a comprehensive park design process, postponement is recommended until park design direction is clear to ensure a collaborative approach and integrated design.

## Scoring

Criteria for Advancement	Character Zone							
	1 Harvest Table	2 Electric Alley	3 The Ridge	4 Woodland Bend	5 Kerrydale Pass	6 Garden Path	7 Marpole Meander	8 The Look-out
A. Visibility	3.5	2.8	3.5	1.3	3.3	1.8	1.7	2.2
B. Project readiness	2.0	1.3	3.8	1.8	1.5	2.5	2.5	3.0
C. Connectivity	2.8	2.8	2.2	2.2	3.3	2.0	2.5	2.5
D. Equity	2.2	2.0	2.2	1.5	2.5	2.3	2.3	3.8
E. Safety	2.3	2.5	2.8	2.5	3.5	1.5	1.3	2.0
F. Relative cost	3.0	1.0	3.0	3.0	2.0	4.0	4.0	2.0
G. Population density	4.0	4.0	1.0	1.0	2.0	1.0	2.0	4.0
Advancement score	19.8	16.4	18.3	13.3	18.2	15.2	16.3	19.5

NB: A higher score indicates a strong rationale for **advancement** in the categories above

Criteria for Postponement	1 Harvest Table	2 Electric Alley	3 The Ridge	4 Woodland Bend	5 Kerrydale Pass	6 Garden Path	7 Marpole Meander	8 The Look-out
H. Land use planning informing design	2.8	3.2	1.2	2.2	3.8	1.0	1.2	1.2
I. Transit development informing design	2.8	3.3	1.0	1.2	2.5	1.0	1.0	1.0
J. Parks planning informing design	2.3	1.0	1.0	1.3	3.5	1.0	1.7	1.3
Postponement score	8.0	7.5	3.2	4.7	9.8	3.0	3.8	3.5

NB: A higher score indicates a strong rationale for **postponement** in the categories above

RESULTING RECOMMENDATION	1 Harvest Table	2 Electric Alley	3 The Ridge	4 Woodland Bend	5 Kerrydale Pass	6 Garden Path	7 Marpole Meander	8 The Look-out
TOTAL	12	9	15	9	8	12	12	16

NB: Total score = Advancement score minus postponement score. A higher score indicates rationale for **advancement**

## 4. Discussion of Results

### Rationale for Advancement

*This section provides background rationale to the scores assigned under each of the 10 evaluation criteria.*

- A. Visibility** - In areas where there is a large population and where the greenway or surrounding streets are well used, or there is a nearby destination that already attracts people to the zone, there is rationale for these areas to showcase features of the greenway in the near term. Zone 1, Zone 3 and Zone 5 scored highest in this category with a score of 3 or 4. These areas are among the most used stretches of the greenway and are also highly visible from surrounding streets.
- B. Project Readiness** - Certain areas along the greenway will require upgrades to or relocation of utilities, the design and construction of complex retaining walls, and integration with surrounding development before they are ready to be implemented. As such, there is rationale for advancing the zones where design and construction are relatively simple. Zone 3 (The Ridge) scored highest in the project readiness category with a score of 4. In this zone there is no hydro infrastructure affecting design/implementation and the retaining walls required are relatively short and simple to construct. The second highest scoring was Zone 8 (The Lookout) with a score of 3. This section is the shortest stretch along the greenway and requires relatively little utility work, and has few encumbrances, therefore making it a good contender for advancement.
- C. Connectivity** - The greenway as a whole provides excellent connectivity across the west side of the city and between neighbourhoods. A high score was given to areas where connectivity will be particularly enhanced between open spaces, parks, destinations, transit, and pedestrian or cycle routes. Opportunities for connectivity scored highest in Zone 5 (Kerrisdale) as the greenway will connect to the future B-Line along 41st Avenue and there is also opportunity for increased connectivity to Kerrisdale Park, Point Grey Secondary, and Kerrisdale Community Centre and Library.

This is closely followed by Zone 1 and Zone 2, which connect to frequent transit services along West Broadway, and also to shopping areas, schools, and community facilities in Kitsilano. In addition, the northern greenway extension at Zone 1 will create

improved connectivity to False Creek, Granville Island, and the Seawall. Improvements to Zone 7 and Zone 8 will enhance connectivity to the Marpole neighbourhood and shopping area and to the Fraser River. Potential for improved connectivity to Riverview Park was noted in Zone 7.

- D. Equity** - Equity refers to the quality of being fair and equal. Along the greenway, certain neighbourhoods have a high proportion of amenities, while others have relatively few. In the interest of creating complete communities there is rationale to prioritize greenway implementation in areas that are currently relatively low on green space / recreational facilities / active transportation opportunities, particularly relative to population density or population needs. There is also rationale to bring forward zones where relationships with Musqueam, Squamish, and Tsleil-Waututh can be strengthened and where connections to land will be created, for example at the northern and southern ends of the greenway. In this category Zone 8 scored highest, followed by Zone 5, Zone 6 and Zone 7.
- E. Safety** - Although the temporary pathway is considered safe for users, there is still room for improvement in certain areas. In particular, some existing intersections are considered challenging and changes could provide safety improvements. Zone 5 scored highest in this category as there is an opportunity to enhance safety by simplifying the 41st Avenue crossing. Zone 3 was considered the second priority in this category, containing two fairly challenging intersections at 16th Avenue and King Edward Avenue. Redesign of both intersections will provide significant safety benefits. Note: A number of spot improvements are also proposed which will enhance safety in the near term; see section 5 for details.
- F. Relative cost** - Scores for relative cost were based on the complexity of the design in each character zone. In zones where engineering and architectural features and elements are more complex and intensive, the cost will inevitably be higher and therefore the score given lower. Zone 6 and Zone 7 have the lowest relative cost, followed by Zone 1, Zone 3, and Zone 4. Note: Discussion on funding mechanisms is contained in Section 6 of this strategy.

- G. Population density** - Scores are based on 2016 census data for the average population per hectare. Overall, the average population density living within 1km of the greenway was 50 people per hectare. For individual zones this ranged from 26 people per hectare (in Zone 3 and Zone 6) to 103 people per hectare (in Zone 2). The Zones with the highest population density (over 80 people per hectare) were Zone 1, Zone 2 and Zone 8, scoring 4 in this category.

*NB: Score of 4 represents strong rationale for advancement in the categories above.*

## Rationale for Postponement

- H. Land Use Planning** - In order to ensure a coordinated approach between planning initiatives and the delivery of the greenway, postponement is recommended in certain areas where land use studies, plans, and changes are anticipated. Zones 1 and 2 will be impacted by the Broadway Planning Process and have therefore scored 3. In addition, a neighbourhood centre plan is anticipated for Kerrisdale Village (Zone 5) and further planning work may occur around Arbutus Village (Zone 4) as identified in the Arbutus Ridge, Kerrisdale, Shaughnessy (ARKS) Community Vision; these zones score 4 and 2 respectively. Zones 7 and 8 have already had community planning work as part of the Marpole Community Plan process and implementation of this plan is ongoing; they subsequently each scored 1. Planning work is not currently anticipated for Zone 3 and Zone 6. As such, these zones also scored 1.
- I. Transit Development** - Transit planning will take place in connection with the Broadway Extension and is anticipated to be a fairly lengthy process. Therefore there is rationale to postpone implementation of Zones 1 and 2 until transit designs are finalized. Consequently these zones scored 3. The B-line is anticipated along 41st Avenue in fall 2019. This service will require stops at the greenway in Kerrisdale. Therefore Zone 5 scored 2 in this category.
- J. Parks Planning** - Among the six parks located adjacent to the greenway, those in Zone 4 (Quilchena) and Zone 7 (Riverview) are not scheduled for updating in the near term. Similarly, Kerrisdale Park in Zone 5 will be the subject of a long-term planning that will assess future community recreation facilities (arena/pool/community centre/library). Meanwhile the parks in Zone 1 (W 6th and Fir, and Delamont Park) are surfacing as near term projects for the Park Board. For this reason, Zone 1 scored a 2 overall on the postponement scale, while Zone 5 (Kerrisdale) scored 4.

*NB: Score of 4 represents strong rationale for postponing in the categories above.*

## 5. Summary of Recommendations

### Summary of Recommendations

The evaluation led to the following recommendations for implementation of Phase 1 by 2022, subject to funding availability:

- A southern extension of the greenway to Hudson Street street-end park at the Fraser River
- A northern extension of the greenway to False Creek and the Seawall (Seaside Greenway)
- Zone 8 - The Lookout: Southwest Marine Drive to Milton Street
- Zone 3 - The Ridge: West 16th Avenue to King Edward Avenue
- Short-term spot improvements to improve safety and comfort for people walking, wheeling, and biking
- City and Park Board staff to work on integrating the greenway with the park development initiatives planned for Zone 1 (West 6th Avenue and Fir Street: Delamont Park)

These recommendations are subject to funds being available. If only partial funding is available than it is possible that Zone 8 and or Zone 3 will be partially developed, with final completion deferred to a future capital plan. Subsequent phases will be determined in conjunction with future Council priorities, and availability of funding.

The following section discusses recommendations for Character Zone delivery, north-south extensions and connections, collaboration with Parks and Planning, and short-term spot improvements.



### Character Zones

The evaluation framework was used to take into consideration factors that either support advancement or suggest postponement of each of the eight character zones. The evaluation led to the following recommendations for implementation of Phase 1, subject to funding availability:

Phase 1: 2018 - 2022

- The Lookout – Southwest Marine Drive to Milton Street (Zone 8)
- The Ridge – West 16th Avenue to King Edward Avenue (Zone 3)

Further detail:

Zone 8 (The Lookout) scored very well in terms of project readiness, connectivity, equity, and population density. Across these categories the Lookout scored either a 3 (high) or 4 (very high). Transit, Parks, and Planning initiatives that could impact the future design and construction are considered limited, and therefore rationale for postponement is considered to be low.

Zone 3 (The Ridge) scored very well in terms of visibility, project readiness, safety enhancements, and a relatively low cost of construction. In all these categories a score of 3 (high) or 4 (very high) was given as rationale for advancement. At the same time there was little to no rationale for postponement, as few changes are anticipated with regard to planning and transit that would directly affect greenway design or implementation of this character zone.

Subsequent phases of character zone implementation will be determined in conjunction with Council priority, access to funds, and priorities at the time.

Phases 2-4: 2022 - 2034 (listed in no particular order)

- Harvest Table – Fir Street to West Broadway (Zone 1)
- Electric Alley – West Broadway to 16th Avenue (Zone 2)
- Woodland Bend – King Edward Avenue to West 37th Avenue (Zone 4)
- Kerrydale Pass – West 37th Avenue – West 49th Avenue (Zone 5)
- Garden Path – West 49th Avenue to West 57th Avenue (Zone 6)
- Marpole Meander – West 57th Avenue to Southwest Marine Drive (Zone 7)

## North-South Extensions and Connections

A primary objective for the project is to enable safe and comfortable travel between False Creek and the Fraser River for all ages and abilities, in order to ensure the greenway is fully integrated into the City's active transportation network. Connections will also be addressed as a key priority in Phase 1, as follows:

### Southern greenway extension to Hudson Park and Fraser River:

- A fully-accessible walking, wheeling, and cycling connection from the greenway terminus to the Fraser River
- Low and high intensity landscaping, such as lighting, benches, bike racks, and wayfinding
- Improvements to unsignalized intersection at Milton Street

### Northern greenway extension to False Creek

- Walking and cycling link along Pine Street and West 1st Avenue to the Seawall

## Collaboration with Park Board

Collaboration is anticipated with the Park Board on upcoming planning and design for the Fir Street and 6th Avenue Park, which is expected to be advanced in the next Capital Plan, as well possible changes to Delamont Park to ensure the greenway and parks are well integrated.

## Short-term Spot Improvements

Although the entire length of the temporary pathway is functional at present, certain areas do not meet aspirations for pathway widths and separation between modes. There are also opportunities for short-term improvements such as landscaping, benches and bike racks, wayfinding and lighting. Subject to funding, these and other spot improvements are anticipated to take place in the next four years as part of the 2019-2022 Capital Plan.

Spot improvements recommended for the next four years include:

### Interim construction in Character Zone 5 (Kerrydale Pass)

- Improvement to walking and cycling pathways, including plazas
- Low- and high-intensity landscaping, including lighting, benches, bike racks, play area, wayfinding and public art
- Improvements to signalized intersection at West 41st Avenue

### Spot improvements to Character Zone 1 (Harvest Table)

- Removal of bark mulch trail and widening of current asphalt pathway to achieve consistent width of at least 2.5m for walking and wheeling along the entire greenway
- Low-intensity landscaping

### Spot improvements to Character Zone 4 (Woodland Bend)

- Removal of bark mulch trail and widening of current asphalt pathway to achieve consistent width of at least 2.5m for walking and wheeling along the entire greenway
- Low-intensity landscaping

## 6. Funding Mechanisms

### Overview

The following funding sources are intended to help pay for the purchase / proposed development of the greenway:

- Revenue generated from “Excess Lands”<sup>1</sup> or “Surplus Lands”<sup>2</sup> that are part of or adjacent to the corridor, but not needed for future greenway purposes;
- Strategic partnerships with senior levels of government;
- Community Amenity Contributions (CACs)
- Integration into capital planning.

However it is important to note that as and when funding becomes available, the sequencing of short- and long-term elements may adapt accordingly. An overview of the funding sources is outlined in the following section.

### Potential Excess or Surplus Lands

As part of the project mandate, and to help fund and deliver the greenway, City staff looked at potential opportunities for “Excess Lands” and “Surplus Lands” based on the proposed design of the greenway. Particular consideration was given to availability of potentially developable space on the greenway, availability of potentially developable space immediately adjacent to the greenway, and existing site characteristics (such as the slope of the land, surrounding context, and adjacent transportation requirements).

Based on preliminary review, no Excess Lands (except the ‘Option Lands’ defined in the Arbutus Railway Line Purchase Agreement) within the boundaries of the purchased Arbutus Corridor have been identified thus far. However, through further analysis, staff identified one area of City-owned land outside the purchased corridor that may be deemed surplus and not required for greenway or other city purposes, such as transportation. The area identified as potentially surplus is along East Boulevard between West 37th Avenue and West 40th Avenue.

This area is distinct from the Excess Lands described previously because it lies entirely outside the corridor purchased from CPR. This presents an opportunity to use these lands for other purposes, such as development, and use revenue generated by them to fund the purchase and implementation of the Arbutus Greenway. The appropriate type and scale of potential development requires further investigation and community engagement by staff. Any potential rezoning of these lands would need to be considered within a future planning process that includes extensive public engagement and additional transportation analysis.

### Strategic Partnerships with Senior Levels of Government

With significant alignment in priorities between municipal, regional, provincial, and federal governments, the City is poised to participate in senior government funding programs as well as other innovative, cross-agency partnership opportunities. The City will actively work with the federal, provincial, and regional governments to secure senior government funding and support implementation of the Greenway Design Vision, as opportunities arise.

<sup>1</sup> “Excess Lands” are defined as any portion of the Arbutus Corridor purchased from CPR that is not needed for walking, cycling, or future streetcar (light rail) uses as determined by the City.

<sup>2</sup> “Surplus Lands” are defined as City-owned lands adjacent to the Arbutus Corridor that may not be needed for greenway or road-based transportation purposes.

## Community Amenity Contributions (CACs)

Community Amenity Contributions (CACs) are in-kind or cash contributions provided by property developers when City Council grants development rights through rezoning. The demand on City facilities increases with rezonings because of new residents and employees in the area. To lessen the impact on the community, CACs address this increased demand by adding and expanding City facilities.

CACs will be allocated depending on local priorities and applicable public benefits strategies, balancing needs such as affordable housing, childcare, transportation, parks and public realm improvements.

## Integration into Capital Planning

The City of Vancouver's capital plan is a four-year financial plan for investments in our City's facilities and infrastructure. Capital plans match the term of Council, and allow for a vote on borrowing money to be held at the same time as the civic election. The Arbutus Greenway is currently intended to be delivered over four capital plans, with the first phase primarily funded through Capital Plan 2019-2022. The proportion of funding distributed to each program is based on a variety of factors, including the condition of existing assets and City priorities guiding new investments. Each program area includes a mix of renewing of existing facilities and infrastructure and creating new amenities.



## 7. Conclusion

In summary, this document sets out a framework for the implementation of the Arbutus Greenway Design Vision. The evaluation framework provides a methodology to measure factors that suggest advancement of construction of each greenway character zone versus factors that suggest postponement. During this evaluation, particular focus was given to Phase 1, which is intended to take place between 2019 and 2022. For subsequent phases, it is recommended that the criteria be re-evaluated as appropriate, taking into consideration future Council priorities and other factors affecting phasing at the time.

Implementation of the greenway will include ongoing partnerships with Musqueam, Squamish, and Tsleil-Waututh, and collaboration with community-based groups, residents, businesses, and senior levels of government. The participation and capacity of these groups is essential in realizing the goals of this plan. There will be continuing opportunities for the public to be involved in further work to implement the Arbutus Greenway Vision during detailed design of each zone. City staff will finalize a detailed Master Plan for the Arbutus Greenway in 2019 which will elaborate on the context of the corridor, and provide additional detail on key elements of the Design Vision.

