

# Dunsmuir Connection

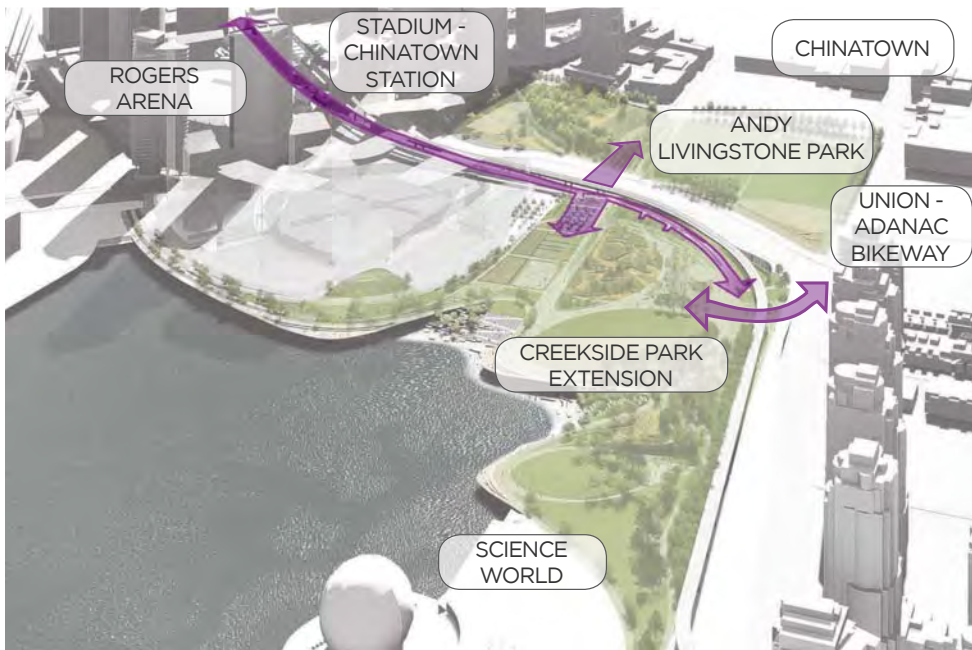
## HOW WE MOVE

### ACTIVE TRANSPORTATION

During the Northeast False Creek (NEFC) planning process, it was determined that a pedestrian and cycling connection between the Union St and Quebec St cycling routes to the existing Dunsmuir St bi-directional bike facility would be necessary to replace the existing facility on the Dunsmuir Viaduct.

The Dunsmuir Connection is a proposed elevated east-west pedestrian pathway and bikeway, connecting the city to the park, allowing for views out to the park space and the mountain and creek horizons beyond.

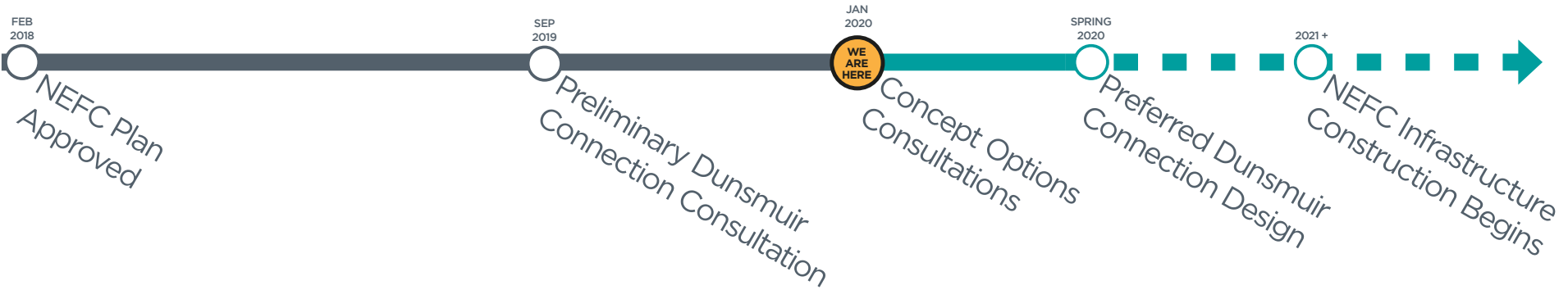
Through preliminary public engagement and discussions with City staff, the consulting team of COWI / Henning Larsen / Dissing + Weitling has developed two concept options for discussion and review.



Aerial of the future active transportation connections in the new False Creek neighbourhood



## PROJECT TIMING

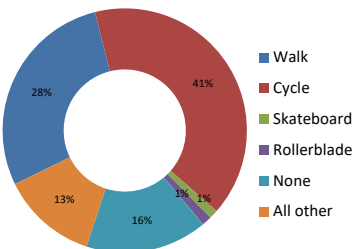


## PRELIMINARY SURVEY

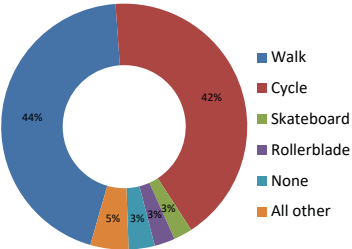
The Dunsmuir Connection Survey was conducted on-line from September 4 - 29, 2019. In addition, the project team held two in-person events on September 7 and 11 near the Dunsmuir Viaduct outside Stadium-Chinatown SkyTrain Station.

The survey consisted of four multiple choice questions, and one open ended question. In total, 929 survey responses were received.

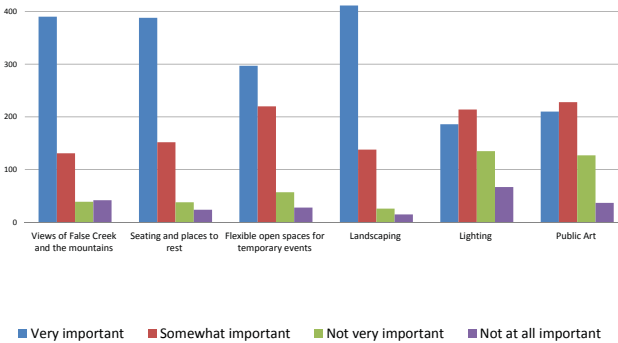
How do you actively use the Dunsmuir Viaduct currently?



How would you use the Dunsmuir Connection in the future?



What are the most important amenities that the Dunsmuir Connection should have?



Excerpt from the initial Dunsmuir Connection survey, full survey results are available online at: [vancouver.ca/files/cov/dunsmuir-connection-survey-summary.pdf](https://vancouver.ca/files/cov/dunsmuir-connection-survey-summary.pdf)

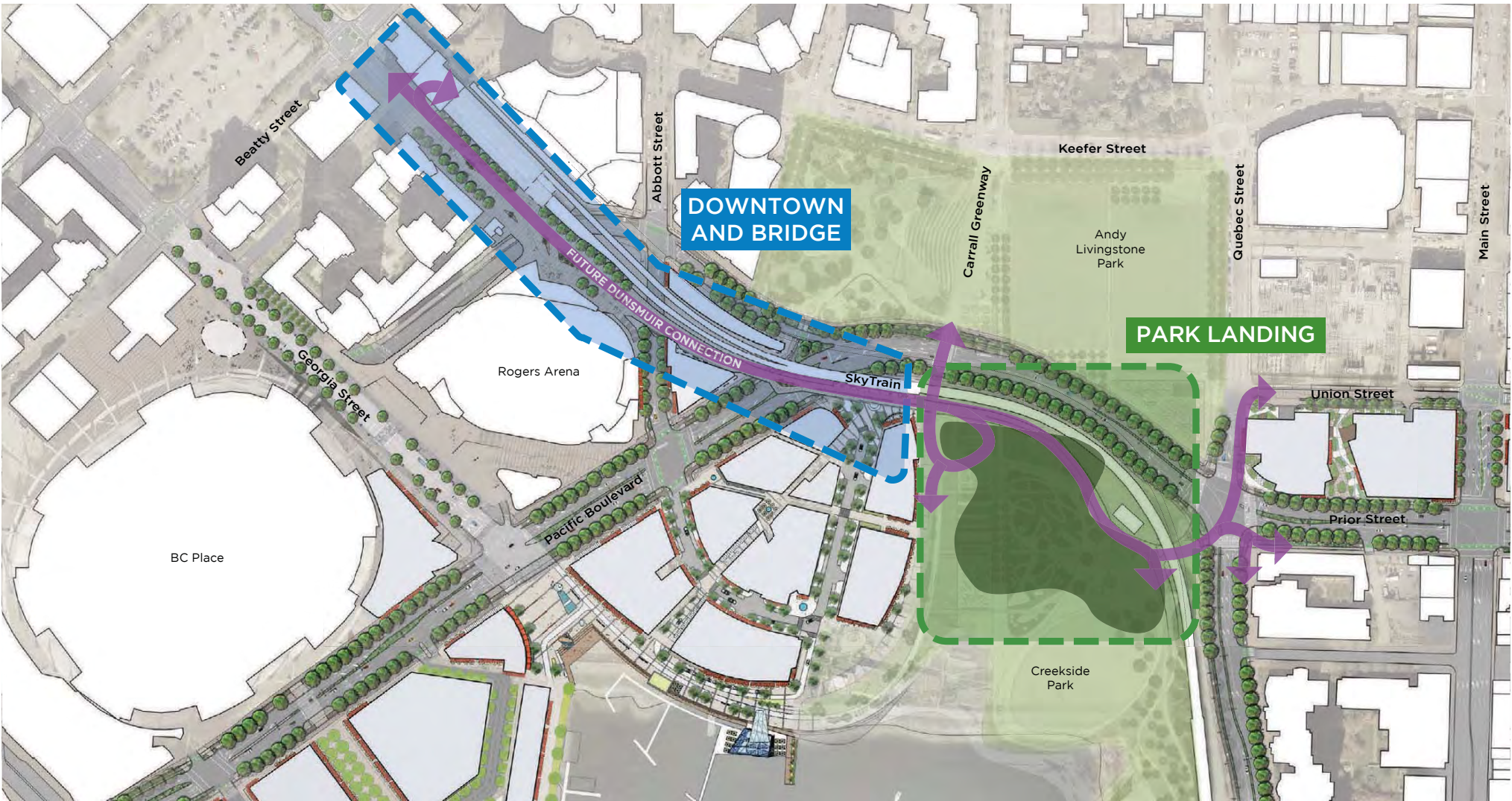
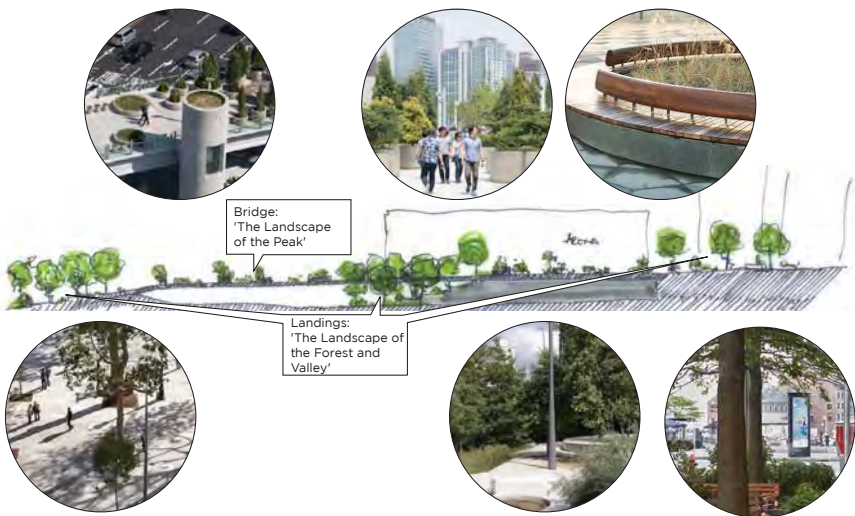


# Dunsmuir Connection

## SEGMENTS

The Dunsmuir Connection is divided into two segments, each of these segments speaking to different elements and contexts. The Downtown segment incorporates everyday cycling and walking trips as well as special events, including gatherings and celebrations. The Park Landing segment marks the arrival point to the NEFC neighbourhood and acts as an entry and exit point to the Dunsmuir Connection.

### THE PEAK AND THE VALLEY



## DOWNTOWN AND BRIDGE

### “We are connected”

The Downtown and Bridge segment is a flexible area that facilitates walking and cycling through and within the area. This segment provides access for everyday trips while providing a large open space for special events. It includes:

- » A new entry plaza to Stadium-Chinatown Station and a small urban space at Citadel Parade
- » A connection to Rogers Arena, including access to the existing elevator and stairs
- » Views to the streets and surrounding landscape
- » Landscaping to enhance the walking and cycling experience
- » Bridging opportunities to connect to future development

## PARK LANDING

### “You have arrived”

The Park Landing transitions people travelling on the Dunsmuir Connection into the future park and connects people to neighbourhoods in and adjacent to NEFC. The Park Landing segment facilitates walking and cycling in combination with experience of the park landscape. Whether by foot or on wheels, this segment brings people to the heart of NEFC, the future park and beyond. This segment includes:

- » A programmed plaza space with a stair connection to the park below
- » A pedestrian and bike path that is integrated with the landscape and the park



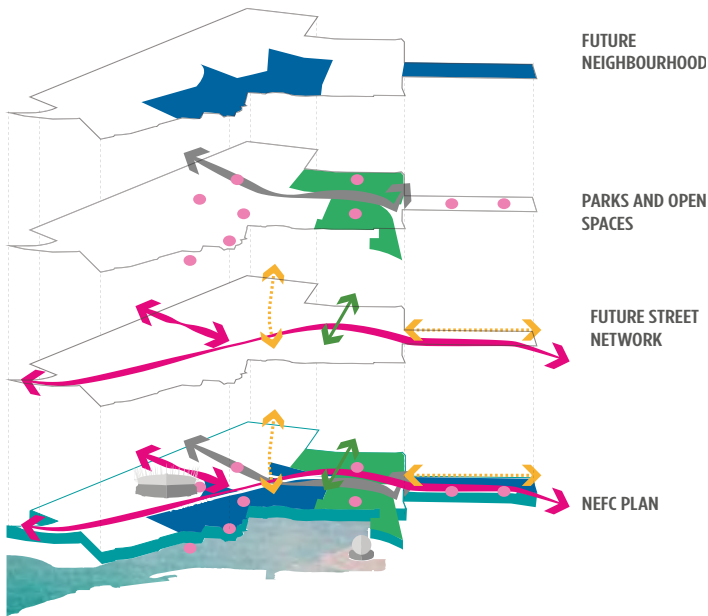
# Dunsmuir Connection

## THE OPTIONS

### OPTIONS OVERVIEW

As per Council direction in 2015, staff are continuing to pursue a self-funding implementation strategy, through on-going public benefits negotiations with NEFC landowners and community partners. It is anticipated that these developments will provide the funding for public benefits including the required City infrastructure, housing, parks and open spaces and civic facilities.

In order to meet the objectives of the NEFC Plan and meet the transportation needs of the city, two concepts were explored. These two concepts have many cross over points and, depending on the feedback we receive, elements from both could be included in the final design.



The NEFC Plan will act as a framework for guiding new growth, development and public investment within NEFC. The Plan will be implemented over the next 20 years through development, partnerships and City initiatives.

## OPTION A

### Base Scenario

This option provides a simple straightforward connection with the potential for programmable plazas, flexible connections and ease of wayfinding.



\$80M

## OPTION B

### Dynamic Scenario

This option provides a continuous cycling experience by reducing conflict and removing one pedestrian crossing.



\$90M



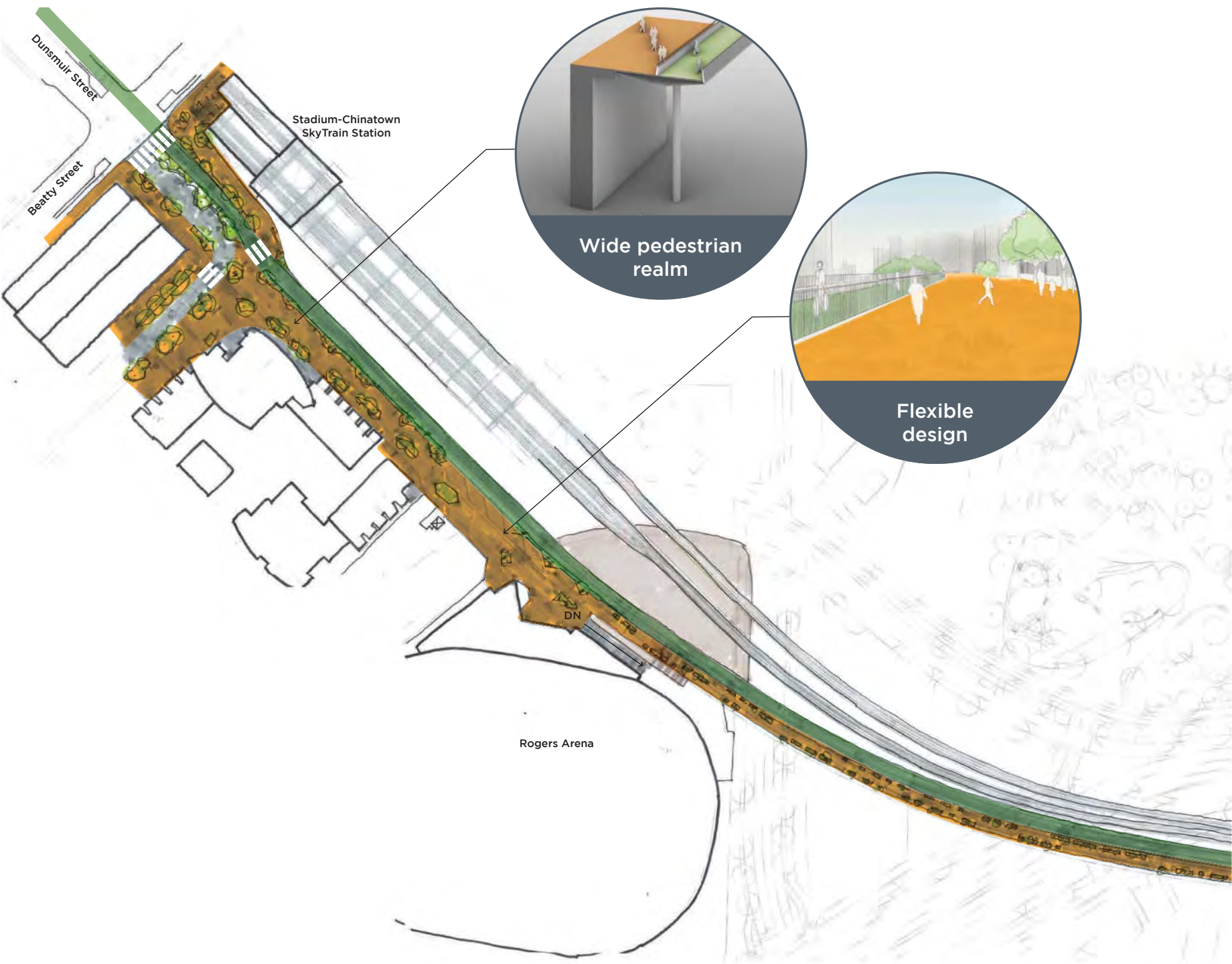
# Dunsmuir Connection

DOWNTOWN AND BRIDGE

## OPTION A



ONE LEVEL  
SEPARATED  
PEDESTRIAN AND  
CYCLING



### OVERVIEW

The Dunsmuir Connection ties into Dunsmuir St at Beatty St facilitating a protected, bi-directional cycling facility on the north side of Dunsmuir St and sidewalks connecting to the Stadium-Chinatown SkyTrain station, Costco and Rogers Arena. Bicycles and pedestrians travel on a single level towards Creekside Park.

**Advantages:**

- » Simple structure
- » Flexible open spaces
- » Adaptable to varying needs
- » Less maintenance required

**Challenges:**

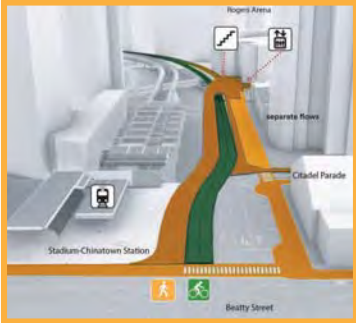
- » Pedestrian/cycling crossings:
- » Beatty St
- » Citadel Parade
- » Increased pedestrian and cyclist conflict



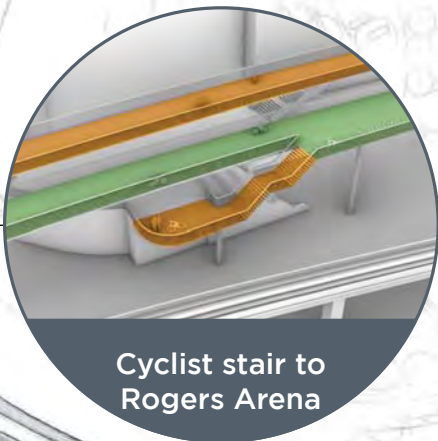
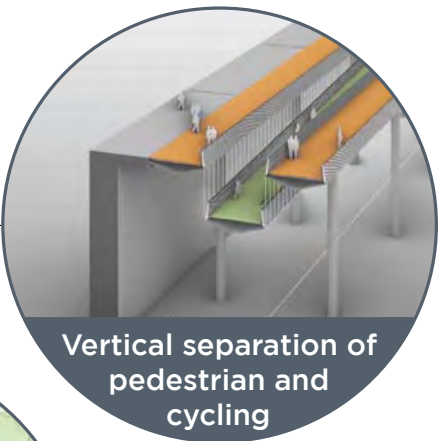
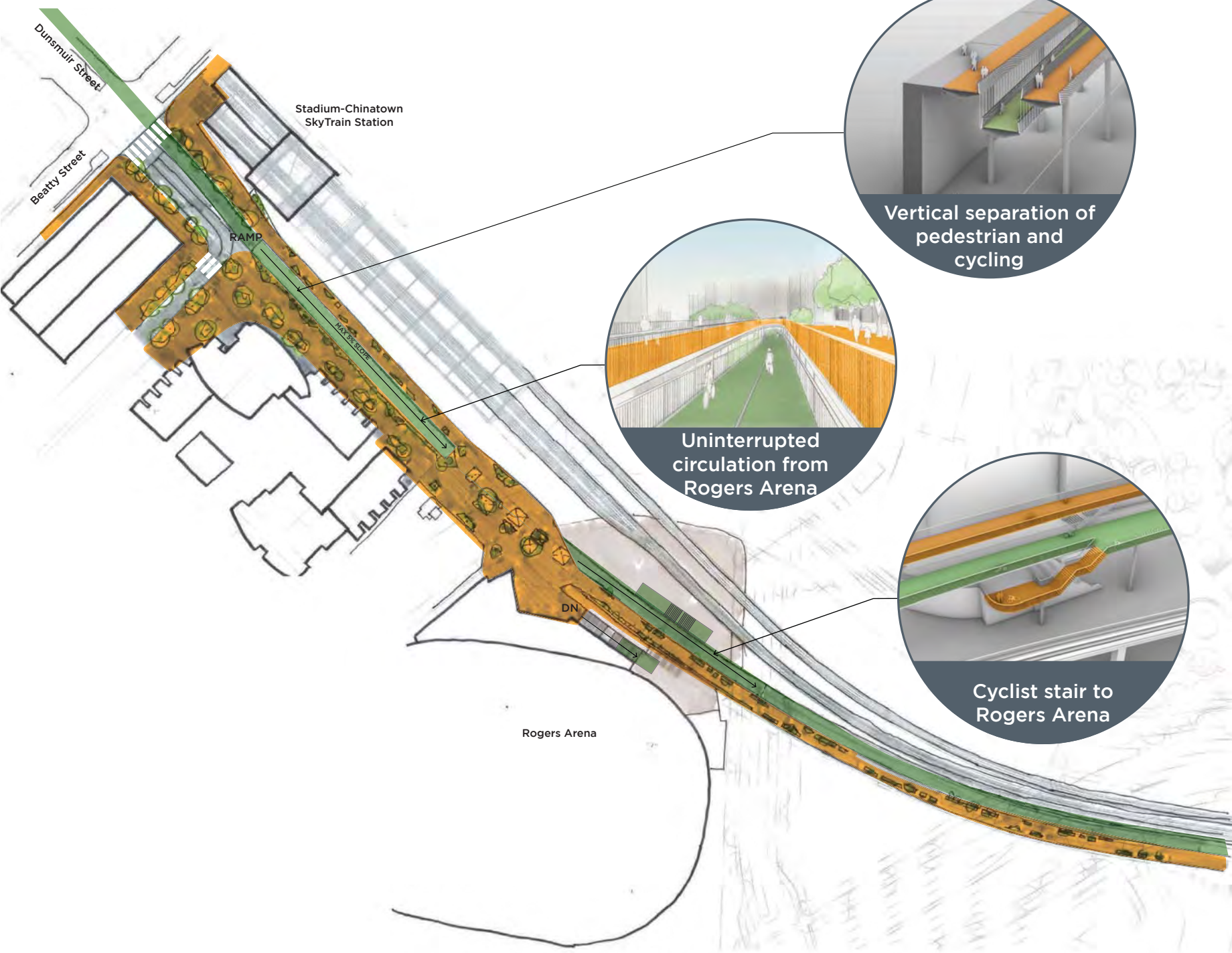
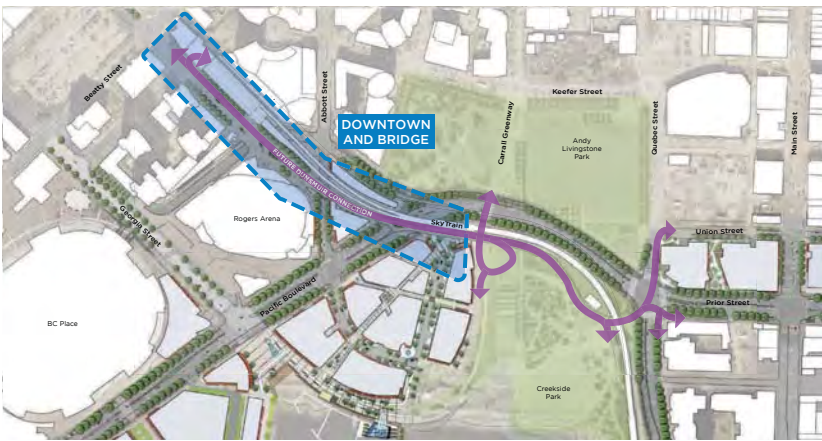
# Dunsmuir Connection

DOWNTOWN AND BRIDGE

## OPTION B



TWO LEVELS  
SEPARATED  
PEDESTRIAN WITH  
CYCLING UNDERPASS



### OVERVIEW

Bicycles and pedestrians are separated between Beatty St and Pacific Blvd through a separate structure for cyclists to travel underneath surface level pedestrian space. This creates an uninterrupted pedestrian connection between Rogers Arena and Stadium-Chinatown SkyTrain station. Bicycles and pedestrians travel on a single level between Pacific Blvd and Creekside Park.

- Advantages:**
- » Direct pedestrian access to SkyTrain from Rogers Arena

- Challenges:**
- » Additional cost for structure
  - » Not adaptable to future changes in capacity
  - » Indirect cycling access to Rogers Arena



# Dunsmuir Connection

PARK LANDING



## OVERVIEW

This option provides a simple and direct connection between the Downtown and the new park.

### Advantages:

- » Quebec St intersection
- » Simple and clear wayfinding
- » Reduced park space required
- » Direct pedestrian connection to Carrall Greenway

### Challenges:

- » Less integration with surrounding park infrastructure



# Dunsmuir Connection

PARK LANDING

## OPTION B



SEASIDE  
GREENWAY  
CONNECTION



### OVERVIEW

This option provides the opportunity to integrate walking and cycling with a park like environment.

### Advantages:

- » Elevated viewpoint adjacent to Carrall Greenway
- » Amphitheatre style steps to improve public space
- » Direct pedestrian connection to Carrall Greenway

### Challenges:

- » Increased park space required
- » Increased integration with the new park



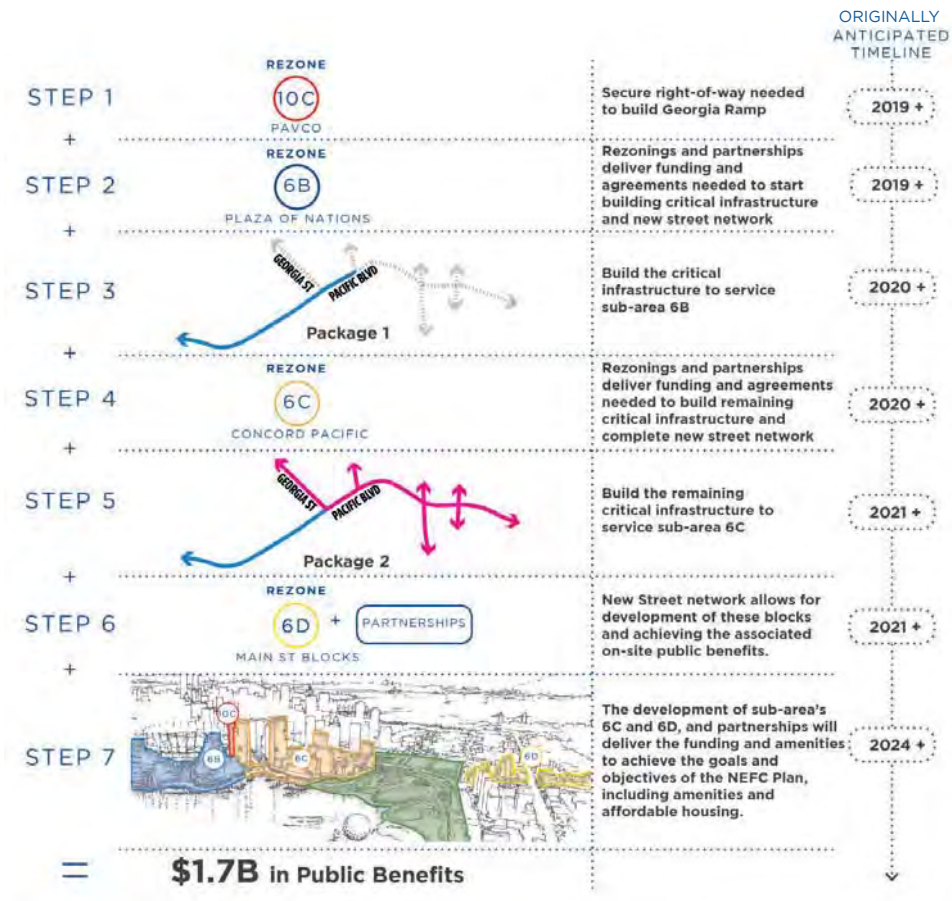
# Dunsmuir Connection

## NEXT STEPS

### NEFC PLAN TIMELINE

- The NEFC Plan sets out policy for a new mixed-use neighbourhood with \$1.7B in public benefits that will be built out over the next 20 years. These benefits include:
- » Viaducts Replacement Project in two constructions phases
    - » Phase 1: Street network and infrastructure to support 750 Pacific Blvd (Sub-area 6B, Plaza of Nations)
    - » Phase 2: Street network and infrastructure to support 811 Carrall St (Sub-area 6C), removal of the Georgia and Dunsmuir Viaducts, and construction of the new Dunsmuir Connection
  - » Affordable Housing
  - » On-site benefits
  - » Off-site benefits

- Timing of each development site is dependent on the submission by the landowners/developers and cannot be determined by the City. The current status of NEFC developments is as follows:
- » 750 Pacific Blvd (Sub-area 6B, Plaza of Nations) rezoning was approved in-principle at Council in July 2018, the preliminary development permit application has been received
  - » 777 Pacific Blvd (Sub-area 10C) rezoning was approved in-principle at Council in July 2018
  - » 800 Quebec St and 801 Main St and 898 Main St (Sub-area 6D, Main St Blocks) and 811 Carrall St (Sub-area 6C) are currently on hold



## HAVE YOUR SAY

Take the online survey:



[bit.ly/DunsmuirConnect](https://bit.ly/DunsmuirConnect)

## STAY CONNECTED

Join the NEFC email list by sending an email to: [nefc@vancouver.ca](mailto:nefc@vancouver.ca)

