



Seaside Greenway at Kitsilano Beach Park Proposed Concept

Park Board Committee Meeting
Monday, March 12, 2018



- To present background information regarding challenges associated with current path alignments at Kitsilano Beach Park; and
- To present a staff recommended alignment that aims to reduce conflicts between various active transportation modes.

Kitsilano Beach Park: A World Class Destination



- Vancouver has pursued the creation of a public waterfront for over a century
- 1992: Seaside Cycling Route approved by Council
- 1995: Seaside Greenway approved by Council
- 2012: Transportation 2040 Plan adopted - identifies seawall as important areas of focus for active transportation and for people of all ages and abilities
- July 29, 2013: City Council approved the Point Grey Cornwall Active Transportation Corridor and requested “that the Board of Parks and Recreation proceed with upgrading of the Seaside Greenway in Kitsilano Beach and Hadden Parks as a priority project funded by the City’s capital budget”.

- October 7, 2013: Board of Parks and Recreation approved a Board report proposing active transportation improvements within street right-of-ways affecting the following parks:
 - Seaforth Park;
 - Tatlow Park;
 - Volunteer Park;
 - Jean Beaty Park;
 - Margaret Piggot Park;
 - Hastings Mill Park;
 - 3-unnamed parks on Point Grey Road at Trafalger, Stephens and Trutch;
 - Kitsilano Beach Park; and
 - Hadden Park

- 2013: User intercept surveys engaged > 370 park users: separated pedestrian and cyclist pathways strongly supported. Subsequent significant concerns from residents resulted in a paused process.
- 2016: Public engagement about conflicts at the west edge of Park near Balsam Street - 100 residents attended, 2000 online survey responses (majority preferred to formalize the diagonal path).
- 2017: Staff sought input from stakeholders including KPRA, HUB, the Boathouse Restaurant and tennis, basketball, and volleyball communities representatives – all share desire to reduce cyclist, pedestrian and motor-vehicle conflicts and prioritize safety, but some differences of opinion exist related to path alignment around the south parking lot and Arbutus Street.

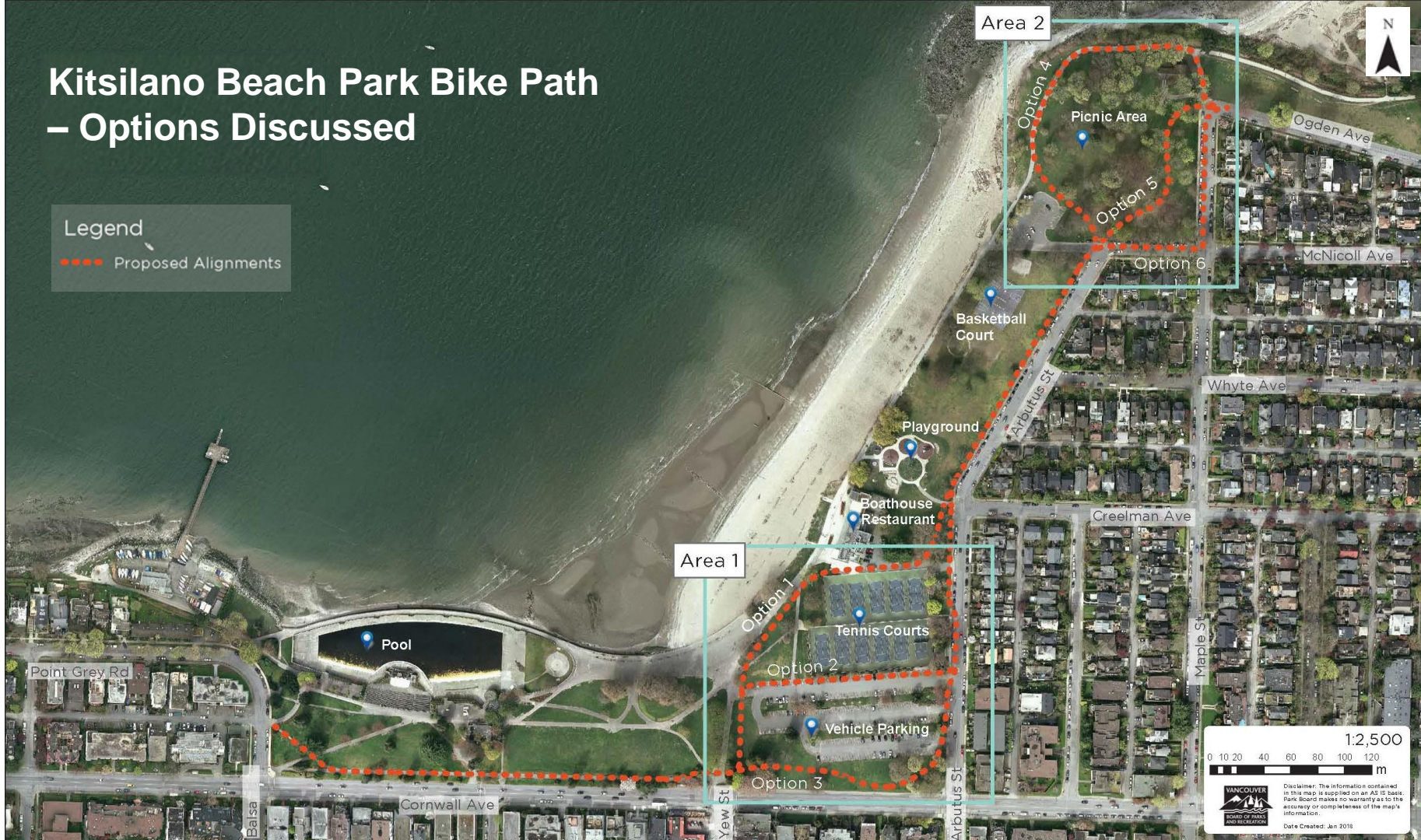
- Minimize impacts on greenspace;
- Create safe environment for pedestrians, cyclists and other modes;
- Maintain open spaces, destinations, pedestrian gathering areas;
- Consider intensity of use of greenspaces within park, now and for the future;
- Prioritize routes that take cyclists “to” and not “through” destinations and spaces;
- Improve pedestrian connections along Cornwall Street and into the park;
- Re-imagine the park entry at Yew Street;
- Enhance opportunities for bike parking adjacent to the bikeway and allow walking access from these points to key destinations;

- Employ results of further studies to explore opportunities for bikes to access the beach and Boathouse via service entrance from Arbutus Street;
- Create separate paths for bikes and pedestrians;
- Maintain “park-like” experience and visual connections to the water for bikes;
- Minimize loss of parking within/adjacent to park & replace parking when feasible;
- Reconfigure southern parking lot and reduce the number of entrances;
- Provide clear linkages to existing seaside greenway bike routes;
- Replace unsafe trees and enhance the urban forest within park; and
- Connect to Balsam Street and Ogden Avenue at west and east extents of park.

Kitsilano Beach Park Bike Path – Options Discussed

Legend

----- Proposed Alignments



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Disclaimer: The information contained in this map is supplied on an "AS IS" basis. Park Board makes no warranty as to the accuracy or completeness of the map's information.
Date Created: Jan 2016



Balsam Street Connection

Shared Path on Cornwall

Balsam Street

Cornwall Street



- View southeast along diagonal path on west park edge

Balsam Street Connection



- View eastward from west edge of park at Cornwall and Balsam (Point Grey Rd)

Shared Path on Cornwall



- View east along shared path on south park edge
- Note the chain-link fence

Shared Path on Cornwall



- View west along path on south park edge
- Note the worn path along edge of Cornwall from pedestrians exiting parked cars

Kitsilano Beach Park Bike Path – Staff Proposed Conceptual Alignment





Option 1

Option 2

Option 3

Restaurant / Lifeguard Station
Service Entrance

Pump-station / EV-Stations

South Parking Lot

Yew Street Crossing

Cornwall Street

Arbutus Street



- View eastward along shared path toward Yew Street park entrance
- Note the overgrown horticulture specimens



- View north along path extending along Yew Street alignment
- Note the parking lot, tennis courts and bike share in distance



- View eastward from path at Yew Street

South Parking Lot



- View eastward to green-space between Cornwall and south parking lot
- Note the cluster of mature trees at corner of Arbutus and Cornwall



- View north to east side of tennis courts
- Note the three entrances from Arbutus to the south parking lot



- View north along Arbutus
- Note the narrow corridor between street and pump-station

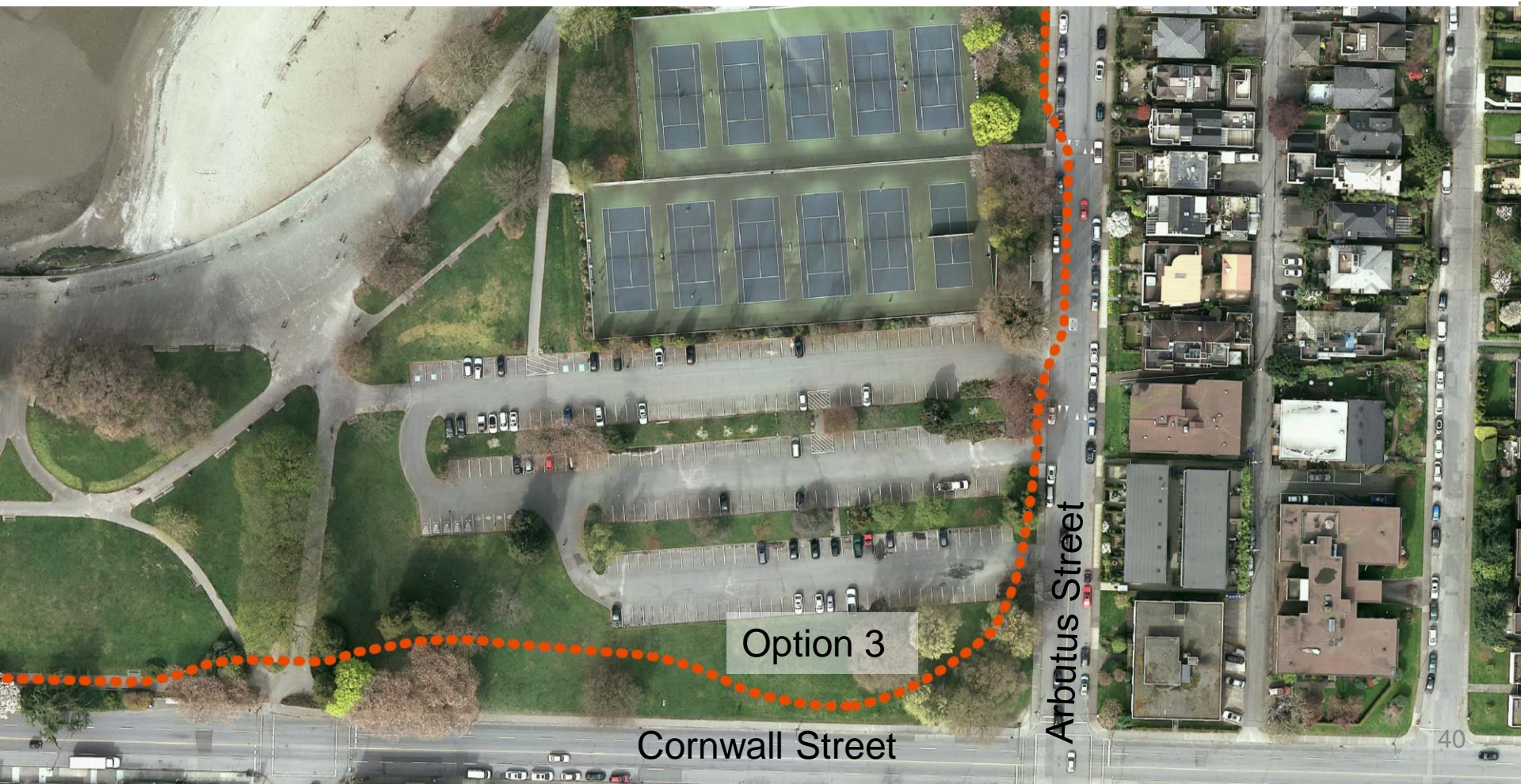


- View of pump station adjacent to Arbutus



- View north along Arbutus
- Note the EV charging stations

Kitsilano Beach Park Bike Path – Staff Proposed Conceptual Alignment



Option 3

Cornwall Street

Arbutus Street

40



McNicoll Street

Arbutus Street

Arbutus Street (North of Creelman Avenue)

Playground Connection at Creelman

Creelman Street

Playground Connection at Creelman



- View north along Arbutus to Creelman path connection to playground

Arbutus Street (North of Creelman Avenue)



- View north along Arbutus
- Note the distance between sidewalk and trees
- Trees (Black Locust) are in decline
- Opportunity to modify street right-of-way including a one-way street

Arbutus Street (North of Creelman Avenue)



- View north along Arbutus
- Maple trees shown adjacent to sidewalk will be removed in short-term

Kitsilano Beach Park Bike Path – Staff Proposed Conceptual Alignment



Arbutus Street

Creelman Street



Option 4

Option 5

Option 6

Ogden Avenue

Ogden Avenue Connection

North Picnic Area

McNicoll Avenue Parking Lot Entrance

Maple St

McNicoll Street

McNicoll Avenue Parking Lot Entrance



- View west along Creelman Avenue to north parking lot entrance



- View northeast through wooded glade from corner of Arbutus and Creelman



- View east along Ogden where path exits park

Kitsilano Beach Park Bike Path – Staff Proposed Conceptual Alignment



Option 5

Ogden Avenue

Maple St

McNicoll Street

50

Kitsilano Beach Park Bike Path – Staff Proposed Conceptual Alignment



- Work collaboratively with CoV Engineering to develop detailed designs along approved alignment, especially where street right of ways are incorporated
- Engage community and share detailed design options
- Refine design options
- Report back to Park Board for final approval
- Prepare construction drawings and specifications
- Construct approved design, subject to funding in the 2019-22 Capital Plan

- A. THAT the Vancouver Park Board approve the proposed conceptual alignment of a new separated cycling path through Kitsilano Beach Park as described in this report and as illustrated in Appendix C;
- B. THAT the Board support collaboration with the City of Vancouver Engineering Department to coordinate and prepare detailed designs for the path, in particular where the path interfaces with City streets; and
- C. FURTHER THAT staff report back with the detailed design of proposed pedestrian and cycling improvements in Kitsilano Beach Park when public engagement is complete.

