

APPENDIX D: PRECEDENTS

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EVALUATION OF PRECEDENTS

The evaluation criteria for the 46 analyzed precedents were determined through previous reports on parkway designs, advice from design charettes, and research on best practice precedents. Each of the precedents were broken into five categories to allow for a more accurate comparison among them. These categories are: Parkway, Linear Parks, Promenades, Parks, and Trails/Pathways. In order to best inform the design of the SGEC Parkway, the precedents were organized by their relation to the three character areas determined for the SGEC corridor. This ensured that the lessons drawn from the precedents would speak to the unique nature of each character area.

The precedents were evaluated in four different areas, which were: Activity Nodes, Waterfront Activation, Parkway, and Pathways. Each of these areas were broken into measurable criteria that were given a score between 1 and 4 to determine how successfully they met the criteria. Certain criteria did not apply to some of the precedents, in which case they were scored with “N/A” and the criteria was removed from their overall evaluation. Each precedent was given a percentage score to allow for easier comparison.

The evaluation highlights the strengths of each precedent and how useful they are for informing the designs of the SGEC Parkway. From the 46 precedents that were analyzed, 30 precedents were profiled. These include high-scoring precedents for each of the character areas and for the whole site. Examples of bad precedents were also included to provide guidance on how not to proceed with the design of the SGEC Parkway. The following tables provide insight into how the precedents were scored and what was included in each category.

Evaluation Score	Meaning
0	Precedent does not meet the criteria at all
1	Precedent meets very little of the criteria (low)
2	Precedent meets the criteria (low-medium)
3	Precedent meets a fair amount of the criteria (medium)
4	Precedent meets a high amount of the criteria (high)

SELECTION CRITERIA

Selection Criteria Category	Definitions
Activity Nodes	<p>Activity nodes includes areas for recreational and leisure activities including: playgrounds, tennis courts, sports fields and venues, event spaces, pavilions, public art displays, picnic sites, rest nodes, restaurants, snack bars, retail space, washrooms and other amenities. These activities may include programming such as walking tours, public festivals and other types of events. Activity nodes may also include year-round activities such as cross country skiing, snowshoeing, winter warming displays, and other winter recreation.</p>
Waterfront Activation	<p>Waterfront activation pertains to the planning of a city along the water's edge. The design of the waterfront is a key part of the public realm and how it is accessed and used by the public. It is important to consider the level of animation of the waterfront and the variety of activity nodes and programming that are available. Access to the water is a fundamental part of an activated waterfront and strong precedents should strive to be pedestrian-friendly and well connected to surrounding neighbourhoods. Picturesque views of the water are key to the passive enjoyment of the waterfront.</p>
Parkway	<p>Parkways, which originated as a “way through a park”, often serve as a transportation corridor through public parks, monuments, activity nodes, and institutions. Oftentimes, they are located alongside a body of water, whether this be a creek, lake, or a river. The width of a parkway and the nature of its surrounding landscape can vary depending on its evolution over time. This has created a range of different parkway types, from ornamental boulevards to more natural drives, or just purely functional roadways. It is important for a good parkway to be multi-modal, with a variety of transportation modes available along its stretch. Strong parkway precedents for the SGEC Parkway should also strive to maintain their original purpose as a “way through the park”.</p>
Pathways	<p>There are a variety of different types of pathways, including sidewalks, promenades, trails, and bikeways/bike lanes. These pathways can be used by many different users at different speeds and levels of technicality, such as pedestrians, recreational cyclists, commuter cyclists, and strollers. Good pathways should provide ample space for their users and should be accessible. There should be enough pathways to accommodate all of the various uses on a site and the pathways should be well-connected to activity nodes and the waterfront (if applicable).</p>

References

Ergin, A., Karaesmen, E., & Ucar, B. (2011). A Quantitative Study for Evaluation of Coastal Scenery. *Journal of Coastal Research*, 27(6), 1065-1075.

ATTRIBUTES TABLE

Precedent	Type	Secondary Type	Character Area
Arroyo Seco	Parkway	N/A	2,3
Battery Park City Esplanade	Promenade	N/A	1,2
Battle Creek Linear Park	Linear Park	Trail/Pathway	2,3
Beach Boardwalk	Promenade	N/A	2
Benjamin Franklin Parkway	Parkway	N/A	1,2
Blue Ridge Parkway	Parkway	Park	3
Bronx River Parkway	Parkway	N/A	1,2,3
Brooklyn Bridge Park Promenades	Promenade	N/A	1,2
Central Waterfront Promenade (Spain)	Promenade	Park	1,2
Discovery Walks and Shared Path	Promenade	Trail/Pathway	1,2,3
Don River Valley Parks and Lower Don Trail	Trail/Pathway	Park	2,3
Don Valley Parkway	Parkway	N/A	3
Eastern Parkway	Parkway	N/A	2
Emerald Necklace	Park	Parkway	1,2,3
Gatineau Park	Park	N/A	2,3
George Washington Memorial Parkway	Parkway	N/A	1,2,3
Golden Gate Promenade	Promenade	Park	1,2
Great Lakes Waterfront Trail	Trail/Pathway	Promenade	1,2,3
Henry Hudson Parkway	Parkway	N/A	1,2
Hudson River Park Promenade	Promenade	N/A	2
Ibirapuera Park	Park	N/A	1,2,3
Jackie Robinson Way	Parkway	N/A	2,3
Joe Riley Waterfront Park	Park	Promenade	2
Lake Shore Boulevard	Parkway	N/A	2
Lake Shore Drive	Parkway	N/A	2
Lake Wilcox Park	Park	Promenade	2
Linear Park of Riviere St-Charles	Linear Park	Trail/Pathway	2,3

ATTRIBUTES TABLE (CONTINUED)

Precedent	Type	Secondary Type	Character Area
Long Beach Boardwalk	Promenade	N/A	2
Loyalist Parkway	Parkway	N/A	2,3
Meadoway Linear Park	Linear Park	Trail	2,3
Niagara Parkway	Parkway	N/A	1,2,3
Ocean Parkway	Parkway	N/A	2
Ottawa River South Shore Riverfront Park	Park	N/A	2,3
Parkways of Louisville	Parkway	Park	3
Passeig Maritim	Promenade	N/A	2
Passeio das Tagides and Passeio do Tejo	Promenade	Park	2
Promenade Samuel de Champlain	Promenade	Park	2
Queen Elizabeth Driveway	Parkway	Park	2
Queens Quay	Promenade	N/A	2
Riverfront Parkway	Parkway	N/A	2
Rock Creek and Potomac Parkway	Parkway	N/A	1
Sir John A Macdonald Parkway	Parkway	Park	2
Stanley Park (Park Drive)	Park	Promenade	1,2,3
Tom McCall Waterfront Park and Vera Katz Eastbank Esplanade	Promenade	Park	1,2
Vancouver Waterfront Promenade Network	Promenade	N/A	1,2,3
Venice Beach Boardwalk	Promenade	N/A	2

EVALUATION TABLE

Precedent	Activity Nodes			Waterfront Activation			Parkway		Pathways	
	Good amount/variety of programming/recreational activities on site	Well-distributed nodes through the parkway	Year-Round Activities	Good amount/variety of uses on the waterfront	Access to the water is available	Good views of the waterfront are maintained throughout the site	Parkway is multimodal, with a variety of transportation modes on site	Parkway has maintained its "way through a park" characteristic	Appropriate number of pathways on the site	Pathways are well connected to nodes and waterfront
Arroyo Seco	0	0	0	N/A	N/A	N/A	0	0	0	0
Battery Park City Esplanade	4	4	2	1	2	4	2	1	3	3
Battle Creek Linear Park	3	N/A	2	2	3	2	N/A	N/A	2	2
Beach Boardwalk	4	N/A	3	4	4	4	N/A	N/A	4	4
Benjamin Franklin Parkway	3	3	3	N/A	N/A	N/A	3	4	3	3
Blue Ridge Parkway	3	3	3	N/A	N/A	N/A	2	4	2	1
Bronx River Parkway	2	3	2	3	2	2	2	2	2	4
Brooklyn Bridge Park Promenades	3	4	2	2	2	4	3	2	3	3
Central Waterfront Promenade (Spain)	3	N/A	2	2	2	4	N/A	N/A	4	4
Discovery Walks and Shared Path	3	N/A	2	N/A	2	3	N/A	N/A	4	3
Don River Valley Parks and Lower Don Trail	4	N/A	3	1	2	4	N/A	N/A	4	4
Don Valley Parkway	2	N/A	2	0	0	2	1	1	N/A	N/A
Eastern Parkway	3	3	2	N/A	N/A	N/A	4	2	3	3
Emerald Necklace	4	4	3	3	3	3	3	4	4	4
Gatineau Park	4	4	4	4	4	4	N/A	N/A	4	4
George Washington Memorial Parkway	4	4	3	3	4	4	3	4	3	3
Golden Gate Promenade	3	3	3	2	2	3	N/A	N/A	3	2

EVALUATION TABLE (CONTINUED)

Precedent	Activity Nodes			Waterfront Activation			Parkway		Pathways	
	Good amount/variety of programming/recreational activities on site	Well-distributed nodes through the parkway	Year-Round Activities	Good amount/variety of uses on the waterfront	Access to the water is available	Good views of the waterfront are maintained throughout the site	Parkway is multimodal, with a variety of transportation modes on site	Parkway has maintained its "way through a park" characteristic	Appropriate number of pathways on the site	Pathways are well connected to nodes and waterfront
Great Lakes Waterfront Trail	3	N/A	3	3	3	2	N/A	N/A	3	2
Henry Hudson Parkway	2	2	2	2	2	3	2	2	2	2
Hudson River Park Promenade	3	3	3	2	1	4	4	3	3	3
Ibirapuera Park	4	4	4	1	1	1	N/A	N/A	4	4
Jackie Robinson Way	0	0	0	0	0	0	0	3	1	0
Joe Riley Waterfront Park	3	N/A	2	3	2	4	N/A	N/A	3	3
Lake Shore Boulevard	4	4	3	4	4	2	4	3	3	3
Lake Shore Drive	3	2	2	4	3	3	1	1	3	3
Lake Wilcox Park	3	N/A	3	2	2	4	N/A	N/A	4	4
Linear Park of Riviere St-Charles	4	4	4	4	4	4	N/A	N/A	4	4
Long Beach Boardwalk	3	3	2	3	3	3	N/A	N/A	3	3
Loyalist Parkway	3	3	3	1	1	3	2	2	2	1
Meadoway Linear Park	3	N/A	2	N/A	N/A	N/A	N/A	N/A	4	4
Niagara Parkway	3	3	3	1	1	2	3	3	3	3
Ocean Parkway	3	2	1	N/A	N/A	N/A	4	1	2	1
Ottawa River South Shore Riverfront Park	3	3	3	4	4	4	N/A	N/A	4	4
Parkways of Louisville	1	1	1	N/A	N/A	N/A	1	1	0	1

EVALUATION TABLE (CONTINUED)

Precedent	Activity Nodes			Waterfront Activation			Parkway		Pathways	
	Good amount/variety of programming/recreational activities on site	Well-distributed nodes through the parkway	Year-Round Activities	Good amount/variety of uses on the waterfront	Access to the water is available	Good views of the waterfront are maintained throughout the site	Parkway is multimodal, with a variety of transportation modes on site	Parkway has maintained its “way through a park” characteristic	Appropriate number of pathways on the site	Pathways are well connected to nodes and waterfront
Passeig Maritim	4	4	3	4	4	4	3	3	4	4
Passeio das Tagides and Passeio do Tejo	3	N/A	3	4	3	4	N/A	N/A	4	4
Promenade Samuel de Champlain	4	4	2	2	3	4	4	3	4	4
Queen Elizabeth Driveway	1	2	1	1	1	4	2	2	2	2
Queens Quay	4	4	4	4	4	4	4	3	4	4
Riverfront Parkway	3	3	2	3	3	3	3	2	3	3
Rock Creek and Potomac Parkway	2	2	1	1	1	3	2	3	2	2
Sir John A Macdonald Parkway	3	3	3	3	3	3	2	3	3	3
Stanley Park (Park Drive)	4	N/A	3	3	2	4	N/A	N/A	4	4
Tom McCall Waterfront Park and Vera Katz Eastbank Esplanade	4	N/A	3	3	3	4	N/A	N/A	3	3
Vancouver Waterfront Promenade Network	3	N/A	3	4	3	4	N/A	N/A	4	4
Venice Beach Boardwalk	3	N/A	3	4	4	4	N/A	N/A	3	3

SCORE SUMMARY TABLE

Brief profiles are provided for 30 of these precedents. They have been shown in grey in the table below.

Precedent	Activity Total	Waterfront Total	Parkway Total	Pathways Total	Total Score	Possible Score	Percentage % Score
Arroyo Seco	0	0	0	0	0	28	0%
Battery Park City Esplanade	10	7	3	6	26	40	65%
Battle Creek Linear Park	5	7	0	4	16	28	57%
Beach Boardwalk	7	12	0	8	27	28	96%
Benjamin Franklin Parkway	9	0	7	6	22	28	79%
Blue Ridge Parkway	9	0	6	3	18	28	64%
Bronx River Parkway	7	7	4	6	24	40	60%
Brooklyn Bridge Park Promenades	9	8	5	6	28	40	70%
Central Waterfront Promenade (Spain)	5	8	0	8	21	28	75%
Discovery Walks and Shared Path	5	5	0	7	17	24	71%
Don River Valley Parks and Lower Don Trail	7	7	0	8	22	28	79%
Don Valley Parkway	4	2	2	0	8	28	29%
Eastern Parkway	8	0	6	6	20	28	71%
Emerald Necklace	11	9	7	8	35	40	88%
Gatineau Park	12	12	0	8	32	32	100%
George Washington Memorial Parkway	11	11	7	6	35	40	88%
Golden Gate Promenade	9	7	0	5	21	32	66%
Great Lakes Waterfront Trail	6	8	0	5	19	28	68%
Henry Hudson Parkway	6	7	4	4	21	40	53%
Hudson River Park Promenade	9	7	7	6	29	40	73%
Ibirapuera Park	12	3	0	8	23	32	72%
Jackie Robinson Way	0	0	3	1	4	40	10%
Joe Riley Waterfront Park	5	9	0	6	20	28	71%
Lake Shore Boulevard	11	10	7	6	34	40	85%
Lake Shore Drive	7	10	2	6	25	40	63%
Lake Wilcox Park	6	8	0	8	22	28	79%
Linear Park of Riviere St-Charles	12	12	0	8	32	32	100%

SCORE SUMMARY TABLE (CONTINUED)

Precedent	Activity Total	Waterfront Total	Parkway Total	Pathways Total	Total Score	Possible Score	Percentage % Score
Long Beach Boardwalk	8	9	0	6	23	32	72%
Loyalist Parkway	9	5	4	3	21	40	53%
Meadoway Linear Park	5	0	0	8	13	16	81%
Niagara Parkway	9	4	6	6	25	40	63%
Ocean Parkway	6	0	5	3	14	28	50%
Ottawa River South Shore Riverfront Park	9	12	0	8	29	32	91%
Parkways of Louisville	3	0	2	1	6	28	21%
Passeig Maritim	11	12	6	8	37	40	93%
Passeio das Tagides and Passeio do Tejo	6	11	0	8	25	28	89%
Promenade Samuel de Champlain	10	9	7	8	34	40	85%
Queen Elizabeth Driveway	4	6	4	4	18	40	45%
Queens Quay	12	12	7	8	39	40	98%
Riverfront Parkway	8	9	5	6	28	40	70%
Rock Creek and Potomac Parkway	5	5	5	4	19	40	48%
Sir John A Macdonald Parkway	9	9	5	6	29	40	73%
Stanley Park (Park Drive)	7	9	0	8	24	28	86%
Tom McCall Waterfront Park and Vera Katz Eastbank Esplanade	7	10	0	6	23	28	82%
Vancouver Waterfront Promenade Network	6	11	0	8	25	28	89%
Venice Beach Boardwalk	6	12	0	6	24	28	86%

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PRECEDENTS FOR ENTIRE STUDY AREA

Ibirapuera Park

Location: São Paulo, Brazil

Area/Size: 158.4 ha

Agencies Involved: City of São Paulo

History and Context

Ibirapuera Park is a public park located in São Paulo. It is a popular location for locals and tourists alike, with over 250,000 visitors a week. The park features a wide variety of amenities, and the environment and feel that it evokes has been compared to Ueno Park in Tokyo, Stanley Park in Vancouver, Hyde Park in London, and Central Park in New York City. The park was designed by Otávio Augusto de Teixeira Mendes as well as architect Oscar Niemeyer and landscape architect Roberto Burle Marx. Before the 20th century, the park was mostly swamp land and was occupied by a small indigenous village. In 1906, ownership of the land was declared by the City of São Paulo and trees were planted in the 1920s to allow for efficient drainage and soil improvement. As the city continued to grow in the 1940s, the momentum to build the park picked up and it eventually opened in 1954 as a celebration of São Paulo's 400th birthday. The park is noted for its ability to mix a range of cultural attractions with a picturesque natural environment.

Features

- ◆ The park features lush forested areas and a beautiful landscape filled with lakes.
- ◆ The Biennial Pavilion (Pravilhão da Bienal) is a large venue used for year round fashion, architecture, trade, and arts shows.
- ◆ The park contains the Oca do Ibirapuera which is an indigenous styled hut that features art exhibits throughout the year. It also includes the Japanese Pavilion, the Museum of Modern Art, the Museum of Contemporary Art, and the Afro-Brazilian Museum.
- ◆ There are a variety of programs and events that occur at the park, including art shows, exhibits and sporting events.
- ◆ There are a variety of activities available at the park, including walking, running, jogging, skateboarding, and bicycle rentals.
- ◆ There is also a dedicated on-road bike path, rest areas with benches and picnic spots, various gardens, a greenhouse, fountains, monuments, theatres, playgrounds, sports fields for soccer and basketball, an open gym, snack carts selling beer, water, soft drinks, and fresh coconuts, and parking lots.

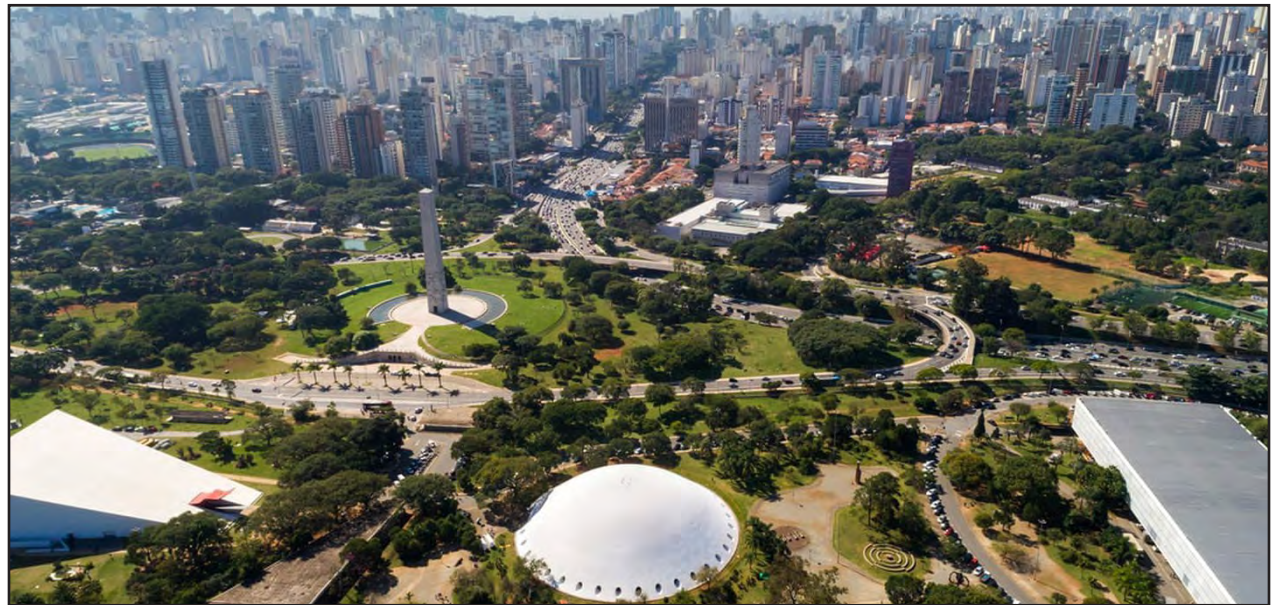


Image 112: View of Ibirapuera Park with the city of São Paulo in the background (The Culture Trip Ltd. 2020).

Relevance

- ◆ The park is an important cultural centre for local residents and visitors that infuses a variety of attractions within a natural environment. The SGEC Parkway will also need to strike a balance between programming and the natural environment.
- ◆ There is great year-round programming in the park at a variety of nodes that can be applied throughout the SGEC Parkway.
- ◆ The celebrated natural environments and community gardens in the Ibirapuera Park serve as inspiration for what can be achieved on the SGEC Parkway.



Image 114: Community garden within Ibirapuera Park (Parque Ibirapuera conservacao, 2020).



Image 113: Community garden within Ibirapuera Park (Parque Ibirapuera conservacao, 2020).

Further Readings:

Parque Ibirapuera conservacao. (2020). *Ibirapuera Park*. <https://parqueibirapuera.org/ibirapuera-park/>

The Culture Trip Ltd. (2020). *10 Things to Know Before Visiting Ibirapuera Park, Brazil*. <https://theculturetrip.com/south-america/brazil/articles/10-things-to-know-before-visiting-ibirapuera-park-brazil/>

Vancouver Waterfront Promenade Network

Location: Vancouver, British Columbia

Area/Size: 23.3 km

Agencies Involved: City of Vancouver



Image 115: The waterfront promenade network in Vancouver, one of the most extensive such networks in North America (Macdonald, 2018).

History and Context

Vancouver's network of waterfront promenades, walkways, and bikeways, one of the most extensive such networks anywhere in the world, began 90 years ago with Stanley Park. The seed for Vancouver's walkable and bikeable waterfront park promenades was established by Harland Bartholomew in his 1929 *A Plan for the City of Vancouver*. The plan identified the need to protect the waterfront by ensuring public ownership is maintained. Bartholomew initially recommended a waterfront, around-the-city pleasure drive, with shoreline access for pedestrians. While only part of the pleasure drive was built, shoreline access was ensured with waterfront walkways for pedestrians. This attention to the preservation of recreational space and access along the waterfront became embedded into the city's identity, culminating in policies that emphasized the importance of waterfront parks and views and ensured former waterfront industrial areas would transform into vibrant residential developments with public waterfront park space.

Bartholomew's plan influenced waterfront development in Vancouver for over fifty years, with projects such as the seawall walk around Stanley Park, the parks and promenade along English Bay, and the promenade along False Creek South as well as the promenades along Coal Harbour and False Creek North in lieu of the 2010 Winter Olympics. As a result of Bartholomew's plan, community voices, and local policymakers, it is now possible to cycle or walk the whole city's waterfront.

Features

- ◆ Newer projects are more highly designed and flanked by narrow parks and residential space, where the older projects are flanked by larger parks and have less of a designed feel.
- ◆ Generally, the promenades are far away from traffic, providing a good buffer from vehicle noise and pollution.
- ◆ In addition to providing walkways and cycling infrastructure, some of the areas of the promenade provide for cafes, community centres, and benches and picnic tables. These promenades are well used by locals on weekdays and weekends to take in the natural scenery and social environment.
- ◆ There are a variety of paths throughout the network that provide ample room and strong connections to amenities for both pedestrians and cyclists. Many of these paths also feature greenspace or green medians and are highly accessible, with local road, bus transit, and Skytrain connections.
- ◆ Around Stanley Park, a 20-foot-wide pathway sits atop a 4-8-foot-high seawall, with paths separated by a six-inch rounded curb.

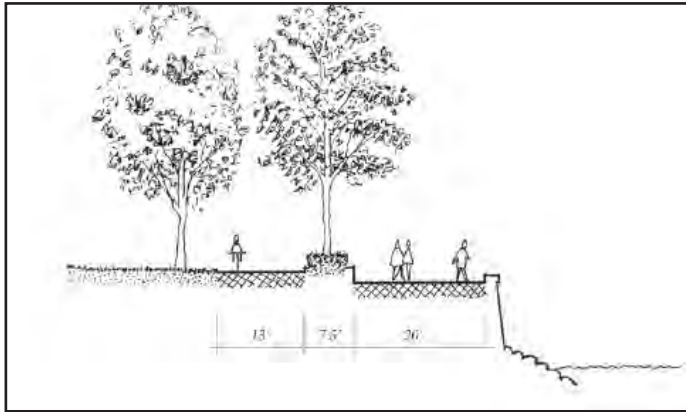


Image 116: Sectional drawing of Coal Harbour (Macdonald, 2018).

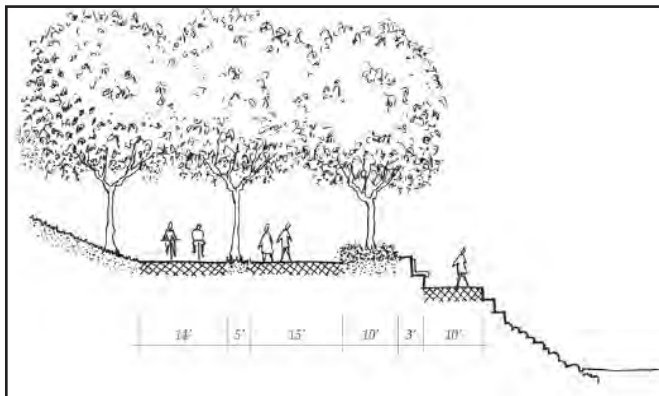


Image 117: Sectional drawing of False Creek North (Macdonald, 2018).



Image 118: People cycling and walking together while enjoying the day (Macdonald, 2018).

Relevance

- ◆ The promenade system in Vancouver provides an excellent example of how community support and political will can unite to protect and enhance public space, an important lesson for the evolution of the SGEC Parkway.
- ◆ The waterfront is an integral part of the city's identity, and a long history of pedestrian-oriented planning has allowed this great asset to be enjoyed by Vancouverites every day. The SGEC Parkway has the opportunity to do something similar for Ottawa.
- ◆ Though there is not a lot of programming on the site, there is excellent access to and from local streets, allowing pedestrians, cyclists, and transit riders to access the waterfront on a whim. This makes it a good precedent for creating an accessible, pedestrian-oriented space.
- ◆ Vancouver is also a good example for waterfront activity and views protection, with excellent views of English Bay, the Burrard Inlet, and Vancouver Harbour.
- ◆ The Vancouver Waterfront Promenades demonstrate that the design of promenades change depending on the context, an important lesson for the SGEC Parkway.

Further Readings

Macdonald, Elizabeth. (2018). *Urban Waterfront Promenades*. New York: Routledge

PRECEDENTS FOR CLIFF CHARACTER AREA

Benjamin Franklin Parkway

Location: Philadelphia, Pennsylvania

Area/Size: 1.8 km

Agencies Involved: National Park Service

History and Context

The Benjamin Franklin Parkway was first proposed in the 1870s to link Philadelphia's City Hall and surrounding business district to Fairmount Park. The grandeur of this parkway that runs diagonally and its patriation of surrounding civic and cultural institutions were inspired by the "City Beautiful" movement. Original plans of the Fairmount Parkway were developed by Horace Trumbauer, Clarence Zantzinger, and Paul P. Cret. The initial plans were focused on creating sculptures and green spaces. Further construction in 1917 and completion of the parkway in 1926, as part of Jacques Gréber's plan, saw the placement of a grand boulevard inspired by the Champs Elysées in Paris. The boulevard features long rows of trees, landscaped gardens, parallel avenues, lush green medians, and street furniture. The space also includes over 30 pieces of public art, monuments and fountains. Visitors now enjoy the rich cultural institutions that align the boulevard on all sides including the Museum of Art, Rodin Museum, The Academy of Natural Sciences, The Franklin Institute, and The Parkway Central Library.

Features

- ◆ The parkway was designed in its entirety and as such, the design precepts of the plan are firmly established. Design precepts include setbacks, building materials and continuity in architecture.
- ◆ Street related activities includes cafes, bookstalls, children's play areas, ticket booths and impromptu performances.
- ◆ Some crosswalks were installed for pedestrian safety in 2004, however there still appears to be a lack of pedestrian crossings for surrounding institutions.
- ◆ Situated in a neighborhood of high density living, over 20,000 apartment residents live in surroundings.
- ◆ Widened sidewalks and dedicated lanes for cyclists are present.



Image 119: Aerial view of Benjamin Franklin Parkway (Krist, 2020).

Relevance

- ♦ The parkway aims to balance pedestrian and vehicles usage and improve access to cultural institutions.
- ♦ Similar to the SGEC Parkway, the Benjamin Franklin Parkway struggles with connections via pedestrian crossings to surrounding institutions.
- ♦ The parkway serves the surrounding community well in terms of programming and amenities. It is an example of a parkway situated in an urban context.
- ♦ Parkway has great gateway features that evoke the city's history as a former federal capital and the location of key events in the founding of the union.



Image 120: View from the Benjamin Franklin Parkway (Flickr User Camera_Ubscura, 2020).

Further Readings

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Brooklyn Bridge Park Promenades

Location: Brooklyn, New York City, New York

Area/Size: 2 km

Agencies Involved: Brooklyn Bridge Park Development Corporation and the Brooklyn Bridge Park Coalition

Features

- ◆ Park features a number of different promenades, with a main promenade running the length of the park and ancillary promenades linking to the five piers where recreational facilities and public space has been developed.
- ◆ Each pier features a variety of activities including lawns, playgrounds, sports courts, and picnic areas. There is also has an ice cream shop and a café.
- ◆ Promenades generally have an informal character with separated cycling and pedestrian paths.
- ◆ A multitude of access points to the water which allow for waterside relaxation or launching kayaks. Park promenades also offer a wide viewscape of the East River, Brooklyn Bridge, and the Manhattan skyline.
- ◆ The park has some flood protection measures including a raised topography, marshes, riprap, and wave-absorbing revetments.
- ◆ Pedestrian access is very limited and there are few bus and subway stops near the area.

History and Context

During the 19th century, the site contained warehouses and shipping ports along its waterfront. In 1950, the Brooklyn Heights Promenade was built above the site, with the Brooklyn-Queens Expressway, a triple cantilevered expressway, built underneath. This prevented access to the waterfront for Brooklyn residents. By the 1960s, the shipping industry has left the area and by 1989, many warehouses were abandoned. A local citizen advocacy group called the Brooklyn Bridge Park Coalition formed and began advocating for the area to be turned into a park and by 2002, the Brooklyn Bridge Park Development Corporation was formed, with the aim to oversee and execute this vision. Construction began in 2009 and is continuing to this day.



Image 121: Brooklyn Heights Promenade, which connects down to the Brooklyn Bridge Park Promenade. The Expressway is immediately below this promenade. (Vb6200, 2008).

Relevance

- ◆ The promenade successfully balances waterfront access with flood protection and preserves a beautiful view of the water for park users.
- ◆ The site provides a variety of activities with separated space for cyclists and pedestrians.
- ◆ The site is able to adequately bar the noises of vehicle traffic.
- ◆ Access to the site is limited by vehicle-oriented built form just like the SGEC Parkway.



Image 122: Benches along the Brooklyn Heights Promenade. (GK tramrunner229, 2007).

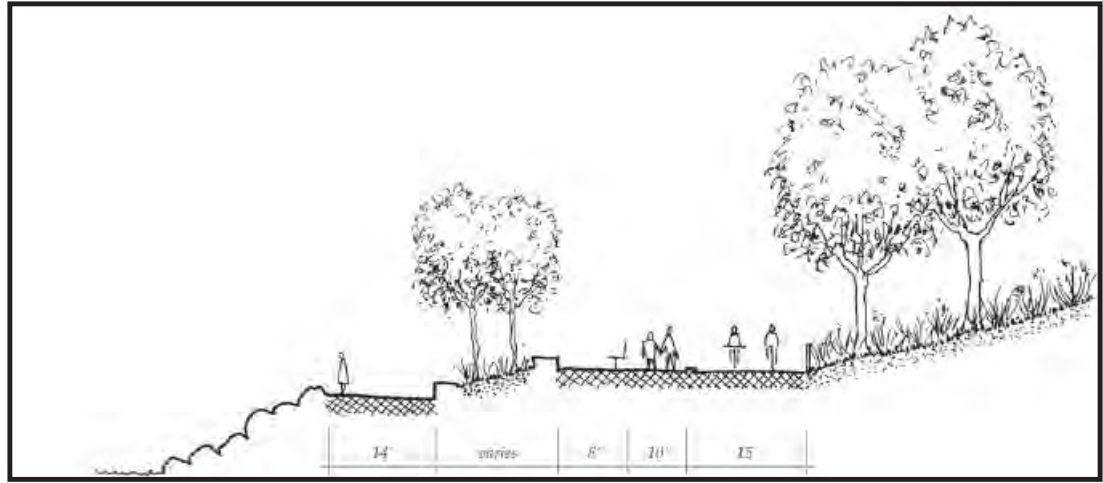


Image 123: Brooklyn Bridge Park Promenade sectional drawing (Macdonald, 2018).

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Central Waterfront Promenades

Location: Bilbao, Spain

Area/Size: 2.3 km

Agencies Involved: Bilbao Ria 2000,
City of Bilbao, Basque government

History and Context

The Waterfront Promenades in Bilbao run along the northern and southern banks of the Nervión River, forming a loop around the waterfront. The city's waterfront was formerly the site of heavy industry and shipyards, which began to decline in the 1970s. The industrial decline, combined with a flooding event in 1983, motivated planners and local and regional governing bodies to revitalize the city centre and the waterfront. Officials wanted to enhance the prestige and image of Bilbao in addition to enhancing its economy and making it a world-class city. Bilbao Ria, a non-profit development organization set up in 1992, began working with stakeholders to redevelop the waterfront, including developing new landscapes, building three new bridges across the Nervión (including two pedestrian-only bridges), and introducing a new tramline in the area. In addition to providing pedestrian and cyclists with a promenade to enjoy the waterfront, the site also links up with landmark buildings along the river, such as the Guggenheim Museum Bilbao.

Features

- ◆ Lush, picturesque park and plantings in addition to a well-designed promenade on the left side of the south bank. A more simply designed, locally oriented promenade is featured on the right side of the south bank.
- ◆ On the Abandoibarra side, there are two pathways, with one lining the water's edge atop a seawall and the other up a slope, sometimes meeting the lower path.
- ◆ The Abandoibarra side has numerous destinations points, including a large shopping mall, a convention centre, a university library, a music hall, and the Guggenheim Bilbao museum.
- ◆ The Isozaki Gateway side features more local destinations and roughly four character areas. It also features a plaza space, seating areas, and a tramline.
- ◆ Both areas are frequented by people strolling casually, joggers, and cyclists.



Image 124: A view of the promenade and the Guggenheim. Blank museum walls along a public walkway should be avoided. (Garvin, 2016).



Image 125: A view of the promenade and the nearby tramway. (Garvin, 2016).

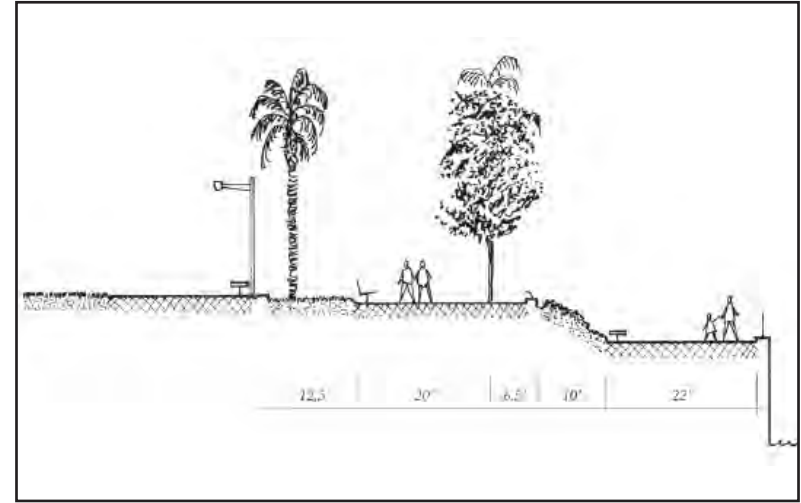


Image 127: Section of the Abandoibarra Promenade, Spain (Macdonald, 2018).

Relevance

- ◆ The site is an excellent example of strong programming and a variety of recreational activities for a waterfront greenspace and park.
- ◆ Both sides feature landmark destinations that attract tourists and visitors and more local features used by nearby residents and citizens.
- ◆ The promenade also has two walkways that are well linked and allow for one to see the entirety of central Bilbao's waterfront from both sides of the Nervión River.
- ◆ One drawback of the promenade is that it has contributed to an increased cost of living in Bilbao and is seen as an example of gentrification.



Image 126: A view of the promenade and river in Bilbao. (Diegomartincoppola, 2019).

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George Washington Memorial Parkway

Location: Washington, D.C. to Mount Vernon, Virginia

Area/Size: 40 km

Agencies Involved: National Park Service

Features

- ◆ The parkway has 2 lanes in each direction, divided by median with a 70 km speed limit.
- ◆ There are many outdoor activities including:
 - ◆ Cycling in Fort Hunt Park and the paved multi-use Mount Vernon Trail (car free places to ride). Bicycle use on parts of the parkway is prohibited due to narrow lanes and blind spots
 - ◆ Canoeing, kayaking, and hiking through Dyke Marsh Wildlife Preserve, Fort Hunt Park, and Jones Point Park
 - ◆ Picnicking and picnic tables in all four parks
 - ◆ Large grassy fields for sports, baseball diamonds, and basketball courts
 - ◆ Paved trails for walking and running

History and Context

The George Washington Memorial Parkway is a scenic drive along a natural landscape by the Potomac River. It is a drive that includes historic sites and recreation areas from Mount Vernon to the Great Falls. It was completed in 1932 as a commemoration to the bicentennial birth of the first American president, George Washington. It is a 2892-hectare route that acts as a gateway to the American capital. The parkway includes Theodore Roosevelt Island and Lady Bird Johnson Park. The design and construction has been influenced by various landscape architects such as Gilmore Clarke, T.C. Jeffers, Wilbur Simonson, and Frederick Law Olmsted Jr as well as engineer Jay Downer and horticulturalist Henry Nye. Over the years the National Park Service has replaced aging materials, rehabilitated drainage systems, and added safety measures.



Image 128: Multilane Parkway of the George Washington Parkway with a green space median in the middle. (National Park Foundation, 2020)

Relevance

- ◆ The parkway evokes a sense of national identity. It has architectural design from many influencers.
- ◆ There is a transition of scenery along the parkway from woodland, open grassy embankments and marsh land.
- ◆ The site features many outdoor activities along the parkway and in surrounding parks.
- ◆ The parkway serves as an example of the impact of widening travel routes.



Image 130: George Washington's Mount Vernon, one of the historic attractions along the George Washington Memorial Parkway (Capital Region USA, 2020).



Image 129: Great landscaping of the Lady Bird Johnson Park connected to the George Washington Memorial Parkway and its park systems.

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Stanley Park

Location: Vancouver, British Columbia

Area/Size: 405 ha

Agencies Involved: City of Vancouver
and Vancouver Park Board

History and Context

Stanley Park, one of the largest urban parks in Canada, opened in 1888, though the Coast Salish First Nations have lived on the land for thousands of years before it was colonized in 1858. It was the first city park in Vancouver, occupying a large peninsula off the West End of downtown Vancouver. It has frontage on English Bay, Vancouver Harbour, and Burrard Inlet. Several amenities and sites were constructed around the park throughout the 19th and 20th centuries to attract visitors including a zoo, athletic fields, ornamental ponds, paths and bridges, and beaches. Other infrastructure pieces were also built such as a causeway across Lost Lagoon and the Stanley Park Seawall, an 8.8 kilometre seawall around the peninsula which took 57 years to build. On top of the Seawall, pedestrians and cyclists can enjoy natural scenery and views of the water and city skylines. A three-lane highway bisecting the park and connecting to Lions Gate Bridge was built in 1938. The park has a storied history and is today one of the most popular tourist attractions in British Columbia, with the Seawall, Vancouver Aquarium, and the Northwest Coast totem poles being huge tourist pulls.

Features

- ◆ The bike and pedestrian path on the Seawall and the vehicle-oriented Stanley Park Drive, allow circulation around the site and scenic views. There are also a number of trails throughout the park which lead through the park's natural areas.
- ◆ Along the Seawall, there are a number of viewing points, landmarks, and services such as cafes and restaurants. There are also beaches in the area off the Seawall which allow for waterfront access as well as seating and rest stops.
- ◆ In addition to allowing waterfront access from the Seawall, there are accessible waterbodies inside the park such as Beaver Lake and the Lost Lagoon.
- ◆ There is also a rowing club in the park and piers where boats can be launched.
- ◆ The park has extensive recreational grounds, with tennis courts, lawn bowling, and a pitch & putt.



Image 131: The Stanley Park Seawall pedestrian path with a slightly elevated bike path. (StanleyParkVan, n.d.).



Image 132: The Totem Poles in Stanley Park. (Kheraj, 2017. (Originally from: johnny9s, 2008)).



Image 133: The historic Stanley Park entrance from 1890. (Kheraj, 2017. (Originally from: Bailey Bros. Studio, c.1890s)).



Image 134: A beautiful autumn day along the Stanley Park Seawall. (Kheraj, 2017. (Originally from: Vismax, 2013)).

Relevance

- ◆ Stanley Park is an excellent urban park and provides a strong example of what well-programmed recreational space looks like. The park is able to balance natural preservation with excellent recreational activities.
- ◆ Beaches, boat launches, the seawall, and a variety of restaurants and landmarks provide a strong precedent for an activated waterfront.
- ◆ The parkway is not a particularly good example of planning with Indigenous Peoples.

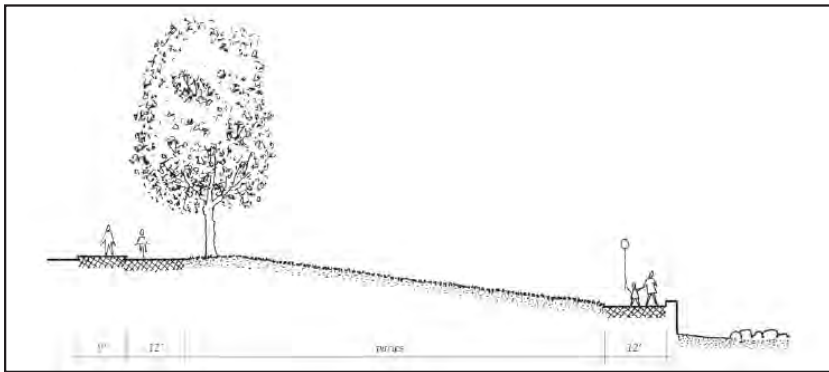


Image 135: Sectional Drawing of Stanley Park – West End. This path is similar to many parts of the SGEC corridor (Macdonald, 2018).



Image 136: A map of Stanley Park. (Soggybread, 2007).

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Tom McCall Waterfront Park and Vera Katz Eastbank Esplanade

Location: Portland, Oregon

Area/Size: 1.6 km

Agencies Involved: City of Portland

History and Context

For the most part of the late 19th and early 20th century, Portland had an industrial waterfront, consisting of warehouses and docks. By 1927, these warehouses and industrial facilities on the Willamette River began to fall into disuse, and they were demolished and replaced with a seawall. In 1943, the Harbor Drive Freeway was built which cut off access to the waterfront. The freeway was demolished in 1974. It was replaced by vision for a green urban waterfront led by Governor Tom McCall. The resulting park was one of the first urban freeway removals in the United States. The park and the esplanade today have a relatively simple and straightforward design. The promenade runs along the Willamette River, with the park behind it. The park features plentiful maple trees and oak trees giving a feeling of being in nature, while still featuring waterfront views that remind users of the urbanity of the promenade. Across the Willamette River lies the Vera Katz Eastbank Esplanade which is a waterfront walkway squeezed between the river and Interstate 5. The two promenades are connected in a loop by the Steel Bridge in the north and Hawthorne Bridge in the south.

Features

- ◆ Using cycle and pedestrian paths on the bridge, one can explore the entire loop on a bike or on foot.
- ◆ The promenade accommodates leisurely walks, seating, jogging, and cycling.
- ◆ The site features a Japanese American Historical Plaza, which reminds viewers of Japanese internment camps during WWII.
- ◆ It also features a waterfront park with a handicraft market, lawns to accommodate festivals and large events, a tour boat landing, and a cobbled beach that allows access to the water.



Image 137: The Willamette River and the Promenade. (Weigel Bell, 2018 (Originally from: Morgan, n.d.)).

Relevance

- ◆ The site is a good example of combining flood protection measures such as high seawalls with waterfront access.
- ◆ It is also a good example of programming a site with a variety of activities including markets, fountains, and memorial sites.
- ◆ The site is well connected as the promenade forms a loop, connecting the western promenade off the Tom McCall Waterfront Park with the Eastbank Esplanade across the river.
- ◆ However, the promenade is a bad example of accessibility, as getting to the promenades is difficult, particularly on the Eastbank Esplanade side, where motorways block off much of the promenade from the surrounding neighbourhoods.



Image 139: The Beach at the Waterfront Park. (Mayer-Reed, n.d.).

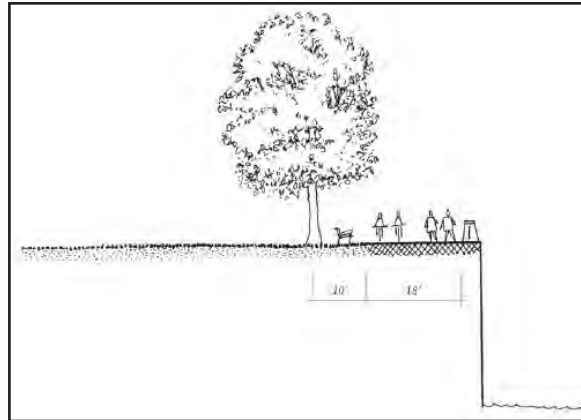


Image 140: Section of the Vera Katz Eastbank Esplanade (Macdonald, 2018).



Image 138: The Japanese Memorial at the Waterfront Park. (Mayer-Reed, n.d.).



Image 141: The Eastbank Esplanade on floating pontoons. (Weigel Bell, 2018 (Originally from: Cacophony, n.d.)).

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PRECEDENTS FOR FLATS CHARACTER AREA

Beach Boardwalk

Location: Toronto, Ontario

Area/Size: 15.2 ha of park, including 3 km of beachfront

Agencies Involved: City of Toronto

History and Context

The Beach Boardwalk was once comprised of several small villages in the 1800s (Kew, Balmy Beach, and Woodbine). Pedestrians and visitors in the area blossomed in 1880 and in 1907, with the introduction of the Woodbine Racetrack, Kew Gardens, the Victoria Park amusement park, and the Scarborough Beach amusement park. The inspiration for these parks in Toronto was to establish a Coney Island feel similar to New York City. Trams and steamships coming out of downtown Toronto brought visitors to the site. After World War I, the amusement parks closed and the neighbourhood was subdivided and built with houses. The boardwalk was established along the beach in 1932 and expanded over the years as residents began to settle in the community. By the time the Greenwood racetrack (formerly the Woodbine racetrack) was demolished in 1994, there was significant development in the area. The former racetrack land now has additional residential and commercial buildings. Half of the racetrack property turned into what is now known as Woodbine Park.

Features

- ◆ There is no barrier of roads/parkway within the linear park, though there is still transit access nearby from Queen Street East.
- ◆ The beach draws in local residents and tourists year-round, no matter the weather.
- ◆ The 4.5 m wide boardwalk is flush with sand and adjacent to the linear park. A separate paved trail parallels the boardwalk for cyclists, skaters and scooters.
- ◆ Activities include a beach, swimming, cycling, roller-skating, connections to Martin Goodman Trail, outdoor fitness equipment, playgrounds, an Olympic pool venue, volleyball courts, kayak and canoe rentals, summer lifeguards, winter warming stations, Ashbridges Bay Yacht Club, and the Toronto Hydroplane and Sailing Club.
- ◆ Amenities include gardens, a bottle filling station, a bathing station featuring ventilation and lighting, a beach shower and foot wash, accessible washrooms, lighting and benches along the boardwalk, picnic sites and tables, picnic shelters, a snack bar, full-service restaurants, public parking, street parking, and dog parks.



Image 142: Boardwalk at Woodbine Beach Park (City of Toronto, 1993)

Relevance

- ◆ The site is a linear waterfront park similar to the SGEC Parkway with plentiful activity nodes and amenities for year-round park use.
- ◆ The boardwalk and the pathways are a great example of designing pathways for multiple users and adding adequate street furniture, which can be implemented in the SGEC Parkway.
- ◆ Winter activity programming and annual warming station competitions provide strong examples of all-season usage that can be easily translated to the SGEC Parkway.

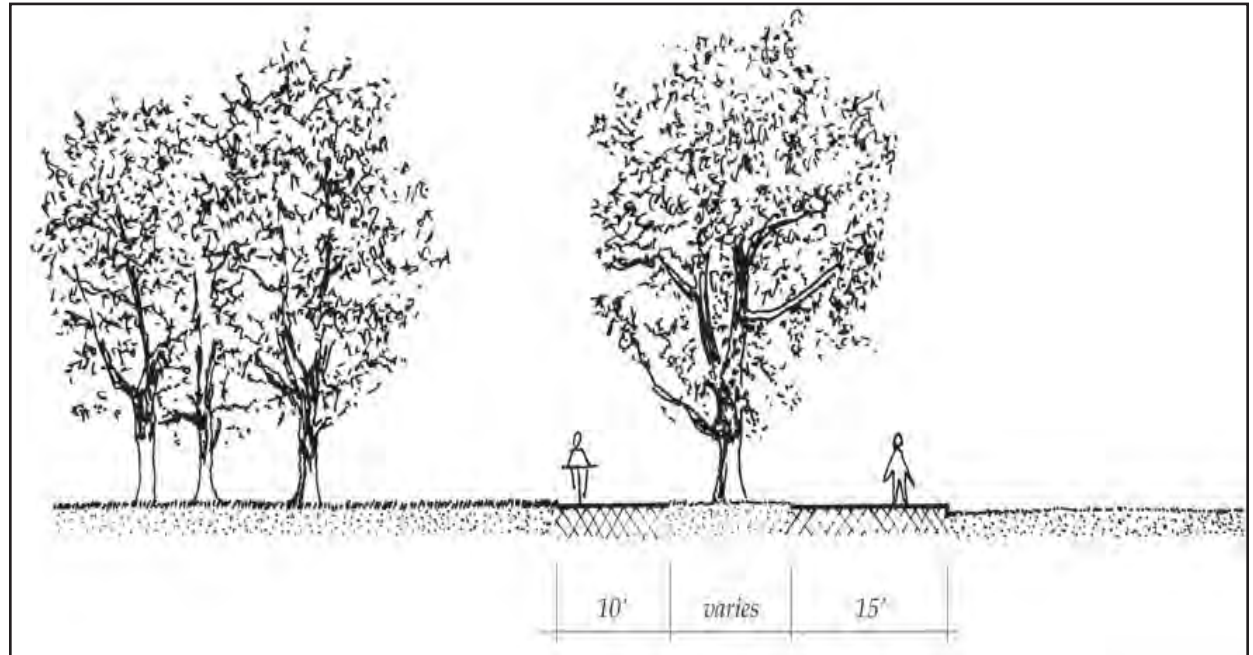


Image 144: Sectional drawing of the Beach Boardwalk in Toronto (Macdonald, 2018).



Image 143: Multi-use pathway that runs parallel to the boardwalk along Woodbine Beach (Macdonald, 2018).



Image 145: Winter warming station installment in Toronto from city-wide competition in 2019 (Stecher, 2019).

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Eastern Parkway

Location: Brooklyn, New York City, New York

Area/Size: 6.7 km

Agencies Involved: Brooklyn
Park Commissioners

History and Context

Eastern Parkway was the brainchild of Frederick Law Olmsted and Calvert Vaux as the world's first parkway. Their 1866 conception of the parkway was to create a scenic, pleasurable drive, with access through Prospect Park, which they had also designed. They intended for the parkway to be a part of an intricate, connected system of parks and parkways. The parkway began construction in 1870 and was finished in 1874, stretching from Grand Army Plaza to Ralph Avenue, which was the eastern boundary of Brooklyn at the time. The parkway now runs to Bushwick Avenue, right before the Evergreen Cemetery, thanks to an extension designed by John Culyer from 1890 to 1893. The original design concept was for a 55-foot-wide drive for carriages flanked by two pedestrian pathways that are lined with trees. In 1978, the part of the parkway between Grand Army Plaza and Ralph Avenue was designated a scenic landmark by the New York City Landmarks Preservation Commission and was also recognized with a National Historic Landmark designation.

Features

- ◆ The parkway offers a picturesque treed boulevard which accommodates vehicles, pedestrians, and cyclists. Six lanes of vehicular traffic lanes operate between Grand Army Plaza and Ralph Avenue.
- ◆ The pathways are lined with trees on either side and can be used by people on foot or by cyclists.
- ◆ The parkway links a variety of parks and landmarks. Beginning with the Grand Army Plaza across from Prospect Park, the parkway runs east to the Brooklyn Museum. As it continues, one can encounter the Arthur S. Somers Park, the Evergreen Cemetery, and Highland Park.
- ◆ There are also a number of other uses on the parkway, including residences, restaurants, and shops. Subway stops on the parkway ensures ample transit access and the parkway is well-connected to nearby neighbourhoods.



Image 146: A view of the bike path on Eastern Parkway. (TCLF, n.d.)

Relevance

- ♦ The parkway does an excellent job of linking a variety of greenspaces together and providing a safe, dedicated pedestrian and cyclist path. This path can be very easily implemented on the SGEC Parkway.
- ♦ The parkway has long been used as a commuter road and is no longer solely a pleasure drive. However, Eastern Parkway still retains many of its historic characteristics, which is a good lesson for the SGEC Parkway.



Image 147: A view down the roadway of Eastern Parkway. (TCLF, n.d.)

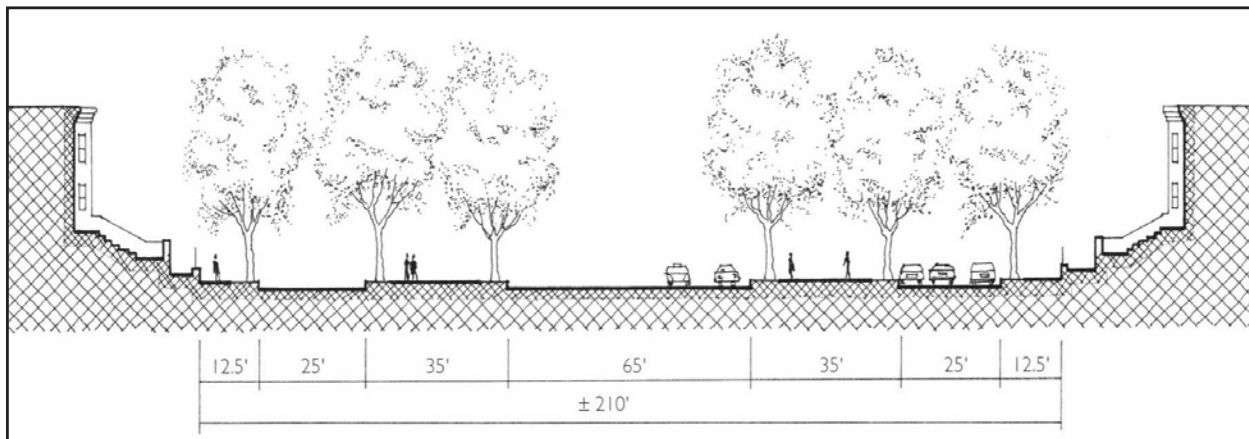


Image 148: Sectional drawing of the Eastern Parkway in New York City (Jacobs, Macdonald, & Rofé, 2002).

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Golden Gate Promenade at Crissy Field

Location: San Francisco, California

Area/Size: 2 km

Agencies Involved: National Park Service

Features

- ◆ The promenade runs between sand dunes, a raised lawn, and marshland. The paths are frequented by joggers, cyclists, and pedestrians.
- ◆ The western gateway to the site is the base of the Golden Gate Bridge which can be accessed from the promenade.
- ◆ The lawns on the site are often used by picnickers or people enjoying the weather.
- ◆ The site also features a building called the “Warming Hut” which features a gift shop and a café. There is also a public restroom near the Fort Point National Historic Site.
- ◆ The site offers excellent views of the northern waterfront of San Francisco and an excellent view of the iconic Golden Gate Bridge landmark.

History and Context

The Golden Gate Promenade runs along the northern edge of Crissy Field, and lies just east of the Golden Gate Bridge. The promenade is set back from a beach area that leads into San Francisco Bay. Crissy Field, formerly a marshland, was once the site of the Presidio Army Base, which had existed on the site from 1915 to the mid-1970s. During the 70s, the site was transferred to the Air Coast Defense Station, who operated there until 1994 when the land was taken over by the National Park Service. The promenade offers connection to the waterfront for San Francisco residents and visitors that previously had not existed while the site was a military base.



Image 149: A view of Golden Gate Bridge and the promenade. (The Presidio, 2015).

Relevance

- ◆ The promenade provides an excellent example of waterfront access, which can be translated to the SGEC Parkway. The beach and the unpaved path contribute to the natural setting of the space.
- ◆ The Warming Hut and the Yacht Club provide a good amount of programming for the site over a small space. These nodes can inspire similar designs for the SGEC Parkway.

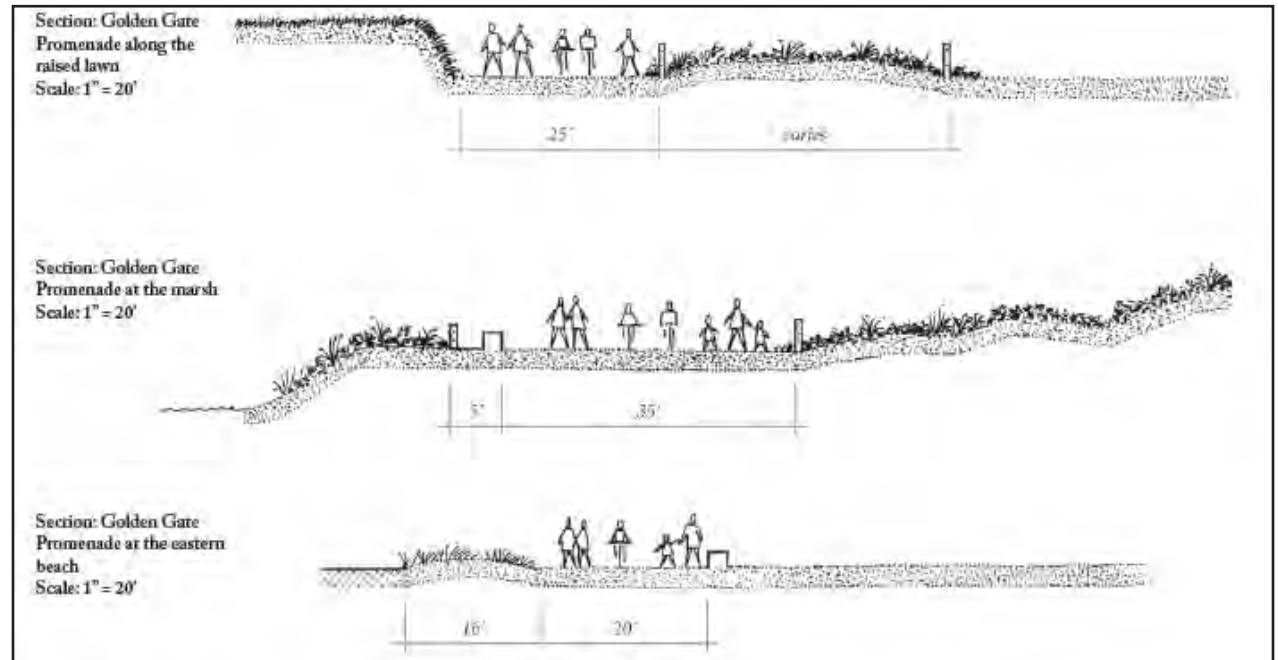


Image 151: Sectional drawings of the Golden Gate Promenade (Macdonald, 2018).



Image 150: A view down the promenade during a busy time. (The Presidio, n.d.).



Image 152: A view of San Francisco Bay. (The Presidio, n.d.).

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Hudson River Park Promenade

Location: Manhattan, New York City, New York

Area/Size: 6.4 km

Agencies Involved: City of New York, New York State

History and Context

The Hudson River Park runs four miles along the shoreline of the Hudson River. It runs north from Battery Park to 59th Street in Midtown Manhattan. The park's piers were historically used as the first landing point for immigrant ships, before they were transported to Ellis Island. By the 1950s, the piers were used for commercial shipping, and by the 1980s, they began to be used for city-owned utilities and parking. The West Side Highway, built in the 1930s, ran alongside the piers before being demolished in the 1980s and replaced with West Street in the 2000s. In 1998, the Hudson River Park was built, led by the efforts of the Hudson River Park Trust. The Trust was given a mandate by the New York State government under the Hudson River Park Act to design, construct, and operate the park. Commercial rents from tenants as well as concessions revenue and donations help to support the maintenance of the park, while capital funding is generally provided by local, state, and federal governments and private donors. The park is bounded by the Hudson River and West Street to the East. Neighbourhood streets allow good access onto the promenade via plenty of signalized crosswalks, though traffic on West Street moves quickly and the road is dauntingly wide.

Features

- ◆ Repurposed piers now feature greenspace, seating areas, and playgrounds. Pier 62 and 63 feature a park, a carousel, a concession stand, and a skatepark. Christopher Street Pier features a wooden plank surface, giving a nautical, boardwalk feel.
- ◆ A cycle track also runs between the park and West Street, on which people cycle, run, and skateboard. It is separated from the road with attractive planters, providing protection and a pleasurable cycle.
- ◆ Additional facilities in the park and along the promenade include basketball courts and dog parks.
- ◆ Promenades and the parks on the piers are heavily used by residents and tourists alike and often get crowded.



Image 153: An interesting rock feature along the promenade. (Hudson River Park, n.d.).

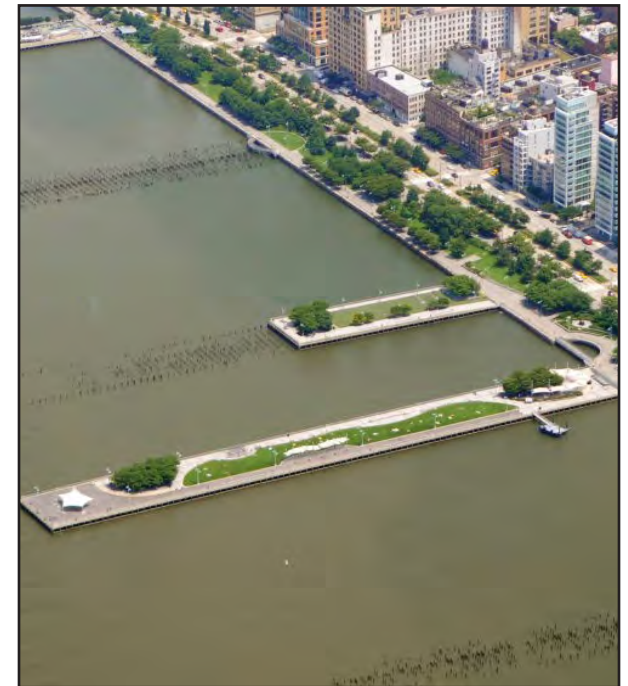


Image 154: An example of the converted piers. (Hudson River Park, n.d.).

Relevance

- ◆ The site is an excellent example of an urban linear park with a breadth of programming spread through various nodes on each pier.
- ◆ The separated cycle track (Hudson River Greenway) provides an interesting precedent for a separate greened bikeway on the SGEK Parkway.
- ◆ The promenade is also easily and safely accessible from surrounding neighbourhoods, with streets leading to the waterfront with signalized crosswalks. This can be translated easily onto the SGEK Parkway.
- ◆ One limitation of the promenade is the limited access points into the water, with fencing along the promenade throughout.

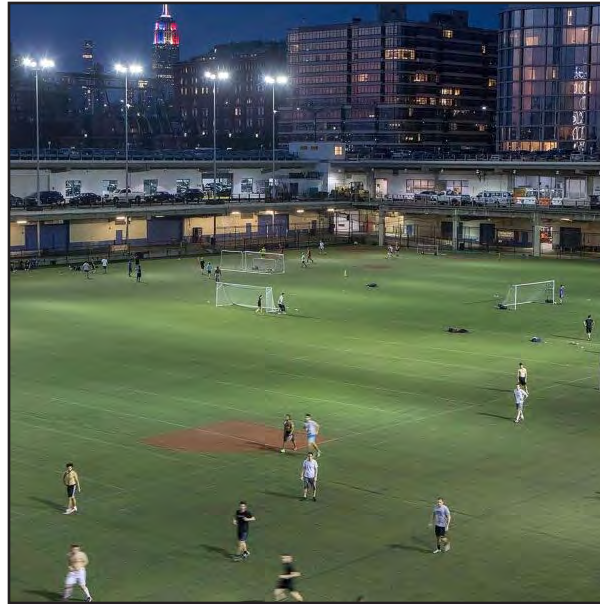


Image 156: People playing soccer at night with a view of Midtown Manhattan in the background. (Hudson River Park, n.d.).

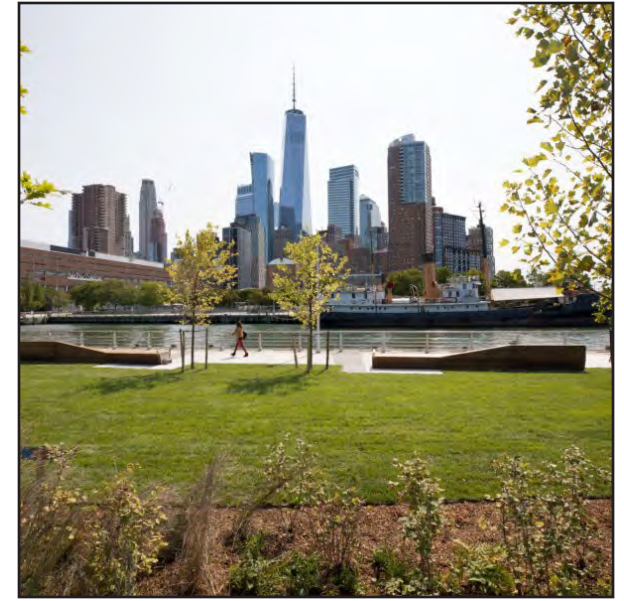


Image 157: A view of the Lower Manhattan skyline from one of the piers. (Hudson River Park, n.d.).

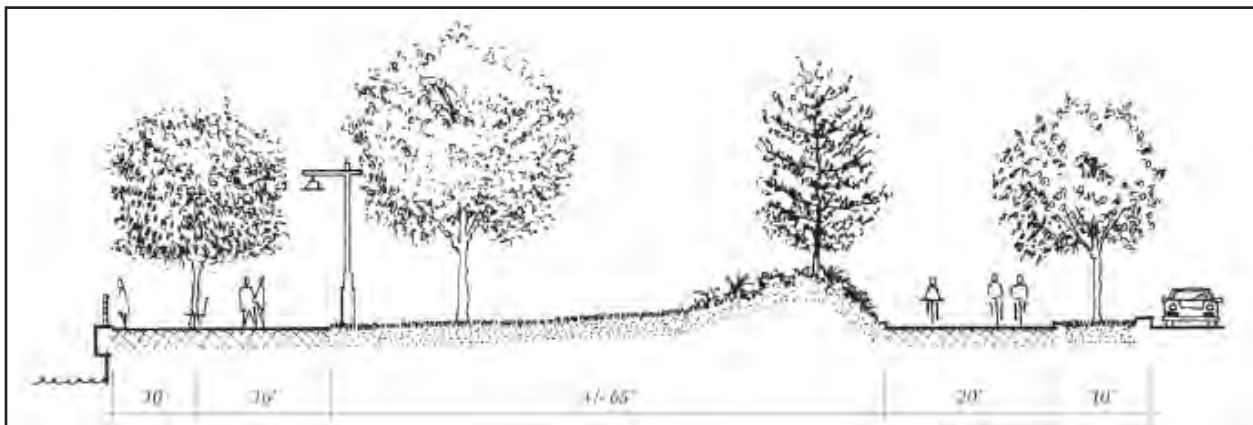


Image 155: Sectional drawing of Hudson River Park Promenade (Macdonald, Elizabeth, 2018).

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Joe Riley Waterfront Park

Location: Charleston, South Carolina

Area/Size: 6.4 km

Agencies Involved: City of Charleston



Image 158: The waterfront path with a view to a pier. (JonathanLamb, 2006).

History and Context

The Joe Riley Waterfront Park lies on the southeast corner of downtown Charleston. It spans 12 acres over a former industrial site on the Cooper River. The park was built in 1990 under the leadership of former mayor Joe Riley and features two promenades, one of which is on the waterfront. The other promenade runs between rows of trees. A grass lawn separates the two walkways and the park has an overall serene and peaceful ambience, complimented by the four-storey residential apartments nearby.

Features

- ◆ Though small, the walkways invite users to take a leisurely stroll on the two paths. The lawn that separates the walkways is frequently used for kite flying, picnicking, or simply relaxing.
- ◆ Two fountains provide focal points on the site, with Splash Fountain on the northern end and Pineapple Fountain situated in a plaza in the middle of the site.
- ◆ The 20-foot-wide shoreline pathway sits atop a six-foot-high seawall and is paved with decomposed granite. The inner pathway is 12-feet-wide with herringbone brick pavers and has a lovely canopy effect created by the trees. The two paths eventually converge near a 32-foot-wide planked fishing pier that allows access to the water.
- ◆ There are benches on both sides of the walkway, with many facing the water. A pier across from Splash Fountain features pergolas with tables, chairs, and porch swings.
- ◆ Narrow cobblestoned lanes allow for pedestrian access into the park from the streets.
- ◆ Though not on the walkways themselves, restaurants and cafes are nearby. Ample washrooms are provided. There is an art gallery across from the Pineapple Fountain that is easily accessible for walkway users



Image 159: The trees and lawns of the Waterfront Park connected to the waterfront path which has a view to the pier. (Lee Keadle, 2012).

Relevance

- ◆ The walkways on the Joe Riley Waterfront Park accomplish a great deal with very little space. The park and the walks are simple yet elegant in their design and provide a relaxed natural oasis in the urban area with immediate waterfront access.
- ◆ There are small activity nodes on the site as well, providing a good example of small, active nodes.
- ◆ The park space provides for a wide range of recreational activities or relaxation.
- ◆ Small touches such as the fountains and the porch swings add to the whimsy and tranquility of the space.



Image 160: The upper, tree-lined pathway replete with attractive seating, brickwork, and lawns. (JonathanLamb, 2007).



Image 161: A boarded pier with covered seating areas and swings. (Charleston, SC, n.d.)



Image 162: The lovely Pineapple Fountain found along the waterfront park in Charleston. (Charleston, SC, n.d.).

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Lake Shore Boulevard

Location: Toronto, Ontario

Area/Size: 23.5 km, 161 ha of waterfront parks

Agencies Involved: City of Toronto

History and Context

In 1911, the Board of Harbour Commissioners was granted power for the management, administration, development, and improvement of a 23 km long stretch of the Toronto waterfront coastline. In February 1912, Edward Lancelot Cousins was appointed Chief Engineer of the Toronto Harbour Commissioners to lead a waterfront development project. Lake Shore Boulevard's design is an outcome of the City Scientific and City Beautiful movements. The site added 161 hectares of parks to the existing 200 hectares of park space on Toronto Islands. This development was an ambitious infrastructure plan to protect Toronto's coastline from erosion. The plan included the addition of the Sunnyside Pavilion, terraces, promenades, bathing stations, sand beaches, foot bridges, lagoons, ferry docks for the island, boat docks, sewers, roads, bridges, a summer resort along the waterfront, and a large breakwater system to protect the harbour and coastline from flooding and inclement weather.

Features

- ◆ The roadway acts as a secondary arterial road when faced with closures on the Gardiner Expressway.
- ◆ The boulevard is closed from time to time for festivals and sporting events such as the Honda Indy Toronto race.
- ◆ There is barrier free access to recreational trails including a 23 km stretch of the Martin Goodman Trail from Woodbine Ave. to the Humber River.
- ◆ Pedestrian crossings are found on major intersections along the Boulevard. Road lanes vary but are often 3-4 lanes.
- ◆ Fatal bicycle accidents have taken place along the boulevard, which have led to the implementation of guard barriers on certain areas of the roadway.
- ◆ Amenities include tennis courts, a dedicated bike trail, outdoor fitness equipment, multiple parking lots, outdoor pools, sailing clubs, rowing clubs, marinas, beaches, and boardwalks.



Image 163: Sunnyside Park Area with Amusement Park, Lake Shore Blvd (City of Toronto, 2020).

Relevance

- ◆ The site is an example of how roadway widening can increase high-speed commuter traffic, which should be avoided on the SGEC Parkway.
- ◆ There are scenic views of Lake Ontario and Toronto's skyline throughout the site.
- ◆ Barrier free multiuse trails and recreational facilities can easily be translated to the SGEC Parkway.
- ◆ Provision for swimming in Lake Ontario.



Image 165: Current Sunnyside Park (Google Earth, 2020).

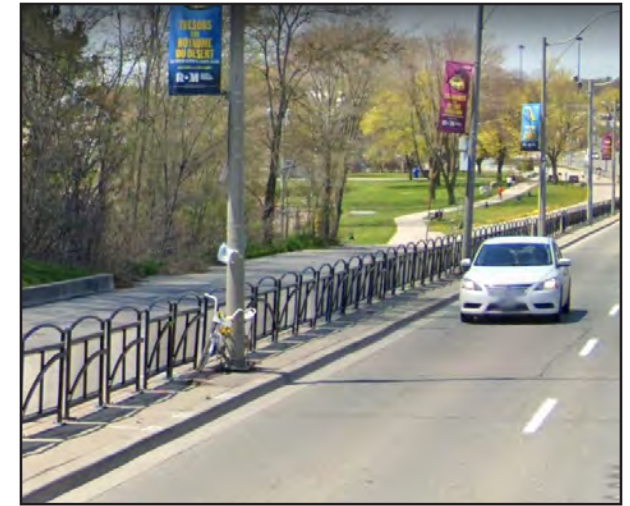


Image 166: Intersection of Lake Shore Blvd and Royal Legion Branch 344 (notice bike memorial on lighting pole). (Google Earth, 2020)

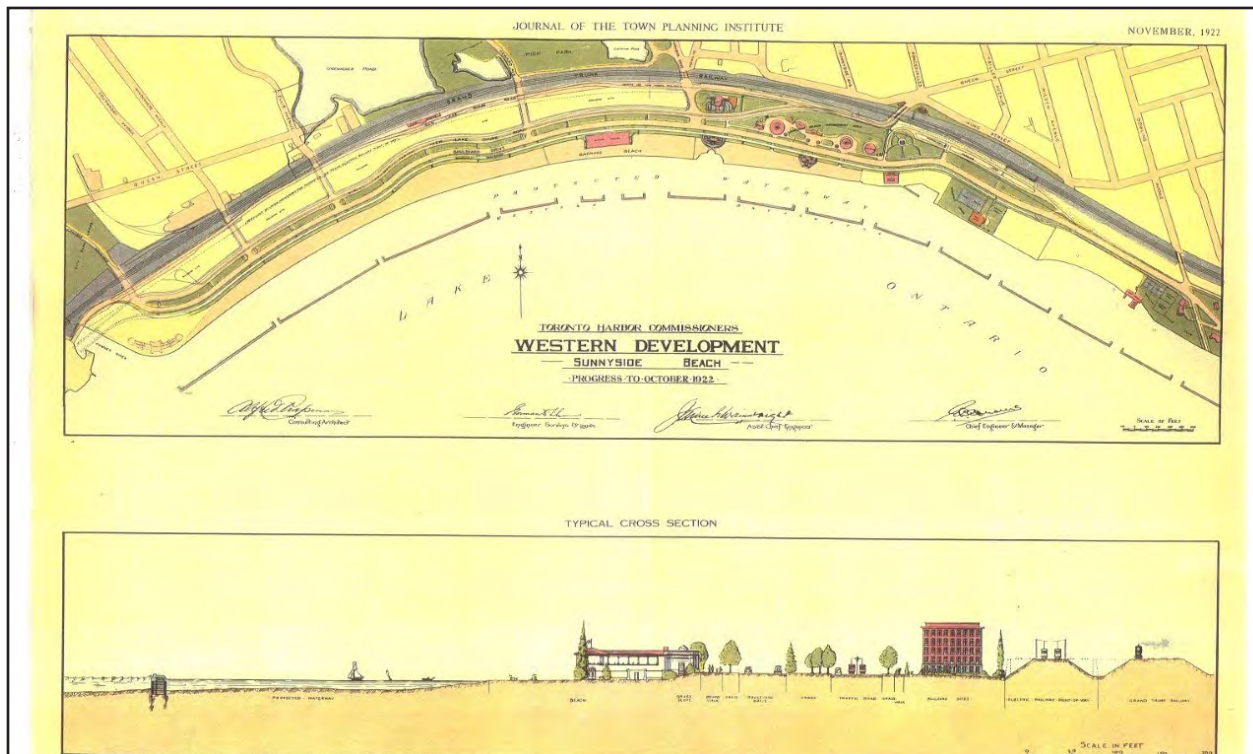


Image 164: Drawing by Olmsted Brothers of the western section of Toronto's Waterfront Development Plan 1912-1920 (Toronto Harbour Commissioners, 1912).

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Lake Wilcox Park

Location: Richmond Hill, Ontario

Area/Size: 5.48 ha

Agencies Involved: City of Richmond Hill

History and Context

Situated within the Oak Ridges Moraine on the eastern shores of Lake Wilcox, this park was built with special attention to the preservation and enhancement of the environment. The design of Phase 1 included the waterfront promenade, which was completed in 2012 and officially opened in 2014. Design of Phase 2 was completed in 2015 and officially opened in 2016. The park features recreational areas, built facilities, and is accessible to all. The park is also a connected waterfront that includes both public and private spaces. The design of the area is diverse, incorporating a variety of materials and public art forms. The site features unique touch points with the water. A floating boardwalk, completed in 2020, allows users to experience the water in a novel way. The park incorporates many active and passive nodes in a relatively small area.

Features:

- ◆ The park includes a 450 metres pedestrian promenade along an ecologically restored shoreline. There are also accessible paths that connect the park with neighbourhoods and the Oak Ridges Community Centre.
- ◆ Themed lookouts across the park include stone cairns and artwork with diverse materials, plantings, and engraved quotes. There is also a focus on providing education about Indigenous communities, early European settlement, lakeside recreation, and ecology.
- ◆ The site includes sustainable parking lots built with catchment areas and permeable paving to handle overland drainage.
- ◆ The park includes a restored and enhanced natural landscape, with native trees such as white pines featured on the site. Natural assets are used to screen the roadway and enhance the viewscape.
- ◆ There are a variety of activities and amenities in the park, including large pavilions and lawn space for picnicking, washrooms with wet green roof, accessible play structures and playgrounds, the Richmond Hill Canoe Club, outdoor classrooms, a youth area with a skate park, beach volleyball courts, and a multi-sports court. There are also four parking lots, a waterfront promenade, a unique 130-metre-long crescent shaped sunset boardwalk, and a splashpad.



Image 167: Portion of the 450 m pedestrian promenade, filled with unique art installations and rest stops (Dillon Consulting, 2020).

Relevance

- ◆ The award-winning design of the waterfront park includes many nodes and accessible amenities which could serve as inspiration for the SGEC Parkway.
- ◆ The park is an excellent example of the level of activation that can be achieved on a relatively small five hectare site.
- ◆ The design and construction of the park involved balancing strict environmental priorities with active and passive recreational features. This same balancing can be referenced in future designs for the SGEC Parkway.



Image 169: Rendering of 450 m pedestrian promenade and 130 m boardwalk along Lake Wilcox (Dillon Consulting, 2020).



Image 170: Fully accessible splashpad for kids (Dillon Consulting, 2020).

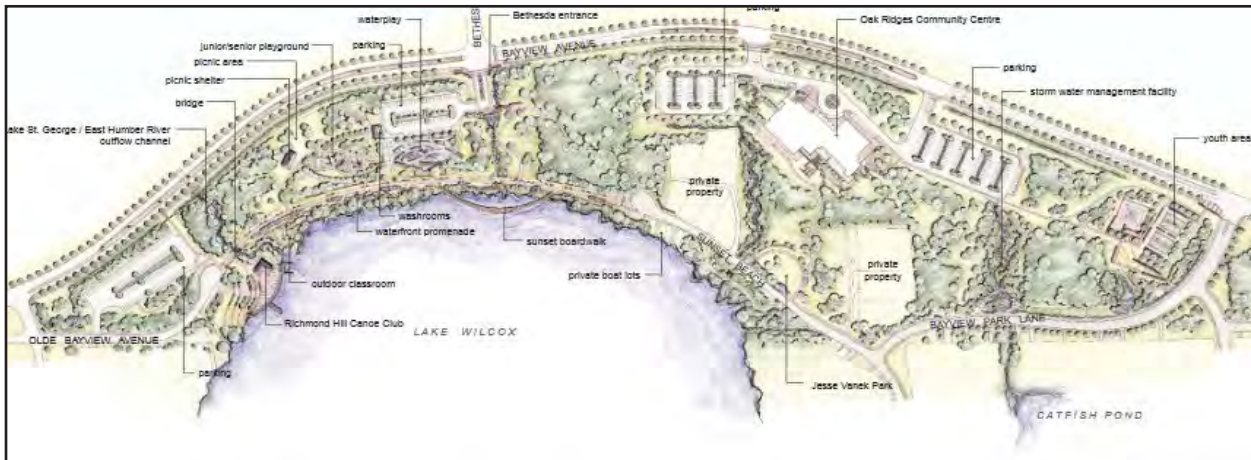


Image 168: Design layout of Lake Wilcox Park including all its nodes (Richmond Hill, 2019).

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Passeig Maritim

Location: Barcelona, Spain

Area/Size: 4.8 km

Agencies Involved: Region of Catalan, City of Barcelona

History and Context

Though it is a historic city dating back to the Middle Ages, Barcelona only recently began its relationship with its shoreline. Historically a walled city, Barcelona's waterfront remained a locus of industrial activity until the 1980s, when industry relocated and the government began to think of ways to transform these areas into public green spaces. The only place where the public could access Barcelona's waterfront from the 18th century to the 1980s was Barceloneta, a working-class neighbourhood that formerly housed Catalan rebels. For the 1992 Summer Olympics, the city government spent heavily on improving public spaces, accelerating the improvement of the waterfront. New beaches were built along Barceloneta's waterfront as the principal public space investment in the area, supported by new promenades.

Features

- ◆ On the southern portion beginning at the Platja de Sant Sebastia, the promenade mainly consists of a 28-foot-wide walkway separated from a 10-foot-wide bikeway by a line of palm trees.
- ◆ The promenade features ample seating areas and lighting, which allows both the promenade and the beach to be used at night.
- ◆ From the Platja de Sant Miquel, the promenade shifts in character, with triangle-shaped plazas integrating with the boardwalk and providing more covered seating areas and restaurants.
- ◆ The boardwalk splits at the Platja de la Barceloneta, with 40-foot-wide upper promenade cantilevering 12 feet over a 20-foot-wide lower, wood-planked boardwalk level with the beach.
- ◆ The lower boardwalk features restaurants under the cantilevered structure, with seating provided on the boardwalk itself. The upper promenade connects to restaurants, nightclubs, a shopping mall, landmark public art, and pop up food kiosks.
- ◆ Though connection to the Passeig Maritim is somewhat fragmented, there are bus routes that serve the area and the area is packed with tourists and residents alike.

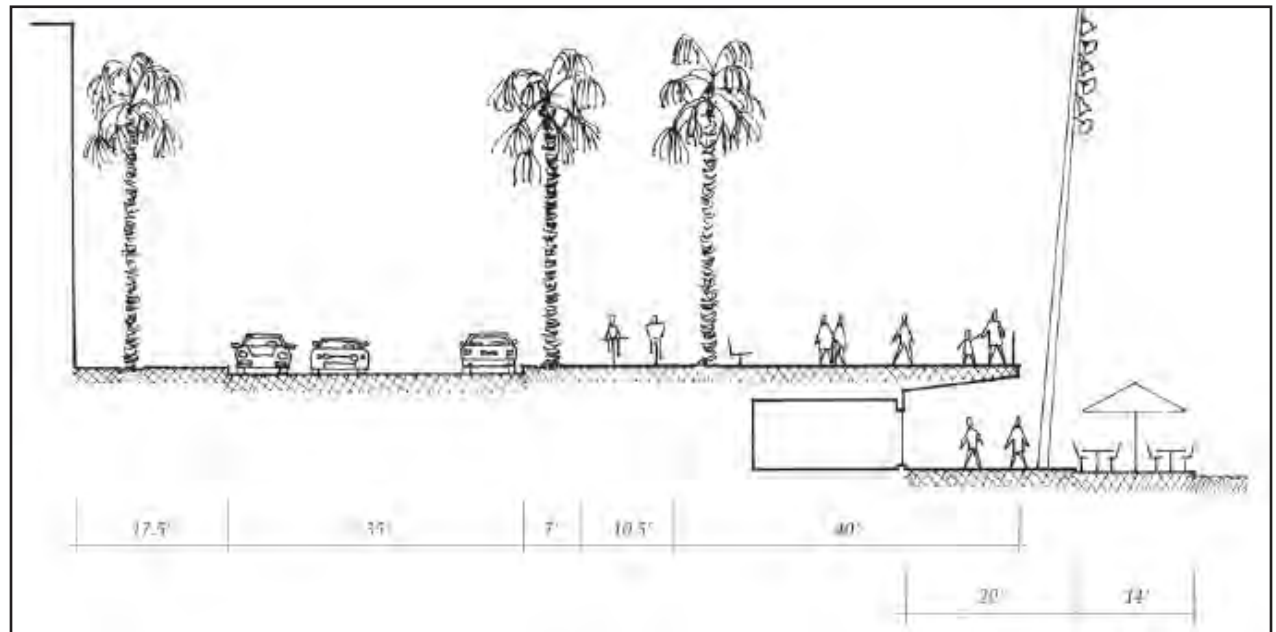


Image 171: Sectional drawings of Passeig Maritim Promenade (Macdonald, 2018).

Relevance

- ◆ The site is an excellent example of a public space and of an urban waterfront promenade with a variety of nodes and activities. This has helped shape Barcelona's image as a waterfront city, which is similar to what the SGEC Parkway can achieve for Ottawa.
- ◆ There are good examples of strong pedestrian and cycling connections throughout the public space that can be applied to the SGEC Parkway. Similar to the SGEC Parkway, the site has ensured that a valuable portion of the city's waterfront has remained in the public realm.
- ◆ The site has distinct character areas with excellent examples of bistro-level servicing such as food kiosks that can be easily replicated on the SGEC Parkway.



Image 172: A view of the beach near Barceloneta. (Engel, n.d.).



Image 173: An entrance down into the promenade, which directly connects to the beach. (Oliveres i Guixer, Mònica, 2002).



Image 174: One of the many public art pieces along the beach. (Engel, n.d.).



Image 175: A section along the promenade more separated from the beach. (Oliveres i Guixer, Mònica, 2002).

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Passeio das Tagides and Passeio do Tejo

Location: Lisbon, Portugal

Area/Size: 8 km

Agencies Involved: Parque Expo 98, Private Developers

History and Context

The Passeio das Tagides runs along the former lands of the 1998 Lisbon World Exposition called the Parque das Nacoes. Beginning with the city's Strategic Plan for Lisbon in 1992, the city began to rethink its former heavy industrial lands in the northeast. The land was heavily polluted from heavy industry and the area was impoverished and derelict. The world's fair would help the city execute its plan to become a global city and the European capital of the Atlantic. As part of their redevelopment, a public company called Parque Expo 98 formed and built the fairgrounds. The fairgrounds were part of a larger development over 865 acres that included a commercial business district, a shopping centre, facilities for a university, and housing for 25,000 residents. Parque Expo 98 also built an aquarium, a sports arena, a marina, and the Vasco de Gama tower on the site. The Passeio do Tejo was built several years after the Passeio das Tagides. Tejo was constructed in a much more naturalized area, across from Tagos Park. The redevelopment project was eventually sold off to private developers to ensure that the fair buildings would continue to be used after the Expo.

Features

- ◆ Tejo, with a 17-foot-wide promenade, has fewer trees, offering pedestrians less shade and less protection from the sweltering Lisbon heat. Tagides on the other hand is better treed, providing pedestrians more shade, while still allowing for sun exposure.
- ◆ Tagides is 53 feet wide, divided into a six-foot pathway along the water's edge, with the main walking path separated by a 1.5-foot upwards slope. Throughout the remaining 44-foot-wide upper walkway, three rows of trees provide shade for users and seating and rest stops are available.
- ◆ Tagides features a cycling path, restaurants, and garden. The water can be accessed from three different piers throughout both Tagides and Tejo.

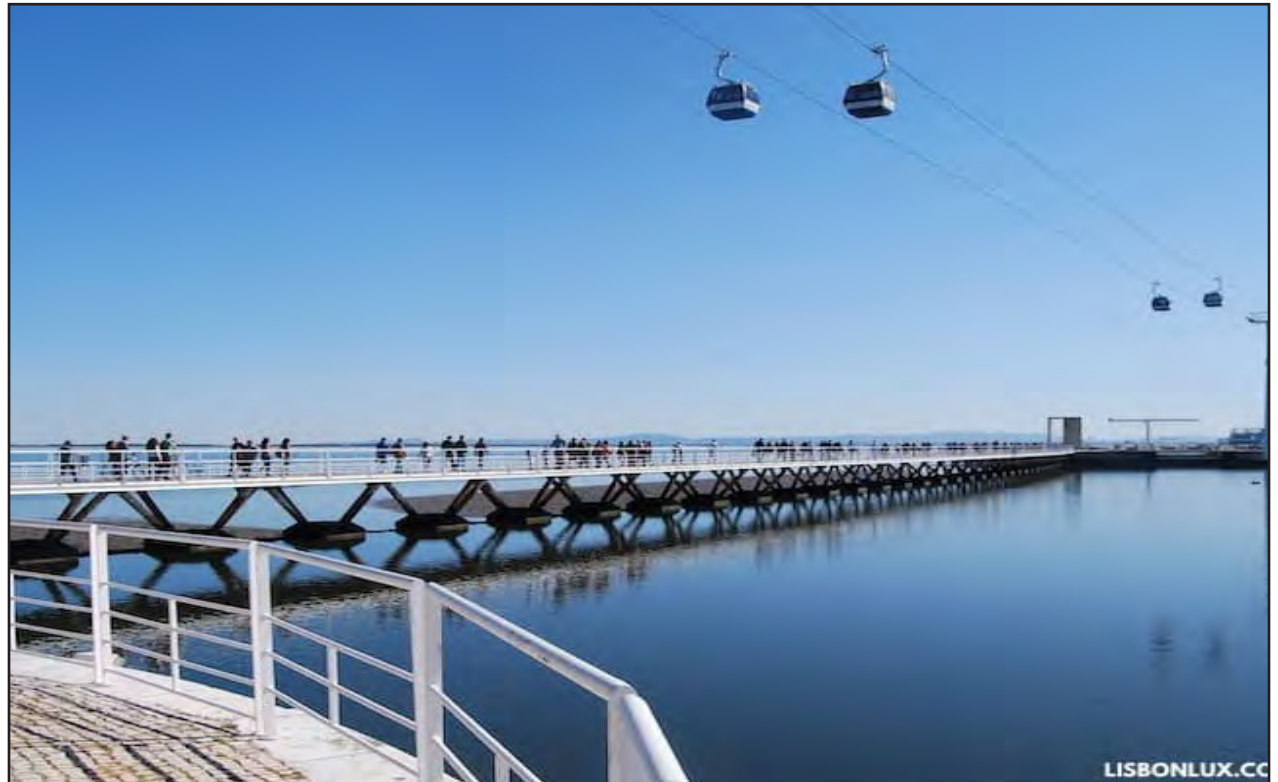


Image 176: A floating boardwalk on the waterfront. (Lisbonlux, n.d.).

Relevance

- ◆ Passeio das Tagides and the Passeio do Tejo occur in a picturesque setting and have some restaurants, gardens, and park areas. Attraction along the promenade generally appeal to locals and residents. Both Tagides and Tejo provide fairly good examples of waterfront views and public art that can inform the design of the SGEC Parkway.
- ◆ Both sites are poor examples of accessibility, as there is paltry transit access and challenging navigation through a mall and a barren area is required for pedestrians.

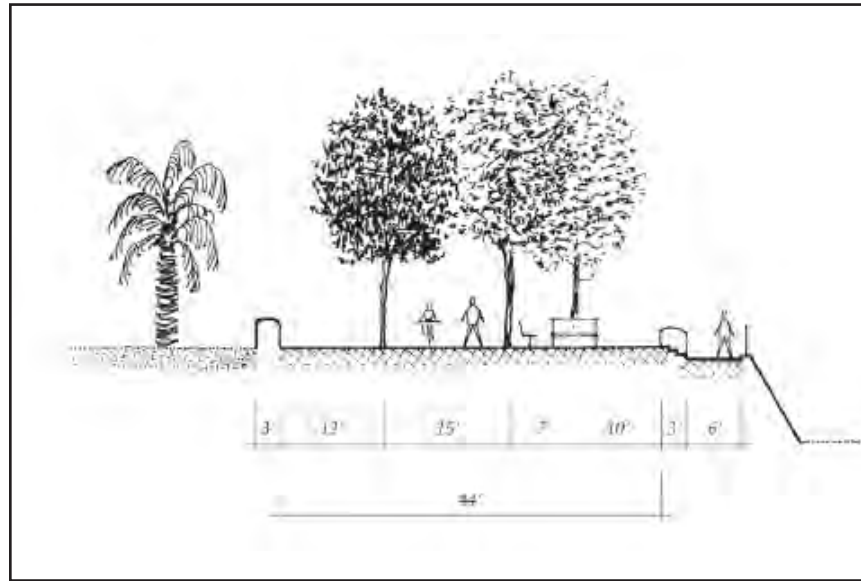


Image 178: Sectional drawing of *Passeio das Tagides and Passeio do Tejo Promenade* (Macdonald, 2018).



Image 177: People sitting and relaxing along the Lisbon waterfront. (Lisbonlux, n.d.).



Image 179: Public Art along the Lisbon waterfront. (Lisbonlux, n.d.).

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Promenade Samuel de Champlain

Location: Québec City, Québec

Area/Size: 4.3 km

Agencies Involved: Province of Québec, Ville de Québec, CCNQ

History and Context

The Promenade Samuel de Champlain is a park and promenade awarded in 2008 to the Ville de Québec from the provincial government in honour of the city's 400th birthday. The park is named after Samuel de Champlain, who founded Quebec City in 1608. The project's development was overseen by the Commission de la Capitale Nationale du Québec (CCNQ) which is in charge of the planning and development of the Quebec capital. The park runs from Pierre-Laporte Bridge east to Côte de Sillery with frontage on the St. Lawrence River. Beginning in 2000, the land for the park was acquired by the CCNQ, who blocked land speculation in the area bordering the St. Lawrence so that it could be purchased. The project was announced in 2002 with construction beginning in 2005. The park is split into roughly four different zones on both sides of the Boulevard Champlain, with each zone featuring unique landmarks and thematic experiences.

Features

- ◆ The Station des Cageux is built on a former industrial wharf and features a wetland, a 25-metre observation tower, and water access.
- ◆ The Boisé de Tequenonday has a woodland that features 5000-year-old archeological remains, a system of walking paths, historic trees, and a small lookout.
- ◆ The Station des Sports features soccer fields and a multi-use grassed area while the Station des Quais contains four themed gardens that each reflect the mood of the St. Lawrence River.
- ◆ There are also fountains, public art installations, and forthcoming boat connections in the park. There is also a small café around the halfway point of the park. A large cycle track and a pedestrian path separated from the roadway by a greened median allow circulation through the park.
- ◆ In addition to the pedestrian path, there is a planked promenade/boardwalk with seating close to the water. The boardwalk is separated from the water by a small, steep incline of rocks sloping into the river.



Image 180: A showcase of the finger toward the water with accompanying public art pieces. (Consortium Daoust Lestage, Option aménagement, & Williams Asselin Ackaoui, 2008).

Relevance

- ◆ The park shares some similarities with SGEC Parkway. There is a fast-moving road on the site. However, there are plenty of signalized crossings across the roadway that allow direct “fingers” of access to the water.
- ◆ The entire length of the waterfront can be explored on foot or by bike, similar to the SGEC Parkway. Views of the river can be had throughout the park.
- ◆ Points of interest are well interspersed throughout the site and neatly organized into different zones. Many of these points of interest have low environmental impact, making them easily translatable to the SGEC Parkway.
- ◆ It is possible to use the park for sports, relaxation, sightseeing, cultural appreciation, and a variety of other uses. These uses can quite easily be added to the SGEC Parkway as well.



Image 182: The fun water feature at Station des quais. (Bochenek, 2008).

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Image 181: A view of the promenade where it runs closer to the water. Attractive rest areas and the boarded walk make for an interesting spot. (Consortium Daoust Lestage, Option aménagement, & Williams Asselin Ackaoui, 2008).

Queens Quay

Location: Toronto, Ontario

Area/Size: 3.5 km

Agencies Involved: City of Toronto, Waterfront Toronto, Toronto Transit Commission

Features

- ◆ Queens Quay features two lanes of east-west vehicle traffic designated to the north side of the street. There are widened granite sidewalks and a large tree-lined promenade.
- ◆ The roadway features a dedicated Light Rail Transit (LRT) lane for TTC Streetcars.
- ◆ The site features year-round programming and a variety of nodes that offer entertainment, food, and rest stops.
- ◆ In addition to the promenade, 3.5 km of the Martin Goodman Trail connects to the site offering a multi-use recreational trail/pathway.
- ◆ Amenities on the site include washrooms, a water taxi to Toronto Island, the Island Yacht Club, Marina Quay West, the Kayak and Canoe Centre, and connection to seven adjacent parks for entertainment, picnicking, year-round programming, and artificial beaches.

History and Context

Queens Quay was built on formerly industrial lands. The site took 14 years to construct, with public space improvement strategies beginning as early as 2001, when the Central Waterfront Public Realm International Design Competition was held. The competition aimed to collect ideas to improve Queens Quay's waterfront and public realm. The design competition was won by West 8 and DTAH. Over the years, these firms have added new design components to the public realm and directed infrastructure and utility upgrades to improve the experience of local residents and tourists that visit this area. The last design components were installed between YoYo Ma Lane and Bay Street during a 3-year construction period above and below ground. The public space was formally unveiled at its official opening on June 19, 2015.



Image 183: Informal amphitheatre called the Simcoe Wavedeck at the Queens Quay waterfront (Waterfront Toronto, n.d.).

Relevance

- ◆ Though the space has an urban feel, Queens Quay accommodates many different nodes for a variety of users on a small stretch of land. While the SGEK Parkway is not as urban as Queens Quay, the site's waterfront access (via wave decks and harbours) and recreational nodes offer important lessons for the SGEK corridor.
- ◆ Accessible parks and pathways with connection to public transportation along the waterfront can inform new transit connections on the SGEK Parkway.
- ◆ Traffic calming measures were implemented through the reduction of vehicular travel lanes to improve active transportation.

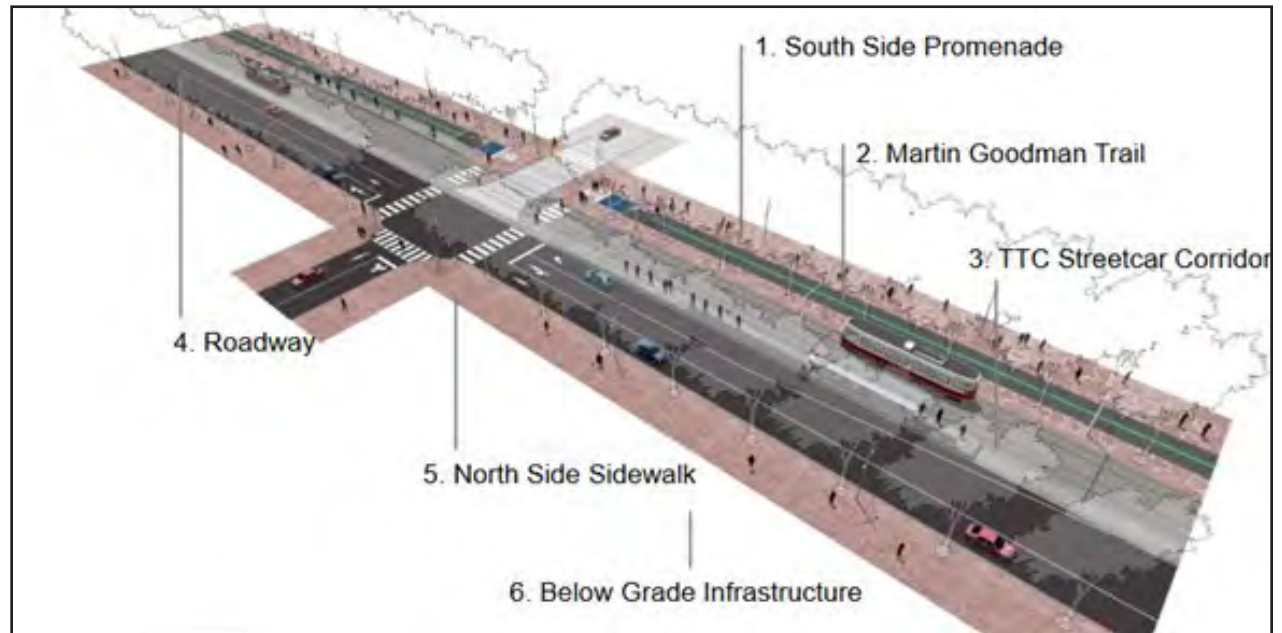


Image 185: Sectional Rendering of Queens Quay and its many modes of transportation (Waterfront Toronto, 2020).



Image 184: Wave deck of Queens Quay for easy access/water activity into Lake Ontario (Minner, 2011).

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Riverfront Parkway

Location: Chattanooga, Tennessee

Area/Size: 2.5 km

Agencies Involved: City of Chattanooga

History and Context

The Parkway was converted from a highway to a boulevard in 2004 as part of Chattanooga's waterfront revitalization efforts. The highway, built in the 1960s to carry light industrial freight vehicles, blocked access to the city's riverfront. As the manufacturing industry began to decline in the late 1960s, the highway's usage decreased. After decades of decline, public discussion began on reclaiming the space taken up by the highway. By the late 2000s, a plan was developed to remove the highway and replace it with a pedestrian-friendly boulevard. Between 2001 and 2004, the highway was demolished, creating a parkway that is both more pedestrian-friendly and more accessible. The Parkway includes attractive sidewalks, gutters, plants, trees, and crossings to make the route safer for pedestrians. The conversion to the boulevard has sparked economic growth for the city since its inception in the early 2000s. More businesses have opened in and around the boulevard as residents and businesses are now better connected to the riverfront.

Features

- ◆ The site features a boulevard with reduced speed limit to 50 km/h, reduced lanes, and four above ground intersections including a 23 km tunnel below the parkway for pedestrians to access the riverfront.
- ◆ Revitalization efforts saw the creation of Ross Landing Park, which features 720 m of shoreline to allow for the docking of boats on the site. Ross Landing Park also includes a 12-metre-wide pier on the Tennessee River that allows for access to the water.
- ◆ Features along the site include fountains, boating slips, playgrounds, and seating areas.



Image 186: Seating along the Riverfront Parkway showcasing the successful improvement of the public realm (Congress for the New Urbanism, 2020).

Relevance

- ◆ The Parkway is an example of how lane reduction and traffic calming measures can improve a waterfront parkway and make the space more pedestrian friendly. This provides important lessons on traffic calming for the SGEC Parkway.
- ◆ The Parkway features new waterfront infrastructure and water-related activities that can be easily incorporated into the SGEC Parkway.
- ◆ There is strong connectivity between the adjacent urban area and the Parkway, providing good access to the river. Improved neighbourhood access can also be achieved on the SGEC Parkway.

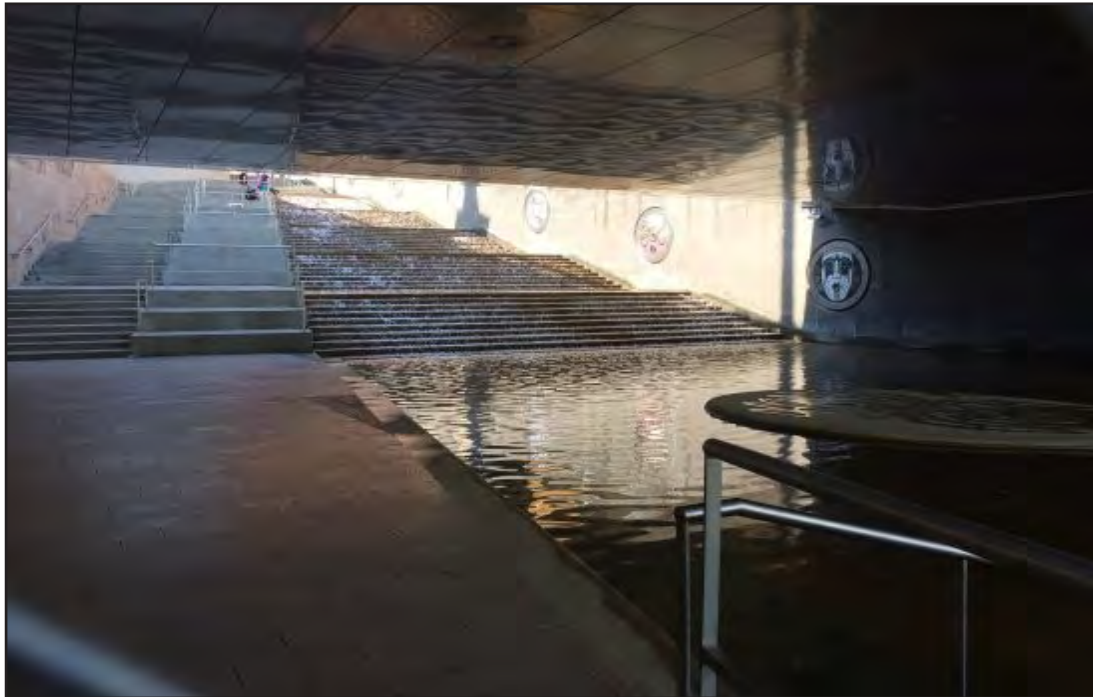


Image 187: *The Passage, a path underneath the Riverfront Parkway* (Congress for the New Urbanism, 2020).



Image 188: *The Passage, travelling underneath the Riverfront Parkway* (Congress for the New Urbanism, 2020).

Further Readings

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Venice Beach Boardwalk

Location: Los Angeles, California

Area/Size: 4 km

Agencies Involved: City of Los Angeles

Features

- ◆ The boardwalk can be conceptually divided into the wider, more commercially oriented northern walk and the quieter, more residential southern walk.
- ◆ The northern walk is generally between 40 to 50 feet. Ten feet of this is taken up by street performers and vendors, who have designated spaces along the walk.
- ◆ There are also ground floor stores and restaurants in the buildings along the walk, with seating from the restaurants spilled out onto the street.
- ◆ The boardwalk narrows in the south to 20 and then to 10 feet. A raised grassy area separates the walk from a 14-foot-wide two-way bikeway, which eventually meets the walkway.
- ◆ Part of the boardwalk near Windward Avenue also features a park along it and has a skate park, community centre, and lawns. There is also an outdoor weightlifting area, tennis courts, and a basketball court.

History and Context

The Venice Beach Ocean Front Walk was constructed by Abbot Kinney, a real estate developer who set up a community that he wanted to base on Venice, Italy in 1905. Replete with canals, gondolas, and piers, Venice was eventually absorbed after Kinney's death into Los Angeles. The Los Angeles municipal government paved over the canals, and when oil was discovered in the area in 1930, the beach declined rapidly. Despite this, the boardwalk remained. When Venice began to recover in the 1960s, the boardwalk began to attract the "Flower Children" of the sixties. In 1972, a bike path was added and by the late 1970s, the boardwalk became a centre for artists, street performers, and political activists, giving the area a festive, carnival-like atmosphere that persists today. The once seedy, declining Venice area is now fashionable and wealthy, and the boardwalk remains popular.



Image 189: Part of the walk near a cycle way in Venice Beach (Macdonald, 2018).

Relevance

- ◆ The Venice Beach Ocean Front Walk is a lively and vibrant promenade with a unique identity and provides a good example of having a variety of small, bistro-level programming along a pedestrianized walk.

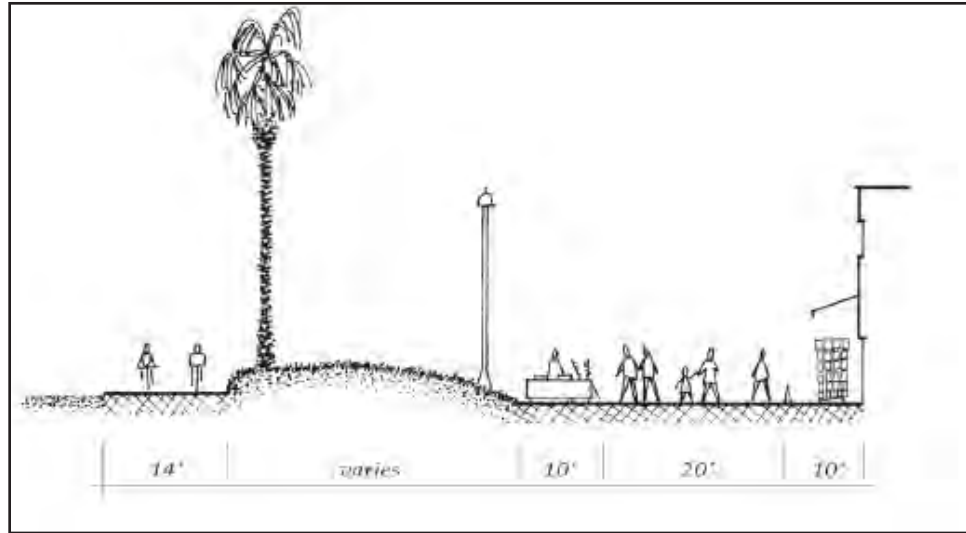


Image 191: Sectional drawing of Venice Beach (Macdonald, 2018).



Image 190: The southern section of the boardwalk in Venice Beach (Macdonald, 2018).

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Macdonald, Elizabeth. (2018). *Urban Waterfront Promenades*. New York: Routledge

PRECEDENTS FOR GREENS CHARACTER AREA

Discovery Walks and “The Shared Path”

Location: Toronto, Ontario

Area/Size: n/a

Agencies Involved: City of Toronto

History and Context

Many cities implement strategies such as self-guided walking tours for users to experience the natural environment and learn more about their surroundings. The City of Toronto has implemented “Discovery Walks” throughout the city which allow users to locate their own walking tours online. The Humber River Valley and Marshes is one such Discovery Walk. It offers paved, hard-packed, and grass trails for users to enjoy. The rich heritage in the Valley includes the history of Indigenous Peoples in the area, which users can discover as part of their self-guided tour. Recently, the City of Toronto and heritage enthusiasts advocated for more education about Indigenous histories in the form of a “Shared Path”. The Shared Path highlights the history of early colonial settlement and Indigenous Peoples. The experience is informative and provides a unique way to appreciate the city’s trails and acknowledge and celebrate the area’s history.

Features

- ◆ The Shared Path commemorates Indigenous Peoples and educates users about their historic settlement practices in the area.
- ◆ The Discovery Walks promote walking and neighbourhood exploration and are a way to commemorate the heritage of neighbourhoods and historic settlements.
- ◆ Using wayfinding signage and online guidance tools, the Discovery Walks promote nature appreciation and learning.



Image 192: Signage for Discovery Walks (City of Toronto, 2020).

Relevance

- Discovery Walks offer a unique approach to wayfinding and education along natural trails and paths. By combining wayfinding signage and online guidance tools, the Discovery Walks enable users to learn about the area while they appreciate their surroundings. This could easily be translated to the SGEC Parkway.
- The Shared Path acknowledges and commemorates Indigenous histories and practices for users. This arrangement may provide important lessons for the SGEC Parkway as well.

Further Readings

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Image 193: Map of the Humber River Shared Path (City of Toronto, 2014) (right).



Don River Valley Parks and Lower Don Trail

Location: Toronto, Ontario

Area/Size: 200 ha, 4.7 km of Lower Don Trail

Agencies Involved: City of Toronto and Toronto and Region Conservation Area

History and Context

The Don River Valley was formed during the Ice Age, with human settlement in the area dating to 7000 years ago. In 1886, slate tools were discovered originating from early Indigenous settlement along Riverdale Park. The valley has a rich industrial history, with railway lines, rail bridges, and the Todmorden Mills sawmill. The site includes the Evergreen Brickworks which contains 16 heritage buildings. The Lower Don River Trail is connected to 86 km of the Pan Am Path. The multi-use path transitions in parts of the valley north of the Lower Don Trail and follows the Don River, splitting into the surrounding parks and ravines. The trail expands east to Taylor Creek Park, south towards Port Lands and north towards Edward Gardens. In total, there is more than 4.7 km of recreational trail in the site. The trail also connects to the Beltline Trail, the Bayview multi-use trail, the Don Valley Brickworks Park, Riverdale Park, and Corktown Commons. The path will expand to connect with the proposed Meadoway by 2024. The Don River Valley has strong connections to surrounding neighbourhoods, despite having a major highway run through the site.

Features

- ◆ The site features excellent bi-directional trails that hug the river's edge and offer barrier free access to the water. These trails are well situated in a natural landscape.
- ◆ Historic plaques along the trail commemorate the valley's rich history and art hubs along the trail highlight local, national, and international artists.
- ◆ The river is reinforced with concrete to protect it from soil and shoreline erosion though there are still high maintenance commitments, flooding, and vandalism on the site.
- ◆ Amenities include rest nodes, washrooms, picnic areas, frisbee golf, the City of Toronto Archeries, cricket fields, horse stables, snack bars, and parking lots.



Image 194: Sculpture created by Duane Linklater, Omaskéko Cree from Moose Cree First Nation (Evergreen, 2020).

Relevance

- ◆ Recreational trails and the valley's surrounding parkland are a great example of a well preserved natural landscape within a large urban city, similar to the SGEC Parkway.
- ◆ The multiple trails in the valley are well connected to surrounding neighbourhoods, enabling usage by both commuters and recreational users alike. The trail connectivity can easily be translated to the SGEC Parkway.
- ◆ Wayfinding is made easy by directional signs throughout the valley, which can be imitated along the SGEC Parkway.

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Image 195: A map of the Don River Valley Parks and Lower Don Trail (City of Toronto, 2020).



Image 196: Sculpture created by Duane Linklater, Omaskêko Cree from Moose Cree First Nation (Evergreen, 2020).



Image 197: An example of a trail in the Don River Valley Parks.

Emerald Necklace

Location: Boston, Massachusetts

Area/Size: 445 ha

Agencies Involved: City of Boston, City of Brookline, Emerald Necklace Conservancy

History and Context

Designed by Frederick Law Olmsted, the Emerald Necklace features six parks connected by a series of linear parks. Additional designers of the Necklace include George F. Meacham, John Charles Olmsted, Charles Eliot, Arthur Shurcliff and H. H. Richardson. The full park system incorporates 445 hectares of greenspace. Each park offers a variety of experiences with opportunities for visitors to enjoy the Arnold Arboretum, the Back Bay Fens, Franklin Park, The Riverway, Olmsted Park, and Jamaica Pond. The park system was completed in 1895 and runs through the cities of Boston and Brookline, from Franklin Park to the Charles River. Major flooding events from 1996 to 2001 warranted significant restoration of the park, including new multi-use paths and restored waterways. Additionally, new policies were created for flood control, water quality protection, and habitat enhancement. Through the restoration process, the park system returned to its original values of natural stewardship.



Image 199: Pathways at the gateway of Olmsted Park within the Emerald Necklace (Greenman-Pedersen, Inc. 2013).

Features

- ◆ The park system features diverse flora and fauna, particularly in the Allerton Overlook and Babbling Brook. The park system is complemented bicycle and pedestrian paths that link the various parks together.
- ◆ The site features a pollinator garden to increase species diversity and provide new habitats for butterflies and birds.
- ◆ Activities in the park system include sailing, hiking, softball, and golf.
- ◆ The site also features rest areas with benches, an arboretum, and a zoo.



Image 198: The Emerald Necklace chain of greenspaces (Emerald Necklace Conservancy, 2020)

Relevance

- ◆ The system offers a range of experiences through six separate parks but is designed as a single unified system. This can be implemented for the three character areas of the SGEC Parkway.
- ◆ The transition from urban to rural park features is reflective of the SGEC Parkway's character as well.
- ◆ The park system demonstrates ways in which recreational activities can be low impact, balancing recreation with nature preservation.
- ◆ Features such as the pollinator garden and the Arnold Arboretum provide excellent ways to showcase natural features while providing an educational component. This can also be implemented on the SGEC Parkway.

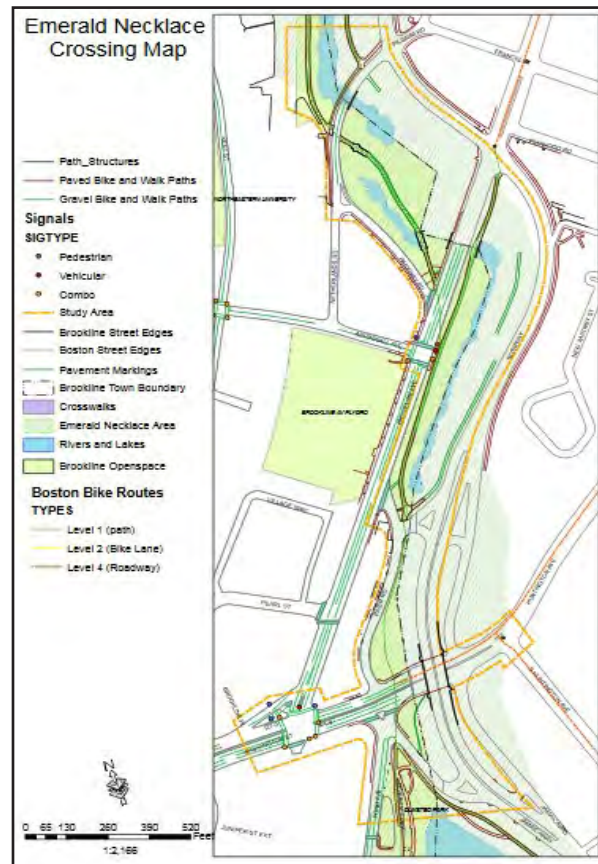


Image 200: Crossing map for cyclists, pedestrians, and vehicles in a portion of the Emerald Necklace (Brookline Massachusetts, 2020).

Further Readings

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Gatineau Park

Location: Gatineau, Quebec

Area/Size: 36,131 ha, length stretches 50 km

Agencies Involved: National Capital Commission

History and Context

Gatineau Park is a 36,131 hectare park that overlaps four municipalities including Gatineau, Chelsea, La Peche, and Pontiac. The park is surrounded by rural areas, 80% of which is agricultural land. The southern section of the park closer to Gatineau exudes a relatively urban feel. The park contains a great deal of conservation land and includes areas of high archeological potential. In addition to containing natural, historical, and cultural resources of significance, the park contains museums and exhibits that reflect the history of the site. The park attracts 2.6 million visitors annually, with 90% of them travelling from the National Capital Region. Most of Gatineau Park is federally owned land, though some parts are privately-owned and subject to local and regional planning regulations.

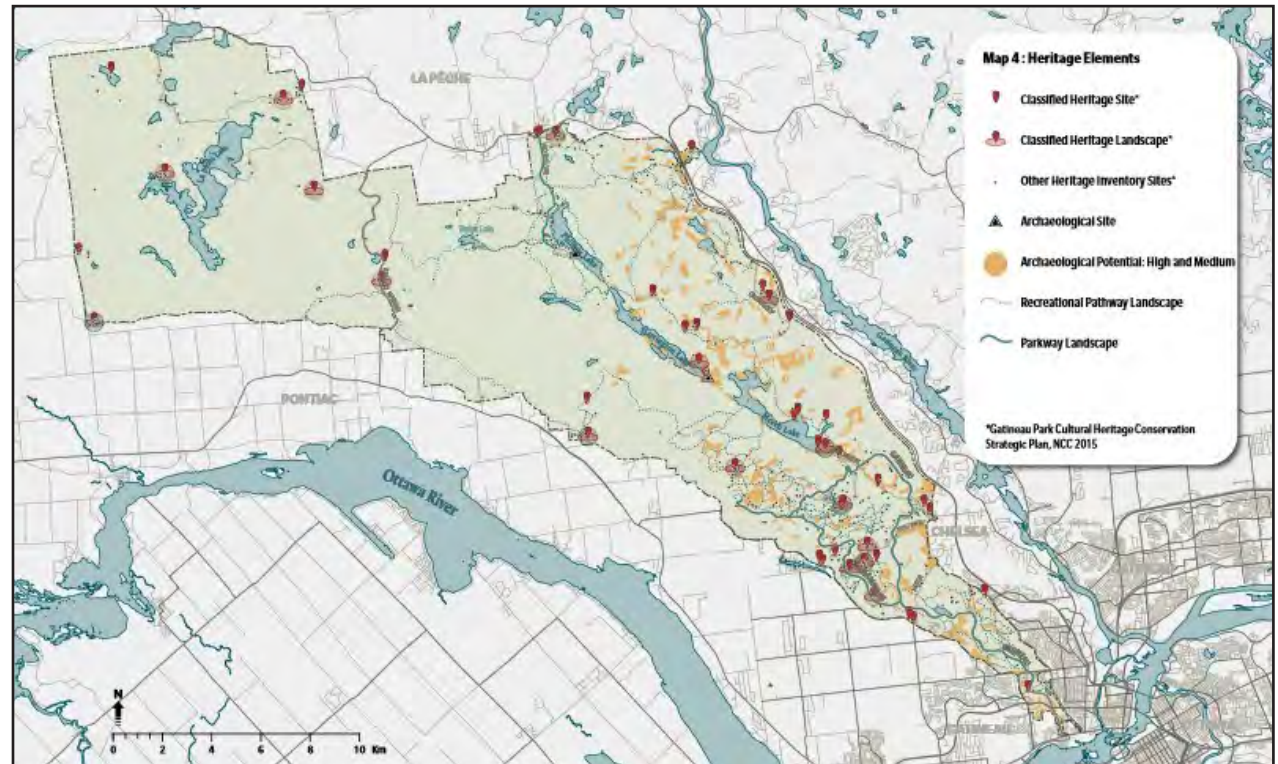


Image 201: Heritage and Archeological Potential of Gatineau Park (National Capital Commission, 2020).

The park is subject to federal law for its management including the Species at Risk Act, the Canadian Environmental Assessment Act, the Migratory Birds Convention Act, 1994, the Federal Policy on Wetland Conservation, and the Canadian Biodiversity Strategy. Heritage and archaeological resources are guided by a variety of policies such as the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada and the Memorandum of Understanding for the Co-management of Archaeological Resources, established in 2017 by the Kitigan Zibi Anishinabeg First Nation, the Algonquins of the Pikwakanagan First Nation, and the NCC.

Features

- ◆ The park features multiple classified heritage sites with significant archaeological potential and cultural importance.
- ◆ The park also contains a wildlife conservation area and protection of 5000 species of plants and wildlife.
- ◆ Recreational activities include; hiking, rock climbing, mountain biking, snow biking, swimming, picnicking, camping, cross-country skiing, downhill skiing, snowshoeing, boating, fishing, dog walking, in-line skating, and horseback riding.
- ◆ Additional amenities include beaches, snack bars, visitor centres, museums, artifact exhibits, souvenir shops, event space rentals, and sports fields.

Relevance

- ◆ The park embodies a nationally important park with significant natural, historical, and cultural resources. This makes it an important precedent to consider for the SGEC Parkway, which strives to become a nationally significant park.
- ◆ The park balances recreational activities and programming with nature preservation. This balance can also be achieved on the SGEC Parkway.
- ◆ The site provides a variety of year-round activities for all users, which can also be translated to the SGEC Parkway.

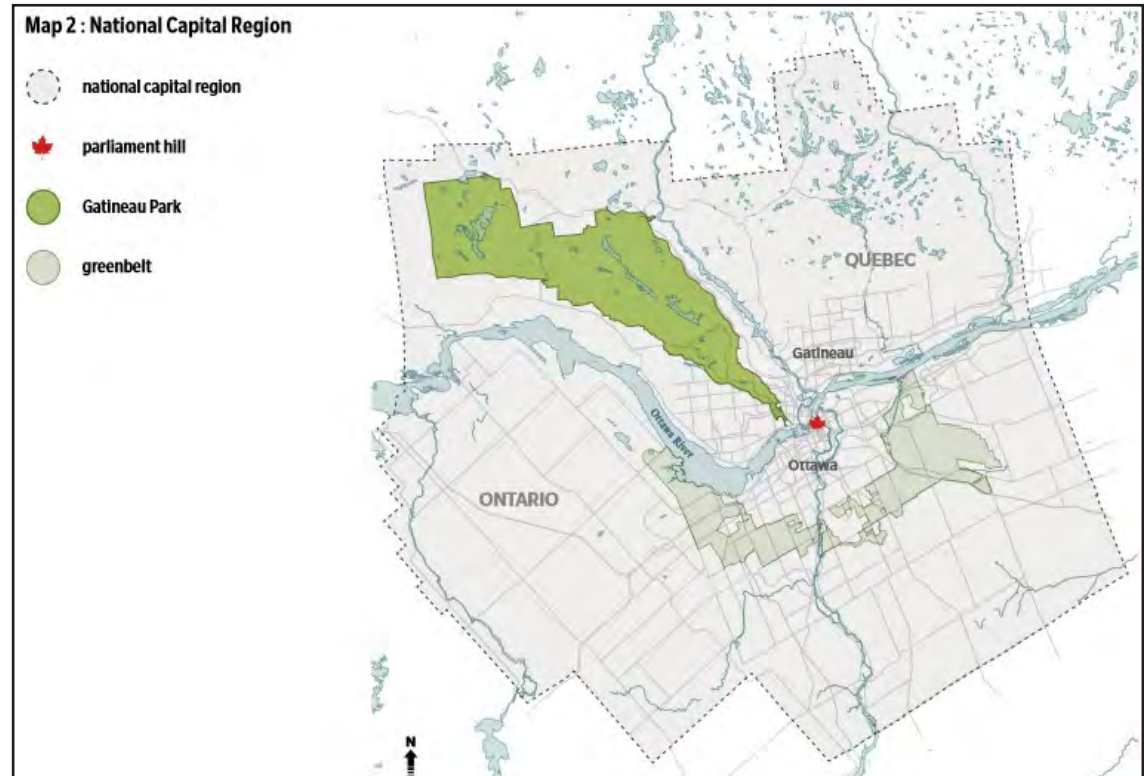


Image 202: Gatineau Park Conservation Area (National Capital Commission, 2020).



Image 203: Waterfront view picnicking in Gatineau Park (National Capital Commission, 2020).

Further Readings

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Great Lakes Waterfront Trail

Location: Ontario

Area/Size: 3000 km

Agencies Involved: Waterfront Regeneration Trust

History and Context

The Great Lakes Waterfront Trail is a signed route connecting 155 communities and First Nations along 3 Great Lakes and Lake Nipissing. The trail spans a circular route that connects most of the waterfront shorelines in Ontario from Lancaster, Ontario all the way around to Ottawa and includes on-road and off-road facilities. The trail originated in 1988 with the federal government's establishment of the Royal Commission on the Future of the Toronto Waterfront. By 1992, a mandate to develop the trail was given to the Honourable David Crombie and the Ontario Government through the establishment of the Waterfront Regeneration Trust. The trust was given the responsibility to improve the waterfronts of Toronto and other municipalities from Burlington to Newcastle. They also had a mandate to improve waterfronts in the Oak Ridges Moraine and the Greater Toronto Bioregion. In 1995, the trust opened its first 350 km of trail from Stoney Creek to Trenton. Now operating as a charitable organization, the Waterfront Regeneration Trust continues to negotiate with municipalities all over Ontario to expand its 3000 km trail.



Image 204: Signage of Great Lakes Waterfront Trail.

Features

- ◆ The on-road sections include residential streets, local roads, rural highways and Provincial highways.
- ◆ The route is primarily paved and can be enjoyed for short or long-distance travel.



Image 205: Map of Great Lakes Waterfront Trail (Great Lakes Waterfront Trail, 2018).

Relevance

- ♦ The waterfront trail is an excellent example of intra-provincial path connectivity, with the path linking up waterfronts throughout Southern and Eastern Ontario. It provides a strong precedent for any future long-distance trail connections to the SGEC corridor's pathways.

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Linear Park of Rivière St-Charles

Location: Ville de Québec, Quebec

Area/Size: 32 km

Agencies Involved: Government of Canada, Government of Quebec, Ville de Québec, Quebec Wildlife Foundation

History and Context

The Linear Park of Rivière St. Charles runs along 32 kilometres of the St. Charles River in Quebec City. The river forms the backbone of the park and of the Ville de Québec itself, running through three city boroughs, the Cartier-Brébeuf National Historic Site, and the Wendake First Nations' land. The linear park was developed as part of a citizen-led effort to revitalize the formerly waste-filled river and re-naturalize the concrete shoreline, beginning in the 1990s. The re-naturalization effort began in 1996 with removal of the concrete and the planting of trees, shrubs, and plants as well as the construction of flood management infrastructure. Work was completed and subsequently inaugurated in 2008. Management of the site was handed to the Société de la Rivière St-Charles.

Features

- ◆ The main feature of the linear park is the shoreline of the St. Charles River and the well-preserved nature around it.
- ◆ The site is divided into roughly 13 sectors with a mix of recreational and natural spaces. It features a 32-kilometre walking trail running along the entire length of the river, from St. Charles Lake to the Old Port, as well as 4-kilometres of paved area for cycling and inline skating.
- ◆ There are a great deal of recreational activities on the site, including wildlife observation, hiking, snowshoeing, cross-country skiing, canoeing, kayaking, and cycling.
- ◆ There is an extensive number of natural sites to see, such as the Kabir Kouba Falls, Chauveau Park, the Cartier-Brébeuf National Historic Site, and the Parc de la Pointe-aux-Lièvres.
- ◆ There is also some parking available on the site.



Image 206: A very green section of the linear park with nice views of the St. Charles River. (Judicieux, 2015).

Relevance

- ◆ The linear park is an excellent example of a recreational pedestrian trail in a highly naturalized area that gradually transitions into an urban setting. This precedent provides a similar context as the SGEC Parkway, while providing an instructive example of low impact trails.
- ◆ The park features a variety of winter activities, with paved bike paths being repurposed for cross country skiing during the winter season. The winter uses in this linear park can very easily be translated to the SGEC Parkway.
- ◆ The linear park provides a good balance between recreational activities and nature preservation. Recreational activities on the site have low environmental impact and draw users to appreciate the natural beauty of the park.



Image 209: A lush forested area with the St. Charles River nearby (Bonjour Québec, n.d.).



Image 207: A naturalized section with diverse flora and fauna along the Linear Park. (Ville de Québec, n.d.).



Image 208: Folks engaging in a winter hike along the Linear Park (Bonjour Québec, n.d.).

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Ottawa River South Shore Riverfront Park

Location: Ottawa, Ontario

Area/Size: 9 km, 200 ha

Agencies Involved: National
Capital Commission

Features

- ◆ The site contains a bi-directional path for cyclists and pedestrians with a trail along the waterfront that provides great views of the Ottawa River.
- ◆ There are plenty of resting nodes in the park plan, including benches and Muskoka chairs. Other amenities include picnic tables, barbecue areas, garbage bins, and a snack bar.
- ◆ The site features diverse land uses including parks, open space, restaurants, and retailers. It also features woodlands, wetlands, watercourses, and ravines.
- ◆ There are also multi-use trails for pedestrians and cyclists.

History and Context

The Ottawa South Shore has a rich history that dates back to the Anishinabeg Algonquin people that occupied the shoreline 8000 years ago. Later European settlers used this area to cultivate and trade in furs, timber, and land. Jacques Gréber's General Report on the Plan for the National Capital (1950) highlighted the need to convert private properties and rail lands into public property, in order to design a beautiful scenic drive along the shore and create a picturesque view of the water. This vision was realized in the Ottawa River South Shore Riverfront Park. The riverfront park connects to the natural and cultural heritage of the area. It is a significant attraction to the capital region and identity. The Ottawa South Shore Riverfront Park Plan covers the riverfront from LeBreton Flats to the Pinecrest Creek. It also includes Mud Lake Conservation Area.



Image 210: Youth snowshoeing across the park in the winter (National Capital Commission, 2018).

Relevance

- ◆ The park provides great views throughout, which can be improved on the SGEC Parkway.
- ◆ The park plan features a variety of year-round recreational uses, which can be easily translated to the SGEC Parkway.
- ◆ The park plan proposes many different node enhancements that seek to improve the waterfront experience, enhance connectivity, protect the environment, and celebrate culture.



Image 212: View of the Ottawa River (National Capital Commission, 2018).



Image 211: Example of kayak storage and rentals for users in the park (National Capital Commission, 2018).

Further Readings

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TERRIBLE PRECEDENTS - TO BE AVOIDED

Arroyo Seco Parkway

Location: Pasadena, California
to Los Angeles, California

Area/Size: 13.14 km

Agencies Involved: The City of
Los Angeles and the California
Highway Commission

History and Context

The idea for creating a drive through the Arroyo Seco area of Southern California was first floated in 1907 by Dr. Dana W. Bartlett. In 1924, Frederick Law Olmsted Jr and Harland Bartholomew proposed their idea for a scenic parkway connecting Los Angeles to Pasadena through Arroyo Seco in the Major Street Traffic Plan for Los Angeles. By 1940, the parkway had been constructed and was aligned with Route 66. The parkway was designed and behaved like a freeway, being one of the first such freeways in the United States. Design elements such as superelevating curves allowed cars to travel at high speeds, with six lanes of traffic being maintained through most of the parkway. The parkway was re-designated as the Pasadena Freeway in 1954. The greened median, a parkway characteristic, was eventually removed and replaced with concrete barriers. In 2010, the Arroyo Seco Parkway name was restored, and the site was listed in the National Register of Historic Places in 2011. Since the 1990s, community-led efforts have supported the restoration of parkway elements to Arroyo Seco, with lowered speed limits, greenery restoration, and road realignment.

Features

- ◆ The parkway is highly car-oriented with high rates of automobile accidents. The high speed limits are often exceeded thanks in large part to the Parkway's orientation, wide lanes, and superelevating curves.
- ◆ There are some scenic areas for drivers and the parkway is one of three federal scenic byways in California.
- ◆ All of its original bridges remain intact, including some that date back to the 19th and early-20th century. This contributes to its status as a historic landmark and an important piece of transportation history in California.
- ◆ There are reasons to be optimistic about the future of the parkway, as renewed state and local efforts promise to shift the parkway into a multi-modal, safe, and pleasurable asset for users.



Image 213: Arroyo Seco through Elysian Park (Devorkin, n.d.).

Relevance

- ◆ The Arroyo Seco Parkway and the SGEN Parkway share some common constraints, including high levels of traffic, excessive vehicular speeds, and safety concerns.
- ◆ This parkway exemplifies some of the consequences of designing and operating a parkway as a high-speed commuter route rather than on its recreational and pleasurable elements. It is a good example of what should be avoided on the SGEN Parkway.

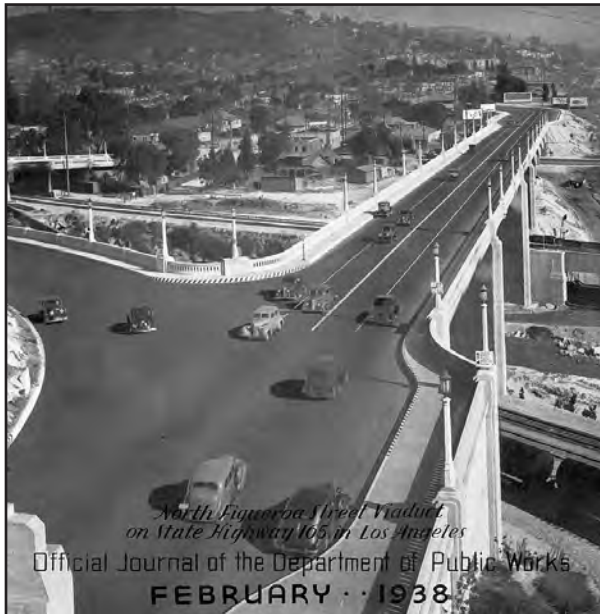


Image 214: North Figueroa Bridge (California Department of Public Works, n.d.).



Image 215: View of the Arroyo Seco Parkway in 1940 (Federal Highway Administration, 1940).

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Don Valley Parkway

Location: Toronto, Ontario

Area/Size: 15 km

Agencies Involved: City of Toronto

History and Context

The Don Valley Parkway was constructed to accommodate the increasing traffic volumes in Toronto and the surrounding suburbs in the late 1940s, with “130,000 vehicles squeezed into the downtown every weekday” (Bonnell, 2014, p. 141). With traffic volumes in the downtown core doubling between 1945 and 1955, Toronto was becoming one of the most traffic congested cities in North America and the construction of the Don Valley Parkway was seen as a solution. Frederick Gardiner, the face of infrastructure development and the Chair of Metro Toronto Council between 1953 and 1962, led the way and was a major advocate for the construction of the Parkway. The Don Valley Parkway eventually began construction in 1958 and was completed in 1966. It runs east of the Don River through the Don River Valley and is used as a commuter expressway, with a high volume of traffic flowing in and out of the downtown core at peak travel times. The parkway is also currently used by 135,000 vehicles on a daily basis, exceeding the 60,000 vehicles per day that it was originally designed for.

Features

- ◆ The parkway includes 6-10 lanes with 12 exits and a speed limit of 90 km/h.
- ◆ The parkway has designated bus lanes to allow for passing during slow traffic.
- ◆ The parkway is prone to flooding during severe, inclement weather.
- ◆ The parkway has long-term consequences for the valley’s ecology, as it is a large piece of infrastructure that is currently occupying a watershed.



Image 216: Six lanes of traffic on the Don Valley Parkway (The Star, 2019).



Image 217: Major flooding along the Don Valley Parkway in 2014 (Ryaboi, 2014).

Relevance

- ◆ Like the SGEC Parkway, there are recreational trails and parkland that surround the parkway.
- ◆ The Parkway is a vital expressway connecting the north and south side of the city, serving as a commuter route. The SGEC Parkway has also gradually become a commuter route.
- ◆ Expansion of the Don Valley Parkway damaged the ecological integrity of the Don River.
- ◆ The Don Valley Parkway is an example of a parkway that has gradually become a commuter expressway. It can provide important lessons on what not to do for the SGEC Parkway in order to maintain its parkway characteristics.

Further Readings

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