



CITY OF VANCOUVER

POLICY REPORT URBAN STRUCTURE

Date: April 12, 2005
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TO: Standing Committee on Planning and Environment

FROM: Director of Current Planning and General Manager of Engineering Services,
in consultation with the General Manager of Parks and Recreation

SUBJECT: Carrall Street Greenway Concept Design

RECOMMENDATION

- A. THAT Council confirm the following objectives for the Carrall Street Greenway Project, in addition to the general greenway principles:
- i. A greenway that connects Gastown, the Downtown Eastside and Chinatown and builds on the unique heritage character of these three neighbourhoods;
 - ii. A greenway that completes the downtown recreational seawall loop by linking False Creek to Burrard Inlet; and
 - iii. A greenway that encourages active ground floor uses and facilitates economic revitalization and community development.
- B. THAT Council approve the concept design for the Carrall Street Greenway as described in this report to enhance Carrall Street, and instruct staff to:
- i. proceed with the detailed design, in consultation with the community and property and business owners;
 - ii. report back with an implementation strategy;

- iii. continue to work with the senior governments through the Vancouver Agreement and other sources to develop strategies and leverage funding for implementation of the Carrall Street Greenway.
- C. THAT Council instruct staff to review the usage of the Carrall Street Greenway after its construction and evaluate ways to move toward the long-term vision as described in this report.

GENERAL MANAGER'S COMMENTS

The General Managers of Community Services and Engineering Services RECOMMEND approval of the foregoing.

COUNCIL POLICY

In 1989, 1990 and 1994, Council approved the False Creek Policy Statement, the Coal Harbour Policy Statement and the Central Waterfront Port Lands Policy Statement, all of which included policies to create waterfront walkways-bikeways along their respective waterfronts.

On July 18, 1995 Council approved the Vancouver Greenways Plan. This plan supports the development of Greenways to improve walking and cycling opportunities to local connections and promote community building. A total of 14 "citywide" greenways were identified, including a greenway from False Creek to Burrard Inlet between Cambie and Main Streets.

On July 28, 1998, Council confirmed principles to provide general guidance to actions and planning in the Downtown Eastside, Chinatown, Gastown and Strathcona, which include encouraging legitimate commercial activity, improving conditions at the street level, improving existing SROs, reducing crime, and helping community people find allies and seek a common future.

On July 9, 2002 Council approved the Downtown Transportation Plan to improve downtown access and liveability by improving streetscapes and creating a balanced transportation system that includes the promotion of walking and cycling in the downtown, and development of Carrall Street as part of a network of downtown greenways and bike routes.

PURPOSE AND SUMMARY

The purpose of this report is to update Council on recent developments concerning the Carrall Street Greenway and to seek Council approval of the concept design and strategy for the Carrall Street Greenway.

This Greenway is proposed as an important public realm feature linking False Creek and Burrard Inlet that will help complete a recreational seawall loop around Downtown and Stanley Park. It is also a strategic initiative to focus public realm improvements and private investment along Carrall Street and to create employment opportunities for Downtown Eastside residents.

This report presents a concept design where the roadway width is narrowed and parking is removed from one side of the street to allow the sidewalks to be expanded and dedicated recreational paths to be provided for cyclists, skateboarders and inline-skaters on both sides of the street. The Greenway is subdivided into the Park Zone and the Heritage Zone. The Heritage Zone traverses the Downtown Eastside communities including Chinatown and Gastown. The design principles for each Zone remain the same; however, to maintain the individuality of the diverse communities along the route, some detailed design components may vary.

While agreeing with the physical configuration of the recommended concept design, the community would like to see the space being used in a different way in the future if feasible. In the community's long-term vision, cyclists are diverted to share the roadway and the recreational paths are converted to sidewalk space. Translink buses are relocated to another street, parking is further reduced, and traffic volumes on the street are reduced substantially. Given the potential impact this vision may have on the entire neighbourhood, staff recommend a review of the usage of Carrall Street Greenway after its construction and a detailed evaluation on the issues affecting implementation of the long-term vision.

Preliminary cost estimate for this project is about \$1 million per block to accommodate significant road and sidewalk reconstruction and landscaping, with a preliminary estimate of about \$5 million between Pacific Boulevard and Water Street. To support this project, the Western Economic Diversification Canada has already made a commitment of \$300,000 toward the detailed design under the Vancouver Agreement's Downtown Eastside Economic Revitalization Plan.

BACKGROUND

Existing Condition

Carrall Street is a two lane, two way street with two parking lanes extending between Pacific Boulevard and Water Street. The section of Carrall Street between Cordova Street and Pender Street was recently converted to 2 way operation in April 2004 as part of the implementation of the Downtown Transportation Plan.

Traffic volumes along the six blocks of Carrall Street range between 2000 and 5000 vehicles per day depending on the location. Parking and loading are generally available along the entire street length. Translink currently has two scheduled bus services on Carrall Street in the southbound direction only between Powell and Pender Streets. Regularly scheduled tour buses also use the street in the northbound direction between Pender and Keefer Streets.

The existing street right of way is approximately 20m wide and the typical existing street cross section is shown below.



Figure 3: Existing Cross Section (looking north)

There are many public spaces and parks along Carrall Street serving a very diverse population.

- Crab Park north of the rail tracks is mainly used by local residents. It can be accessed through the Main Street Overpass.
- In Gastown, Maple Tree Square is a major destination with the statue of Gassy Jack, and Blood Alley Square is a place where the local community organizes events.
- Pigeon Park is valued by many area residents as a local park and as an intimate, outdoor neighbourhood 'living room.'
- Sun Yat-Sen Courtyard at the Chinese Cultural Centre is a key gathering place for Chinatown where the annual Chinatown Arts and Cultural Festival take place.
- Andy Livingstone Park is frequented by both local residents and visitors.
- A waterfront park (the future extension of Creekside Park) will be built on the east side of Carrall Street, south of Pacific Boulevard, once Concord Pacific proceeds with land development west of Carrall Street.

Carrall Street as a Greenway

The Vancouver Greenways Plan, approved by Council in 1995, includes the implementation of routes in the downtown forming part of the City Greenway network. Greenways are multi-use routes that provide greater priority to pedestrians and cyclists while providing opportunities for community development and enhanced green spaces. The plan identified a greenway from False Creek to Burrard Inlet between Cambie and Main Streets.

In 2002, Council adopted the Downtown Transportation Plan (DTP), which includes various goals and objectives, many of which focus on increased liveability in the downtown, the promotion of walking and cycling, and the creation of streetscapes conducive to pedestrians. The DTP specifically identifies Carrall Street as the preferred north-south greenway connection across the "neck" of the downtown peninsula, linking a series of parks, plazas and historic sites from Gastown, Vancouver's Downtown Eastside and Chinatown (Figure 1)

Similarly, the DTP identifies Carrall Street as an important north-south component of the downtown bicycle network.

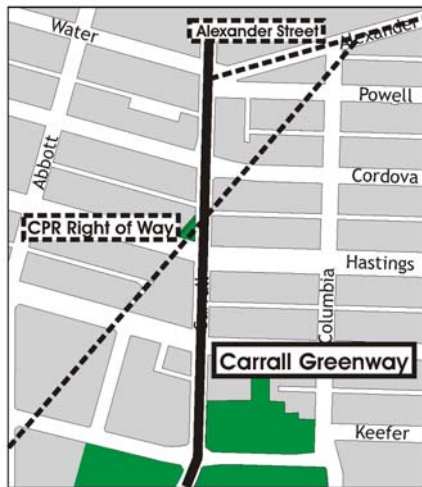


Figure 1: Carrall Street Greenway



Figure 2: Recreational seawall loop

The Carrall Street Greenway water-to-water connection will also help complete a recreational seawall loop around the Downtown and Stanley Park. (Figure 2) At the north end, it is envisaged to link with a pedestrian bridge to Crab Park and a future Portside seawall greenway extending to Stanley Park. At the south end, an improved pedestrian and cyclist link to the False Creek seawall is proposed through future developments in North East False Creek. The DTP acknowledged that with development of Carrall Street to a greenway, some parking will be removed and a connection over the existing rail tracks at the north end to connect to an east-west route at Burrard Inlet would be desirable.

A Project to Facilitate Economic Revitalization

One of the key objectives for the Carrall Street Greenway is economic revitalization for the Downtown Eastside (DTES). The DTES Economic Revitalization Plan identifies the Carrall Street Greenway as a strategic initiative to help focus public realm improvements and private investments along the corridor to support new businesses and social enterprises in Gastown, Chinatown and along Hastings Street, and to increase employment opportunities for local residents. The Vancouver Agreement has developed a DTES Employment Strategy to help local residents fill new jobs including volunteer, part-time and low-threshold employment opportunities that will be created by increased business activities.

In order to achieve the goal of increasing the demand for DTES products and services, the appearance and physical environment of the community must continue to be upgraded. The Carrall Street Greenway will rebuild the visual and physical links between what have become discrete DTES neighbourhoods, enhance arts and cultural programming opportunities along the corridor, and create spaces that support community artwork.

Complementing those public realm improvements, the City's Heritage Incentive Program provides façade grants, density bonuses and property tax abatement to facilitate the conservation and rehabilitation of the heritage buildings and help initiate economic activity in these important historic areas. Most of the buildings along Carrall Street are eligible for the incentives and ten of them are currently in process.

A Project to Support Community Development

The Carrall Street Greenway also aims to facilitate community partnerships. A public Stewardship Group has been formed around the greenway, and consists of property and business owners, local residents and other stakeholders from Gastown, Chinatown and the Downtown Eastside.

In the past two years, the Stewardship Group has been a key venue for community members from the three communities to come together and work with the City's staff team to look at ways to better design and program the public spaces along Carrall Street and advocate for interim improvements as well as a long-term plan for the Greenway. Recently, the Stewardship Group also started to function as a consensus-building group to address other issues of collective interests to the three neighbourhoods, such as the location of a needle exchange and addressing the impact of the illegal drug trade.

Recent Developments and Public Realm Improvements

As part of the Carrall Street Greenway project, the City and Park Board are planning on making design improvements for Pigeon Park. Pigeon Park is situated in a key location, at the corner of Hastings and Carrall Streets, surrounded by several communities within the Victory Square district. Pigeon Park is valued by many low-income residents in the area as a local park and as an intimate, outdoor neighbourhood 'living room'.

To gain a better understanding of the current activities and desired changes for Pigeon Park, the City retained the Environmental Youth Alliance (EYA) in 2004 to conduct a targeted outreach to the low-income residents. Traditional survey and asset mapping were used to gather inputs from existing park users. The report *Renovating the Living Room* prepared by the EYA summarizing that public process is on file with the City Clerk.

The following streetscape improvement projects were completed with funding from the Vancouver Agreement partners in cooperation with community organizations:

- Installation of "greenway" banners and street name blades along Carrall Street;
- Mural painting in front of the Merchants Bank Building and the Pennsylvania Hotel Building involving local residents;
- Graffiti removal, light pole painting and additional street cleaning by United We Can;
- Expansion of the Dr. Sun Yat-Sen Garden;
- Improvements of the Sun Yat-Sen Courtyard and mosaic artwork;
- Chinatown Millennium Gate;
- Repaving of Water Street; and Lighting in Chinatown and Gastown.

In addition to these public realm improvements, the following heritage buildings along and around Carrall Street have been or are being processed through the Heritage Incentive Program which will help energize Carrall Street:

- Chinese Freemason Building (1 West Pender);
- Chinese Times Building (5 East Pender);
- Pennsylvania Hotel (412 Carrall);
- Merchants Bank (1 West Hastings);
- Kings Hotel (210 Carrall);

- BC Electric Building (425 Carrall);
- Alhambra Hotel (2 Water Street);
- The Garage (12 Water);
- Grand Hotel and Terminus Hotel (36 Water); and
- Stanley / New Fountain Hotel (36 Blood Alley Square).

DISCUSSION

The Corridor

The design concept proposed for Carrall Street primarily revolves around reallocating space from vehicles to pedestrians and recreational users (such as joggers, in-line skaters and cyclists) and planting of additional trees. The Greenway can be subdivided into several distinct segments each with a unique identity and design focus. The general design principles for each segment remain the same; however, to maintain the individuality of the diverse communities along the route, some detailed design components may vary. The following is a description of and the purpose for the various zones and their design details.

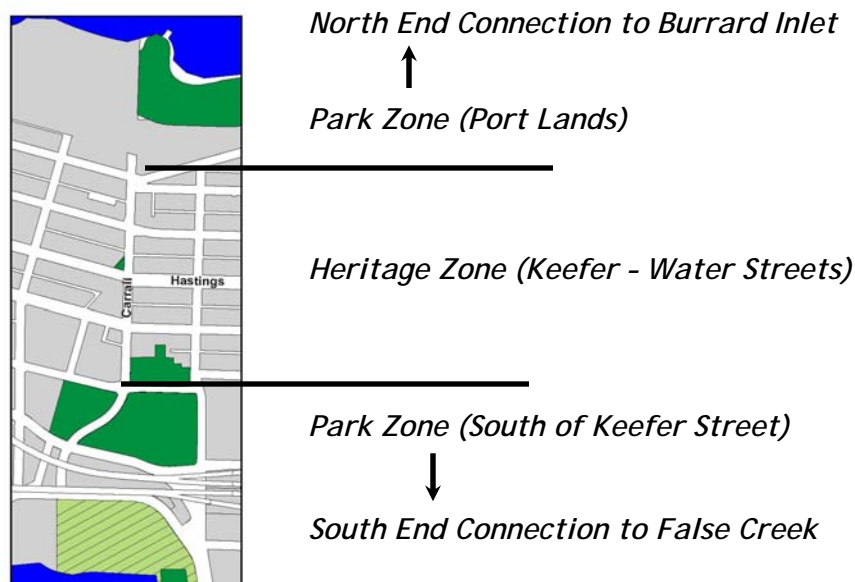


Figure 4: The Corridor

Concept Design

The concept design for Carrall Street reallocates a portion of the existing road space and creates more space for the community and recreational cyclists and bladers to enjoy. The roadway width would be narrowed and parking would be removed from one side of the street allowing the sidewalks to be expanded on both sides of the street. This increases the opportunities available to the community to enjoy the street and allows for increased street programming, such as sidewalk cafes and street vending. At the same time it maintains the basic vehicular, transit and delivery vehicle access currently available along the street.

1) Park Zone

The segment of Carrall Street south of Keefer Street is currently called the 'Park Zone'. North of Pacific Boulevard, the proposed design is symmetrical with separated 2.5m wide

paths for recreational users on both sides of the road. Recreational path users are provided a dedicated space separate from pedestrians at sidewalk level rather than at road level. This is in response to the preference to physically separate the recreational path users from motor vehicles and to provide an attractive recreational facility to connect the seawalls. The design also includes 4 rows of trees, two of which provide an additional green space buffer zone between the recreational users and the roadway (see cross section below).

Figure 5: Park Zone- South of Keefer Street (looking north)

2) Heritage Zone

Carrall Street between Keefer Street and Water Street is referred to as the 'Heritage Zone'. The design for this zone is asymmetric with three rows of trees, an expanded west side sidewalk to enable increased street programming, continued recreational paths on both sides of the street, and an additional flexible amenity space for loading, parking, bus stops and passive programming uses.

The flexible amenity space is one of the unique features of the Carrall Street Greenway design. This space is on the west side of the street and is available for different uses. The flexible amenity space would be located at sidewalk level and any vehicles parking in this zone would be required to roll up over the curb.

The recommended design can also be easily transformed for street festivals or special events. The recreational path or the entire street could be reclaimed by the community for special events. By providing this flexible design the programming of the street can increase as the street evolves and community ownership grows.

In addition to possible extension of pedestrian activities to the recreational paths or street during events and festivals, this design also accommodates semi-permanent active use of part of the sidewalk as an amenity space available to the community, local retailers, outdoor cafes and other community inspired activities.



Figure 6: Heritage Zone - Keefer to Cordova Streets (looking north)

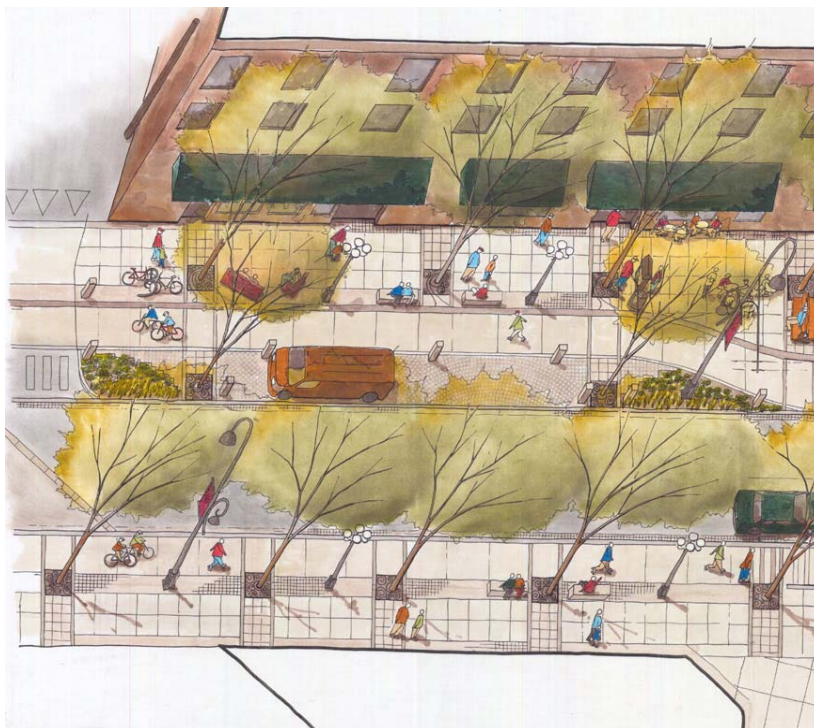


Figure 7: Plan View of the Heritage Zone

Within the Heritage Zone, Carrall Street also traverses Chinatown. With the growing importance of tourism in Chinatown, and the notion that the Garden is the biggest tourist destination in Chinatown and that Keefer Street also marks the entrance into the Heritage Zone of the Carrall Street Greenway, a tour bus stop and other tourism services (information booth etc.) will be accommodated at the north side of Keefer Street at Carrall Street.

The DTP also identified the Keefer-Pender block of Carrall Street as part of the downtown cycling network to connect the Adanac bikeway and the bike lanes on Pender Street. The Bicycle Advisory Committee has requested staff to explore options to facilitate the movement of more experienced cyclists through this area. This issue will be further investigated as part of the detailed design of the Greenway.

3) Intersection Treatment

Unlike the seawall, the Carrall Street Greenway crosses through several intersections. To ensure the safe crossing of cyclists and skaters through these intersections, it is necessary to direct the recreational path to road level before the intersections via a ramp. Essentially the off-street recreational path transitions to a typical on-street bike lane at the intersections. This reduces confusion and conflicts between motorists and cyclists especially for right-turning motorists. This intersection treatment maximises the visibility of path users to motorists and warns path users of the approaching intersection. The transitional drop-down length will be minimized and the separation between recreational users and motorists will be maintained for as long as possible. After crossing the intersection, cyclists and skaters would once again return to sidewalk level as soon as possible.

This innovative approach which provides a safe cycling design at intersections while maintaining higher comfort levels to encourage recreational users. Detailed treatment of the path as it crosses the intersection will be discussed as part of the detailed design. After construction, the intersection operation will be monitored closely and adjusted if necessary.

4) North End Connection

One of the pivotal features of the Carrall Street Greenway is the water to water connection and completion of the seawall recreational loop. In the long term, a pedestrian-bicycle bridge over the existing rail tracks at the north end is proposed. This would connect the greenway and the Downtown Eastside to Crab Park and to the future Burrard Inlet seawall. As part of the detailed design phase, staff will initiate discussions with the Port Authority to investigate opportunities to connect the Greenway to Burrard Inlet. This will occur as part of the future redevelopment of the Port Lands as per the Central Waterfront Portlands Policy Statement adopted by Council in 1994.

In the interim, Alexander Street between Carrall Street and Main Street has been proposed as a connection to the water via the Main Street Overpass. On 19 February, 2005 staff held a preliminary workshop with representatives from the Alexander Street community to discuss potential street designs and opportunities for Alexander Street. This meeting was initiated as part of the pump station development along Alexander Street, but also related to the Carrall Street Greenway design.

5) South End Connection

In the long term, the connection between Pacific Boulevard and the False Creek seawall will be designed as part of the Concord redevelopment. Until this redevelopment occurs, funding has been secured for an interim greenway connection. Staff hope to have this connection in place in 2006.

Monitoring, Evaluation and a Long-term Vision

While agreeing with the physical configuration of the recommended concept design, the Stewardship Group and other community members would like to see the space being used in a different way if feasible. The street cross-section below shows a long-term vision expressed by the community. In this vision, the sidewalk is expanded for pedestrian activities by diverting cyclists to share the roadway and converting the recreational paths to sidewalk space. Translink buses are relocated to another street, parking is further reduced, and traffic volumes on the street are reduced substantially. To reduce traffic volumes, partial closures may need to be introduced and through traffic along Carrall Street may be prevented.

Figure 8: Long-term Vision (looking north)

The staff design team recognises this vision as a possible long term future for the Carrall Street Greenway. However given the potential impact this long term vision may have on the entire neighbourhood such as access requirements, traffic volumes, transit service relocation, and policing issues, staff are recommending a greenway design which meets the current needs of the community, while still providing the flexibility to meet the long-term vision.

The recommended concept design has the same street dimensions and differs only in the utilisation of the road space (compare Figures 6 and 8). The primary difference in the recommended concept design from the future vision is that recreational users are provided a safe and dedicated space at sidewalk level and they would not be required to share the road with vehicles. This is compatible with the vision of a recreational path which will form part of the seawall loop. It is therefore recommended that staff proceed with a more detailed evaluation regarding the long term implications of the vision expressed by the community in an effort to work towards this future vision.

PUBLIC PROCESS AND FEEDBACK

Discussion of making Carrall Street as a special pedestrian route has taken place in the community for more than twenty years. A public Stewardship Group was formed in 2002 to help guide this process. In partnership with the Stewardship Group, staff organized an extensive public process in 2003, consisting of a design charrette, an open house and six workshops to consider and develop various concepts for the greenway.

Based on the Goals and Objectives developed in 2003, an interdepartmental staff design team was assembled to develop design options for the Carrall Street Greenway in 2004. The proposed concept design and strategy in this report was endorsed by the Stewardship Group on January 27, 2005, as well as the following council advisory committees:

- Bicycle Advisory Committee.
- Special Committee on Disability Issues
- Chinatown Historic Area Planning Committee; and
- Gastown Historic Area Planning Committee.

Staff also met with the Vancouver Area Network of Drug Users (VANDU) on March 21, 2005 to provide an update of the Carrall Street Greenway project and discuss the proposed design. VANDU were interested in the project and had concerns about how the project, along with other DTES initiatives, could help generate low-threshold employment opportunities for local residents. Staff will follow up with VANDU in discussing the Vancouver Agreement Employment Strategy.

An Open House was held on March 23, 2005 in the Interurban Gallery at the corner of Hastings and Carrall Streets. About 130 people attended. The public process indicates strong community support for the concept design and the proposed strategy to further discuss the future vision. The summary of the public feedback is included in the Appendix.

IMPLEMENTATION PLAN

With Council approval of the concept design recommended for the Carrall Street Greenway, staff will proceed to the detailed design phase of the project. After the detailed design is completed, staff will provide a report back on the design, detailed cost estimates and available funding sources. It is anticipated this work can be completed by the end of 2005.

Exploration of design options for Pigeon Park will also be carried out with the detailed design of the Carrall Street Greenway. Staff anticipates a report to the Park Board on the detailed design of Pigeon Park in late Spring 2005 and implementation before the end of 2005 subject to the development of the Merchants Bank Building.

After the greenway is constructed, staff will review its usage and proceed with a detailed evaluation on the issues affecting implementation of the long term vision for the Carrall Street Greenway. Items such as access requirements, traffic volumes, transit service relocation, crime and policing issues, street activity and function will be included in this evaluation. It will also be necessary to review the extent of the long term vision treatment and connectivity to the Park Zone design.

It is envisaged that the implementation of the Carrall Street Greenway will likely be staged, based on available funding sources. Both the community and staff would like to see a block of the greenway completed in early 2006 to be used as a showcase project for the World Urban Forum.

FINANCIAL IMPLICATIONS

Preliminary cost estimate for this project is about \$1 million per block to accommodate significant road and sidewalk reconstruction and landscaping, with a preliminary estimate of about \$5 million between Pacific Boulevard and Water Street. The cost may range between \$500,000 and \$1,500,000 per block depending on final design details, potential need for utility relocations and individual block designs. No cost estimate is currently available for the northern bridge connection, and there is a possibility the Port of Vancouver will contribute to this future connection to Crab Park. The connection between Pacific Boulevard and the False Creek seawall will be designed as part of the Concord redevelopment.

Council has already approved allocation of \$ 134,070 for the development of Carrall Street Greenway and \$120,000 for the Pigeon Park improvements from the Community Amenity Contribution received for 550 Taylor Street (Block 17; Account 9100 320041). The Western Economic Diversification Canada has also made a commitment of \$300,000 toward the detailed design of the Carrall Street Greenway under the Vancouver Agreement's DTES Economic Revitalization Plan.

Potential future funding sources for the remaining design cost and implementation of this project include City's 2006-2008 Capital Plan, and cost sharing opportunities with future funding partners including senior governments, area developers and other private sector partners.

CONCLUSION

Carrall Street Greenway will be the first downtown greenway that will reflect the intense and diverse uses in the area and showcase the most unique heritage asset in the City. With strong support from the community and the progress of various Downtown Eastside revitalization initiatives, it is timely to move forward with detailed design of the Carrall Street Greenway. It will complement the redevelopment of Woodward, implementation of the Gastown Heritage Management Plan, development of the Chinatown Community Plan, as well as the upcoming discussions of the Victory Square Concept Plan and the DTES Housing Plan.

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Appendix: Comments Received on Proposed Concept Design and Strategy

Comments Received on Proposed Concept Design and Strategy

Question 1: On Concept Design

Comments Received

- Yes. I favour the segregation of traffic and an expanded seawall like path. The current recommended option is very favourable.
- It is flexible and allows for progress towards the long-term vision, as well as providing some wriggle room for dealing with unexpected events. The big advantage of the 2 stage strategy is that we can start now, rather than waiting for everything to be perfect.
- I am very concerned about noise from skateboarders. The concrete should be a special low noise kind.
- I support this.
- I accept the fact that a transitional phase is necessary toward the long-term community vision. The current recommended design looks like a rational short-term response toward the long-term community vision.
- I believe that the cyclists interfere with the community use of the amenity space. But acknowledge that this is a reasoned transition as long as the council report embraces the community vision.
- I support this vision whole heartedly. It allows for much flexibility for neighbourhood change and development.
- Looks good overall. How will the north end be treated? (i.e. right now it's a 5-way intersection with wide banking turns that could be improved from a ped/cyclist perspective) Link to park? In one section, the bike lanes are narrower (2m); is this wide enough? Could be a lot of ped, cycling rollerblading traffic (tourist, recreational, commuter)
- Yes. This is an excellent idea. About time!!
- This is a good start, but 1 long-term community vision is where I would like to be.
- This appears to be a highly compromised plan. It offers the addition of a bike lane, and little more. It would demand a similar amount of labour and expense to the city, for an end result that would not make much of an improvement to the neighbourhood, or the city as a whole.
- Yes. Also consider seating (benches) and washrooms for seniors and visitors.
- Less than the community vision scheme. Is a huge improvement from current scheme. Could be very nice if bike flow traffic doesn't overflow boundaries.
- It is a good idea to reduce amount of vehicle traffic and provide a friendly pedestrian walkway.
- Need to separate peds and cyclists by some barrier (plants etc.) Reduce car lanes to one direction to free up sufficient space for proper cycling facilities that can handle the recreational and commuting volume in this area. If bike path is used for other events, the street should be closed to cars and bikes should be on street inline with City's transportation priorities.
- Limit parking as much as possible
- Bigger sidewalk is great as is separate cycle lane. Providing space for cafes on the street is also very desirable.
- I do support this vision but trust that the ultimate vision will not be abandoned.

- This one seems like the best. Separate path for cyclists/bladers parallel to cars - an interesting concept that should be tested in Vancouver.
- Let's do it! This is the missing link! It will re-vitalize Chinatown and Gastown economically. It will be major tourist attraction to bladers and bikers all over the world. It will create a fantastic fitness loop around the city Peninsula. It will disperse Seawall congestion from Stanley Park. It is close to Have not recreation areas of Strathcona/Mt. Pleasant East/Commercial Drive that could be easily accessed by the Central Valley Greenway and biking/biking path thru Finning Lands to VCC or the Ontario St. Greenway. It could be a trolley destination. It is accessible to Quebec St. Plaza skate park for bladers/boarders and BMX'ers.
- Yes, I support this vision. The increased residential development to the south in the coming years would permit a vital connection to historic gastown and downtown business. Ensuring that people can access waterfront and other parts of the city.
- does not support that vehicular and bus access is maintained.
- I understand the need to compromise. For now, a bike route is safer for cyclists. Be sure the signage is clear. I look forward to the festival days.

Question 2: On the Long-term Vision

Comments Received:

- The vision will be great for Carrall Street and DTES generally.
- Let's move forward right away.
- Totally support this.
- I support the long-term community vision.
- Desire to implement ASAP in order that the amenity strategy can be effectively implemented within the community. Highly recommended.
- I support this vision. For the present though some provisions for loading and parking should maintained. As alternate transportation developed and the neighbourhood developing as the city envisions, the parking/loading and access can be replaced by other uses.
- Looks good overall; only a few concerns.
- YES. I dream of this...really! I own the Irish Heather and Salty Tongue Deli. Both businesses open onto Carrall Street. Over 60 ft of frontage. It would be fantastic to have European style patios outside both operations. It would also be great to feed off of the Seawall traffic...the more new blood we attract, the more positive change we can expect.
- Yes, I absolutely support this vision. I'd always imagined the greenway project to mean less to no automobile/bus traffic in exchange for increased green space and pedestrian activity. I think the community vision adhere to that principle. I realize that the traffic will have to be re-routed and that my own street of Abbott will have to bear some of that load.
- I do support it provided specific activities are arranged at the outset for at least part of this increased pedestrian space. Otherwise, what's been going on at Pigeon Park will just be extended to these areas and probably drive away other activities. You're soliciting "community visions". Does that mean several community groups active in this general neighbourhood? What incentives are there for improvement of the adjacent properties?

- Yes! The concept and ideas expressed will certainly bring improvements to the whole of Vancouver downtown east-side. It is also a unifying street area to connect Chinatown, Victory Square, Gaston, Hastings (depressed area) street, and the old Japan-town.
- Yes, more space for non-emission vehicles, more fresh air to breath. Also get rid of the pan handlers and pushers.
- I totally agree with any measure to give the street to the pedestrian with minimal slow car access. Festivals and urban life will thrive with vision goals.
- The long-term vision is workable and will go a long way in inspiring the neighbourhood and provides a vital link between Chinatown and Gastown.
- Do not support bikes sharing the road with cars. This approach will not support a 10% cycling target. This will be a heavy volume recreational cycling path for kids, families, tourists on bikes with families, tandems etc. of various cycling skills level. Need wide bike paths separated from cars and pedestrians. Support Carrall St as a properly designed greenway.
- Inadequate for promoting "healthy" city needs. Separate bike route: shared is not good enough just serves to reinforce car use. Preferred transit use. Strict decrease in car use.
- Best to keep bike and car traffic separate. Good to get buses off the greenway.
- Yes I support this vision. It's a fantastic way to promote community and encouraging the arts (music, film scene). The project would also add to the sheer beauty of Gastown.
- The area (district) both on Carrall St. and along Hastings represents tremendous potentials the city continues to grow. Look either to Portland (areas where street car passes thru) or to the Fitzroy/Brunswick district of Melbourne, Australia. There, districts which mimic here in architecture have spun off funky, groovy, bohemian cafes, nightclubs for EVERYONE!! My biggest fear is to lose this area to socialist radicals who are content to see it decay so that it can remain a ghetto. There is much work to do. But, I believe this area can breath life again as it did pre-1990's and accommodate various markets and types of housing and businesses. Remember bring tax revenues that help to pay for all the City's dreams including housing.
- Okay, but #2 (current design) is better.
- Yes. Buses would go through Gastown instead - very little transit access there now.
- Wonderful idea! This will make Vancouver the only city in the world with a blading/bike pathway around it!! Pathways cut down crime! Bladers and bikes spook away criminals with their presence and they phone in crimes their cells - phones to police!! This (?) into proposed plans for a pathway from science world thru Thornton Park along the new National St. (by Public Works Yard) along walkway to Strathcona Park and the Adanac Bike Route (to service Strathcona and Commercial Drive area.
- Yes. This vision will improve the area dramatically and provide a positive infrastructure with which Vancouver can build upon.
- Yes. Actually would strongly prefer a pedestrian only (perhaps with bicycles) for most of the greenway.
- Yes, I support this vision. I am primarily a pedestrian. I do not own a car. I definitely gravitate towards Greenways and traffic reduced streets when planning my walking routes. I am fine with reduced parking.

Question 3: On Community Amenity Space

Both the Community Vision and Current Recommended Design would like to accommodate short-term such as events and/or semi-permanent use of the sidewalk as an amenity space available to the community, local retailers, cafes and other community inspired activities. What uses do you imagine the amenity space might be or should be used for?

Comments Received:

- Occasional music events but with un-amplified sound. Also what was mentioned at this meeting such as carvers, cafes etc.
- Excellent. Arts, markets, etc.
- The creation of more community friendly public amenity spaces has got to be a good thing. Connecting this process to the DTES Arts in the Parks planning process will make possible the evolution of programs and events for the corridor which make sense to the corridor and the DTES community.
- Outdoor market, hopscotch, marbles.
- Sidewalk cafes, markets, street vendors, music, art/sculpture displays.
- Food stalls, arts and crafts stalls, information kiosks, community policing, tour operator kiosk, performance/bandstand.
- All of the above, plus special closures for music, arts and festivals.
- Markets. Much like the Chinatown Friday night market. Instead, perhaps a Sunday night market which utilizes Festival Day configuration. This market could be similar to that of Europe's Food Markets; soho and streets throughout France have similar markets which could bring life back to the area.
- Outdoor film festivals.
- The space should be bright and airy both day and night. The space should also be "inviting" so that people would want to come.
- Free outdoor events.
- farm markets, cultural fairs, art fairs, children's day, car shows, taste of Vancouver, connection to Jazz Fest. There are many more.
- The space can used such as Farmers' Market, Flea Market, Arts and Crafts shows.
- Should not affect capabilities to cycle along street away from cars.
- Artists spaces, festival use, café, market use
- "street festivals" highlighting perhaps the Chinese community (native community) would be fabulous and many events in other cities where streets are closed esp. in summer for events are excellent for community and the merchants eg. Little Italy in Toronto. Performance arts too
- Coffee shops/pubs and bistros; benches (non-sleeping types), speakers built into infrastructure (like into light poles so they can't be stolen) that pumps out music say 7-7pm. P.A during festival events. Fruit and vegetable stands.
- Local musicians in the summer
- Street market like parks in France in and Portland, Oregon. Displays of public art (lots of statues like Philadelphia and Washington DC), lots of sidewalk cafes, lots of bike/blading rental shops. lots of inn (convert old buildings into heritage B&Bs). We need that heritage ambience for tourism!
- Capitalize on art gallery district...community art shows, street style activities that incorporate artists and residents/public.
- Music, art, community based gatherings. Arts/crafts.
- social space.