

2. Northeast Quadrant Greenway

MOVER: Councillor Reimer

SECONDER: Mayor Robertson

WHEREAS

1. The City of Vancouver first established the idea of Transportation Greenways in 1995 and defines Greenways as linear public corridors for pedestrians and cyclists that connect parks, nature reserves, cultural features, historic sites, neighbourhoods and retail areas;
2. In the last decade the City has made impressive strides in advancing the City Greenway network including filling the Kits beach to Jericho park gap to complete the Canada Place to UBC Seaside Greenway and adding several new greenways including the Arbutus Corridor, North Arm Trail, Comox - Helmcken and Ridgeway Greenways;
3. The City has set a goal of ensuring there is a City Greenway no more than a 25-minute walk or a 10-minute bike ride from every residence in Vancouver;
4. There are currently no City Greenways in the northeast quadrant of the city which stretches from Main Street to Boundary Road, and Grandview Highway to Burrard Inlet;
5. The northeast quadrant of the city has the lowest per capita open space in Vancouver, the least percentage of tree canopy cover at almost half that of the city-wide average, and the eastside generally has significantly less plazas, parklets and neighbourhood public spaces;
6. The northeast quadrant has the lowest per capita incomes in the city and the highest number of renters: both demographics are least likely to have access to private green space, most likely to use active transportation, and receive the greatest benefit from the health and social aspect of greenways;

THEREFORE BE IT RESOLVED THAT Vancouver City Council support an “East Van City Greenway” in the northeast quadrant as a priority in the Greenway program and that staff review the opportunities for a City Greenway in the northeast quadrant in a timely way, such that the funding for all or part of an “East Van City Greenway” could be adequately considered for inclusion in the City's 2019-2022 Capital Plan.

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