

PREPARED FOR
THE FYSHWICK BUSINESS ASSOCIATION
NOVEMBER 2022

Eastwick Greenline Concept

**STEWART
ARCHITECTURE**



FYSHWICK RAIL CORRIDOR - TODAY



FYSHWICK RAIL CORRIDOR - FUTURE



KINGSTON RAILWAY STATION - TODAY



KINGSTON RAIL CORRIDOR - FUTURE



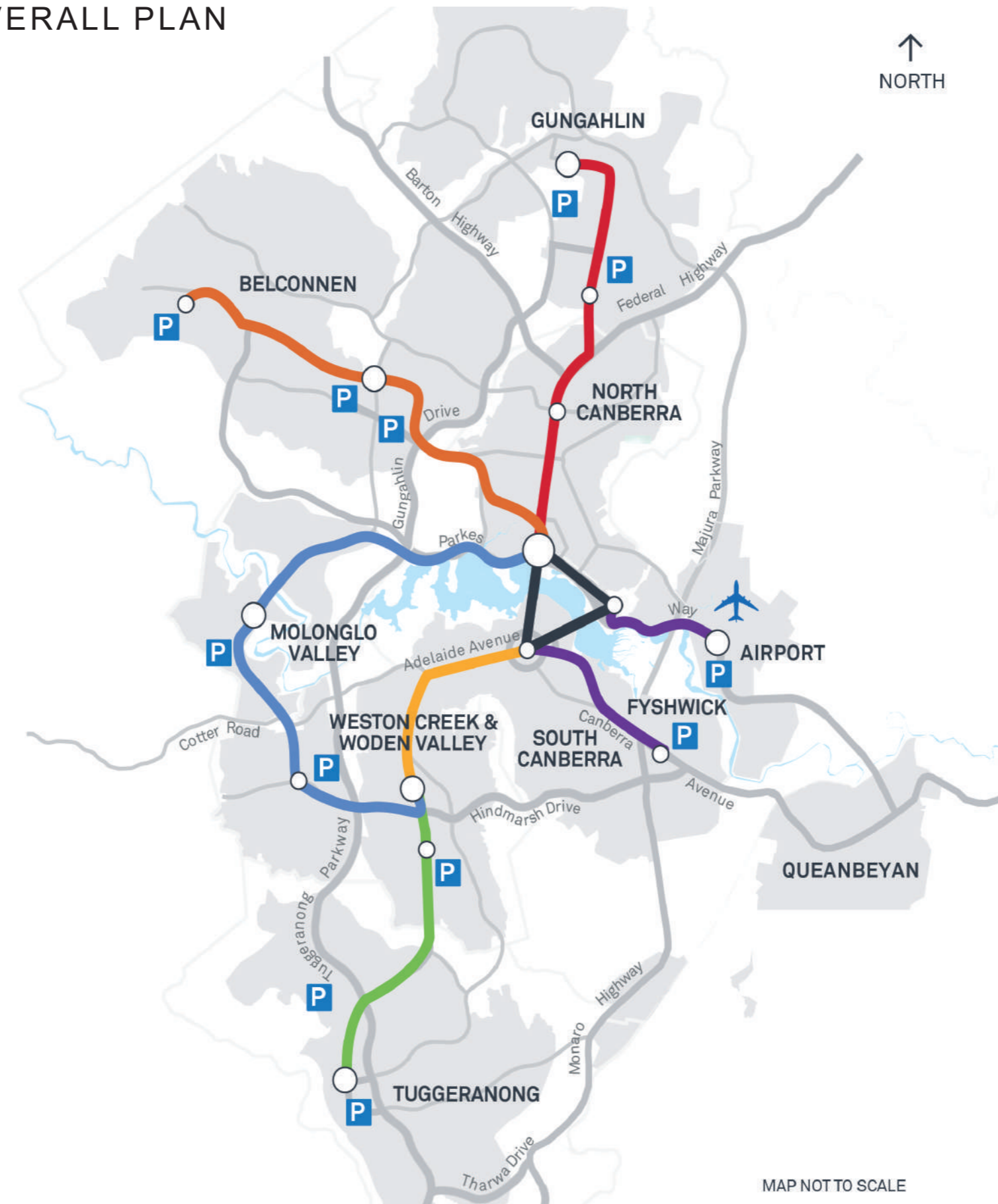
AERIAL FYSHWICK - TODAY



AERIAL FYSHWICK - FUTURE



CANBERRA LIGHT RAIL - OVERALL PLAN

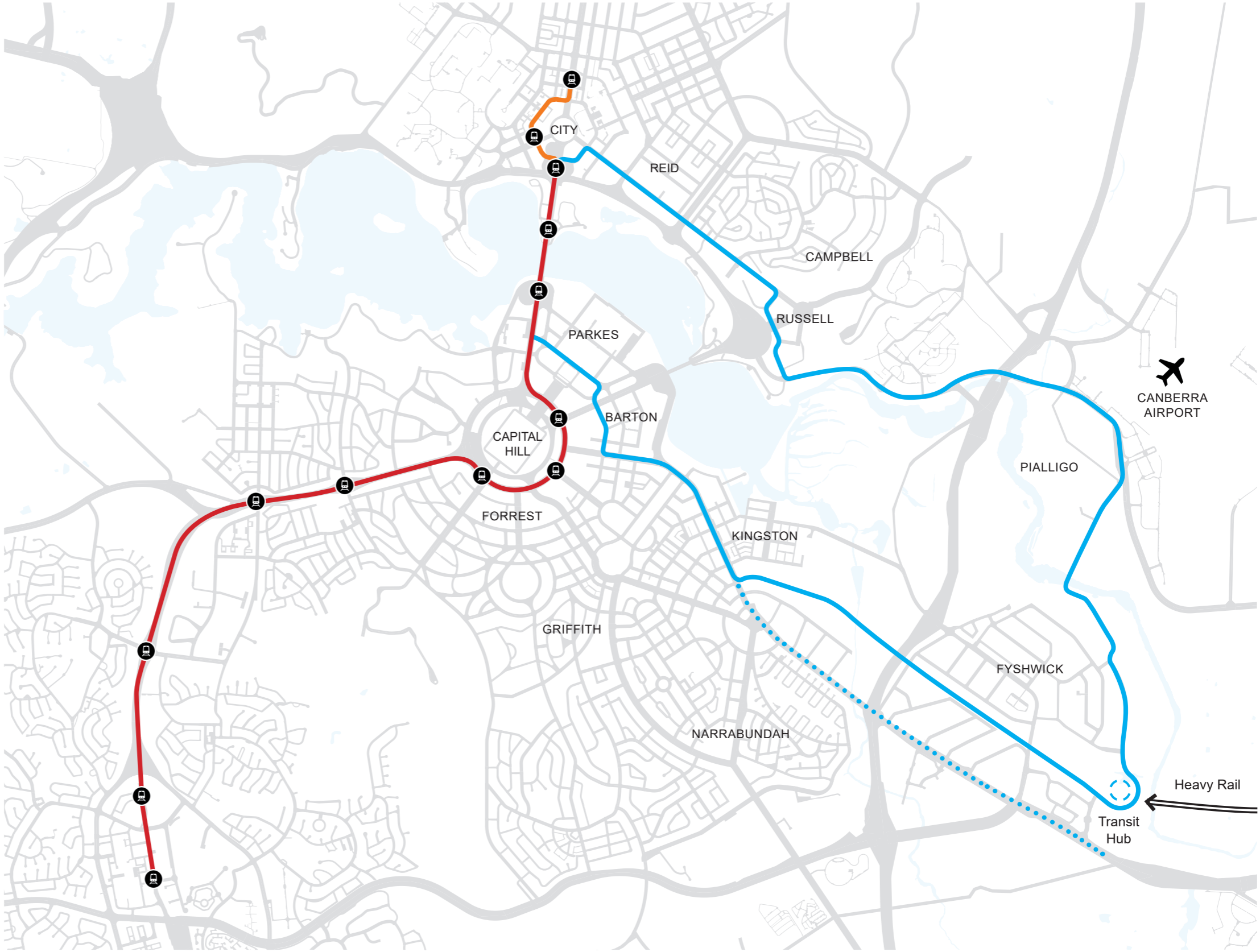


MAP NOT TO SCALE

Future Light Rail Corridors	Urban Area	Park and Ride (Based on frequent network 2031)	District boundary
			Major road
			Arterial road

TG17217

ALTERNATIVE ROUTE - EASTERN CANBERRA LOOP



- LEGEND**
- Stage 2A
 - Stage 2B
 - ⋯ Current indicative light rail route
 - Proposed relocated light rail route
 - Heavy rail line terminating at Transit Hub



PRECEDENT 01 ARBUTUS GREENWAY, VANCOUVER CANADA

“This is really Vancouver’s chance to have a New York-style High Line, a repurposing of what was freight railroad. This is kilometres of public space that’s accessible through our city for all residents to use and connecting many of our neighbourhoods,”

- Vancouver City Mayor, Gregor Robertson 2016

Decades before paved roadways criss-crossed British Columbia’s Lower Mainland, a network of local rail lines was used to transport goods and people across the region. One of those lines was a route that ran from Vancouver in the north to the fishing community of Steveston on the Fraser River in the south. Regular passenger service along the Arbutus Corridor, as it became known, started in 1905 and ran until 1952; freight trains continued to use the line until 2001.

The Corridor had become a community fixture by that point, woven into the fabric of the west side of the city and an integral part of these neighbourhoods. People had been using paths alongside the 9.4-km section of tracks from False Creek to the north arm of the Fraser River as pedestrian and cycling routes for years, and many residents who lived near the tracks had built elaborate community gardens along the line’s right-of-way. Some of these gardens dated back to the 1940s.

The Arbutus Corridor stood abandoned for decades. Neighbours used it as an informal travel route, and didn’t give it much thought until the City of Vancouver acquired the route. They weren’t the only ones thinking about its future, though - a group of passionate designers launched a renegade intervention to promote public discourse about the Arbutus Corridor. They called this campaign OURbutus.

The Arbutus Greenway is one of several walking and biking paths the City of Vancouver is developing to encourage people to use active and sustainable modes of transportation.

The project, which started in 2016, currently has a temporary asphalt path and attracts thousands of people every day, providing people an opportunity to walk, bike, roll from False Creek to the Fraser River. In light of its success, in 2018, City Council endorsed enhancing the path to give people of all ages and abilities places to gather and rest and enjoy the surrounding landscape.

Source: <https://vancouver.ca/streets-transportation/arbutus-greenway.aspx>



PRECEDENT 02

THE HIGHLINE, NEW YORK CITY

“Cities are fundamentally about people, and where people go and where people meet are at the core of what makes a city work. So even more important than buildings in a city are the public spaces in between them.”

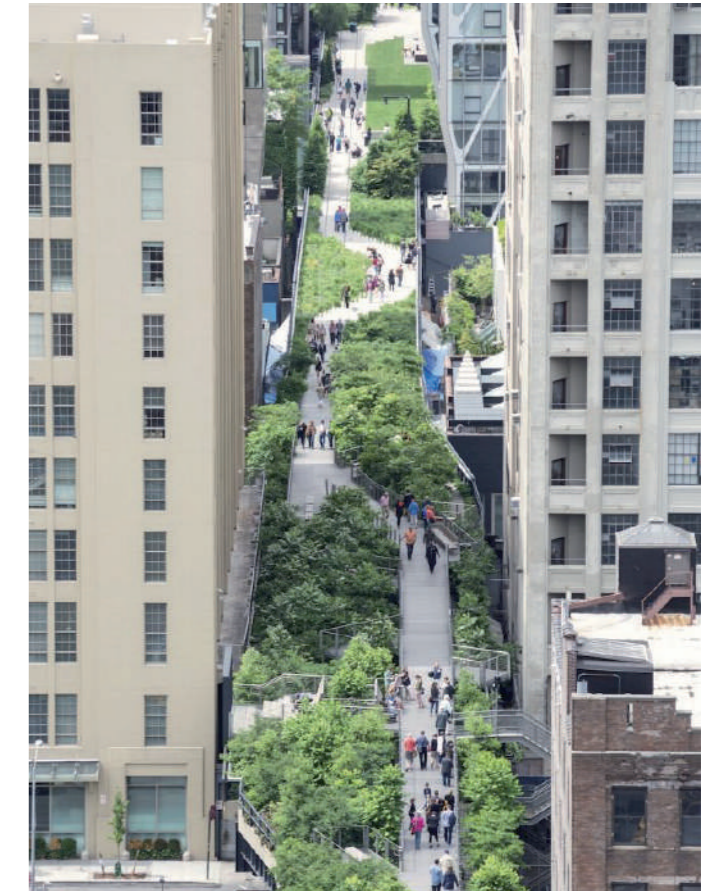
- Amanda Burden, Former director of the New York City Department of Planning, 2014

The High Line was designed strategically to commemorate its history and local framework. This is most apparent in its embodied experience as a linear pathway that meanders throughout the west side of New York City. Littered with different social programs like the 14th Street Passage or Chelsea Thicket, the High Line has a number of spyglass locations that give light to a nostalgic past.

Since its debut in 2009, the ever-trendy High Line has become the new “it” girl of urban architecture, coining the term “the High Line effect.” And with good reason. With its great economic success, global publicity, and its positive contribution to city life, the High Line is a tempting model to replicate, especially when there are eager candidates of outdated and tired infrastructure slated for demolition all across the nation. As a public park built on the historic freight rail line elevated above the streets on Manhattan’s West Side, the High Line has literally made something out of nothing.

Source: <https://publicjournal.online/the-high-line-effect/>

<https://provocations.darkmatterlabs.org/a-smart-commons-528f4e53cec2>



PRECEDENT 03 PARRAMATTA LIGHT RAIL, SYDNEY

“We’re encouraging people to put their health and wellbeing first and embrace this purpose-built walking and cycling pathway when it opens in 2023,” - Dr Geoff Lee, Member for Parramatta

OVERVIEW

The Parramatta Light Rail will connect Westmead to Carlingford via the Parramatta CBD and Camellia over 12 kilometres, with 16 stops. It will connect the Parramatta CBD to the Westmead Health Precinct, Bankwest Stadium, the new science, technology and innovation museum Powerhouse Parramatta, the Rosehill Gardens Racecourse and three Western Sydney University campuses at Westmead, Parramatta and Rydalmere. It will also traverse the Cumberland Hospital Precinct, the Camellia Town Centre and the private and social housing redevelopment at Telopea.

ACTIVE TRANSPORT LINK

Transport for NSW is building a new shared walking and bike riding path for the Greater Parramatta region as part of the Parramatta Light Rail program. Light rail is expected to begin operations in 2023.

Construction of the 5.7-kilometre Active Transport Link (ATL), also known as a walking and bike-riding path, is currently underway. The path will run parallel to the light rail corridor between Carlingford to Camellia, and extend across the James Ruse Drive bridge to Tramway Avenue.

Source: <https://www.parramattalightrail.nsw.gov.au/Westmead-Carlingford>



PRECEDENT 04 MONON GREENWAY, CARMEL INDIANA, USA

“This new expanded Monon Boulevard will quickly become a major epicenter of activity in Midtown and the Arts & Design District... It is also designed to function as a corridor for many who will live and work in this area, providing a safe way to commute to their jobs or take a short walk to the market.” - Carmel Mayor Jim Brainard

Carmel, Indiana is an affluent suburban city that, like most traditional American suburbs, values low density home ownership and private automobiles, and its “downtown” is dominated by single-use buildings surrounded by surface parking. At the same time, the city is facing rapid growth, and is led by a visionary Mayor who wants to see Carmel’s city center meet its potential as a sustainable, vibrant, mixed-use downtown.

In order to ensure a cohesive vision for the rapidly changing downtown, Gehl was invited by the city to build on the existing urban framework for the future of downtown.

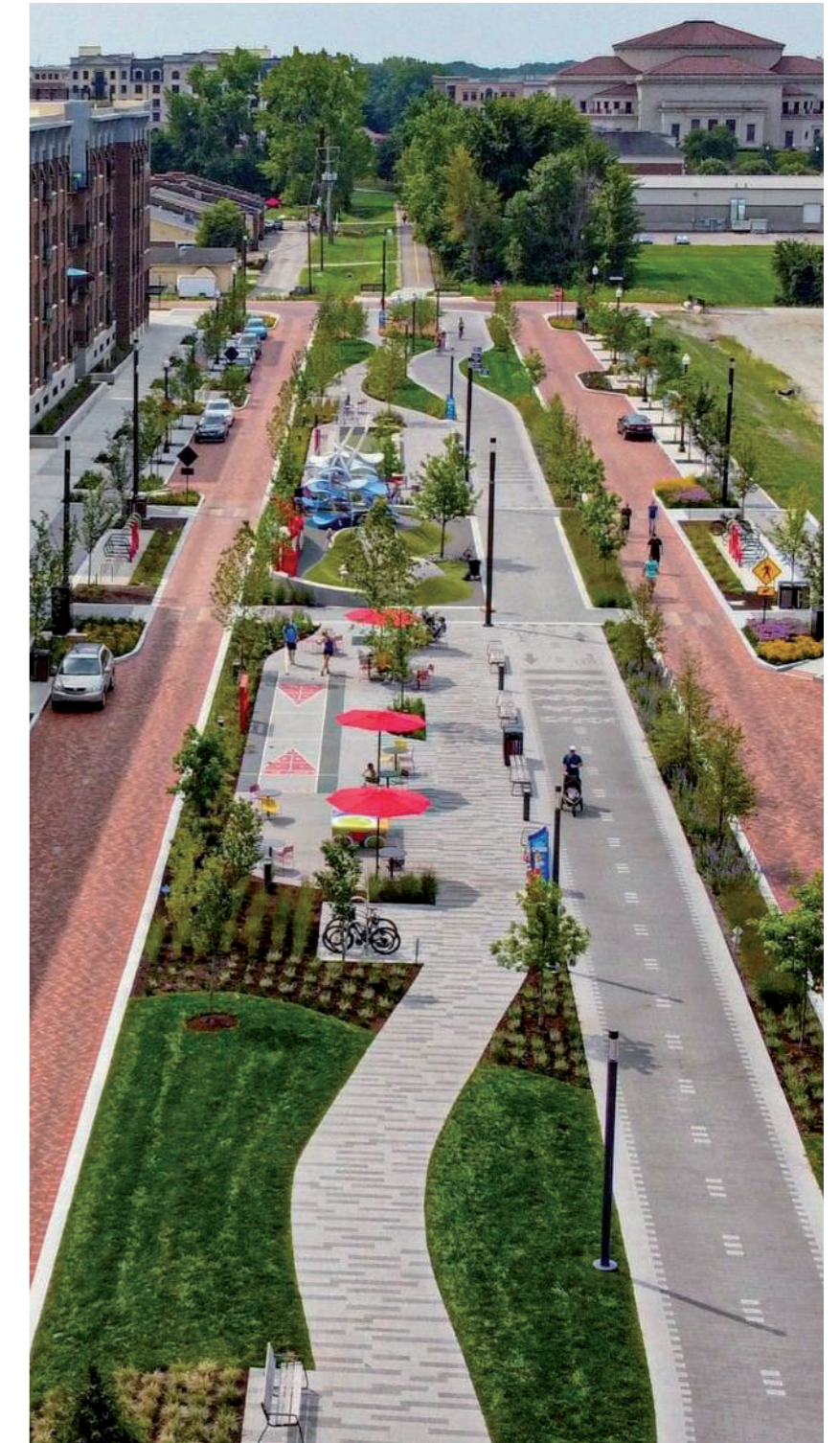
The vision set forth by Gehl built on existing plans, and emphasized the transformation of downtown from a place with a few destination points to a complete neighborhood destination by:

1. Making a more walkable and human scaled downtown
2. Introducing a 21st century approach to mobility focused on greater options for accessibility
3. Transforming the Monon Trail into an urban and ecological spine
4. Providing a framework to support vibrant public life.

The Monon Trail is a key element of this transformative project. As it stood, the trail was an 18-mile former railway line that was converted to a pedestrian and bicycle trail, and ran through the city’s heart, linking the existing Arts District, Civic Center and several proposed developments.

Gehl’s concept design built upon this existing asset by transforming the Monon Trail into an urban and ecological corridor that stitches together existing and future developments. Each segment took aesthetic and programming cues from the surrounding neighborhood context, strengthening district identities while maintaining the trail’s integrity as a regional bicycle trail.

Source: <https://gehlpeople.com/projects/monon-trail-urban-bikeway-design/>



PRECEDENT 05 BLOOMINGDALE TRAIL, CHICAGO - USA

“We can’t say we want to be more sustainable, but we also want to widen our roads and make it easier to drive, it just doesn’t work that way.”

- Gabe Klein, Transportation Commissioner

Back in 2004, Chicago completed construction of Millennium Park—one of North America’s largest public space projects of the last decade. Today the city is making progress on two more public space plans; the redesign of an old elevated rail line in the city’s North Side and the transformation of Navy Pier.

The latter project seeks to reimagine (and re-dignify) a major component of Daniel Burnham’s 1909 masterplan that has since succumb to pressures of commercialization and tourism. The \$85 million project is set for completion by the Pier’s centennial in 2016 and led by James Corner Field Operations in collaboration with several other architects and designers including Bruce Mau and French botanist Patrick Blanc.

The old rail line (called the Bloomingdale Trail) will be transformed into an elevated park à la New York’s High Line, but will be twice as long as its East Coast predecessor at 3 miles (5km) and feature bicycle access. The Emanuel administration has secured initial funding for the \$100 million project, which is scheduled to be completed by 2014.

The old way of doing things is coming to an end. As Chicago Transportation Commissioner Gabe Klein bravely announced, “We can’t say we want to be more sustainable, but we also want to widen our roads and make it easier to drive, it just doesn’t work that way.” As these projects for pedestrians and cyclists come to fruition, their message is clear: Chicago’s future is one for people. We think Mr. Burnham would be proud.

Source: <https://gehlpeople.com/blog/chicago-future/>



PRECEDENT 06 PARIS CENTRAL SQUARES PEDESTRIANISATION PLAN

“Pedestrians and cyclists will gain 50 percent more space on average... the goal is to make the squares “places of life, agreeable and re-balanced”, rather than simply “places of movement”.”
- Christophe Najdovski, Deputy head of highways

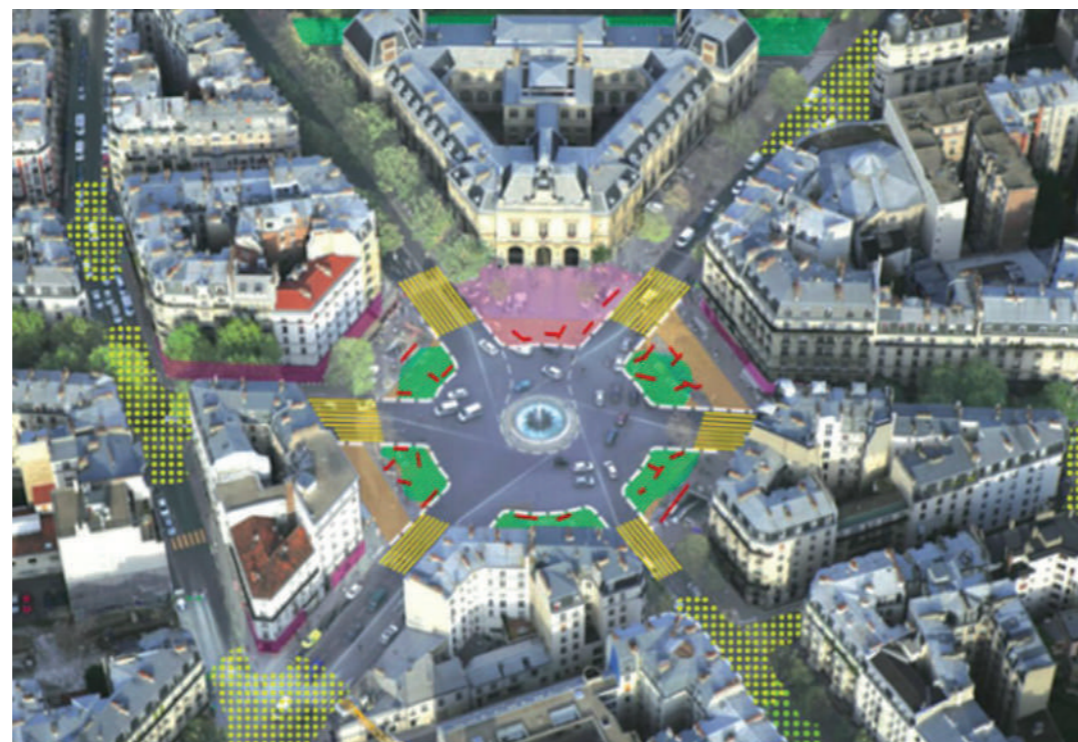
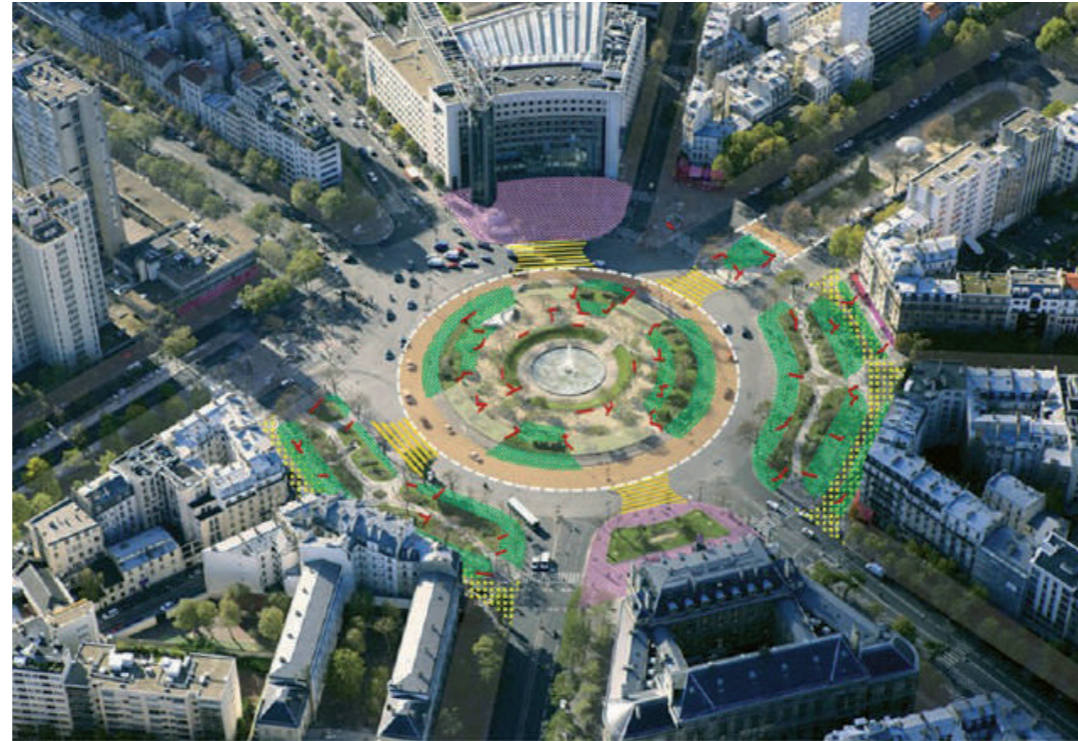
Last year, Paris Mayor Anne Hidalgo promised to makeover seven major Parisian squares. This March, following a public consultation, Paris City Hall came up with the goods, providing detailed plans that will transform these famous, beautiful spaces in the period between now and 2020.

Looking at the details, it seems the city's ambitions haven't so far been diluted. Each square will be semi-pedestrianized—literally so, as a mandatory 50 percent of each square's surface area will be given over to pedestrians. This means slicing away large sections of space currently allotted to cars, abolishing some lanes and slowing traffic in others. In each square, road vehicles will be restricted to lanes with a maximum width of 12 meters (39 feet), with the rest ceded to pedestrians and cyclists.

The scope of this semi-pedestrianization is more impressive when you consider what Paris has to work with. These squares aren't quiet spaces hidden away from the city's main avenues. They are the very axes through which most of inner Paris's road traffic is currently channeled. Here we look at three of the seven makeover plans to see how the squares will be re-shaped and given more space to breathe.

By Feargus O'Sullivan, 2 April 2016

Source: <https://www.bloomberg.com/news/articles/2016-04-01/paris-s-famous-public-squares-will-get-a-pedestrian-friendly-makeover>



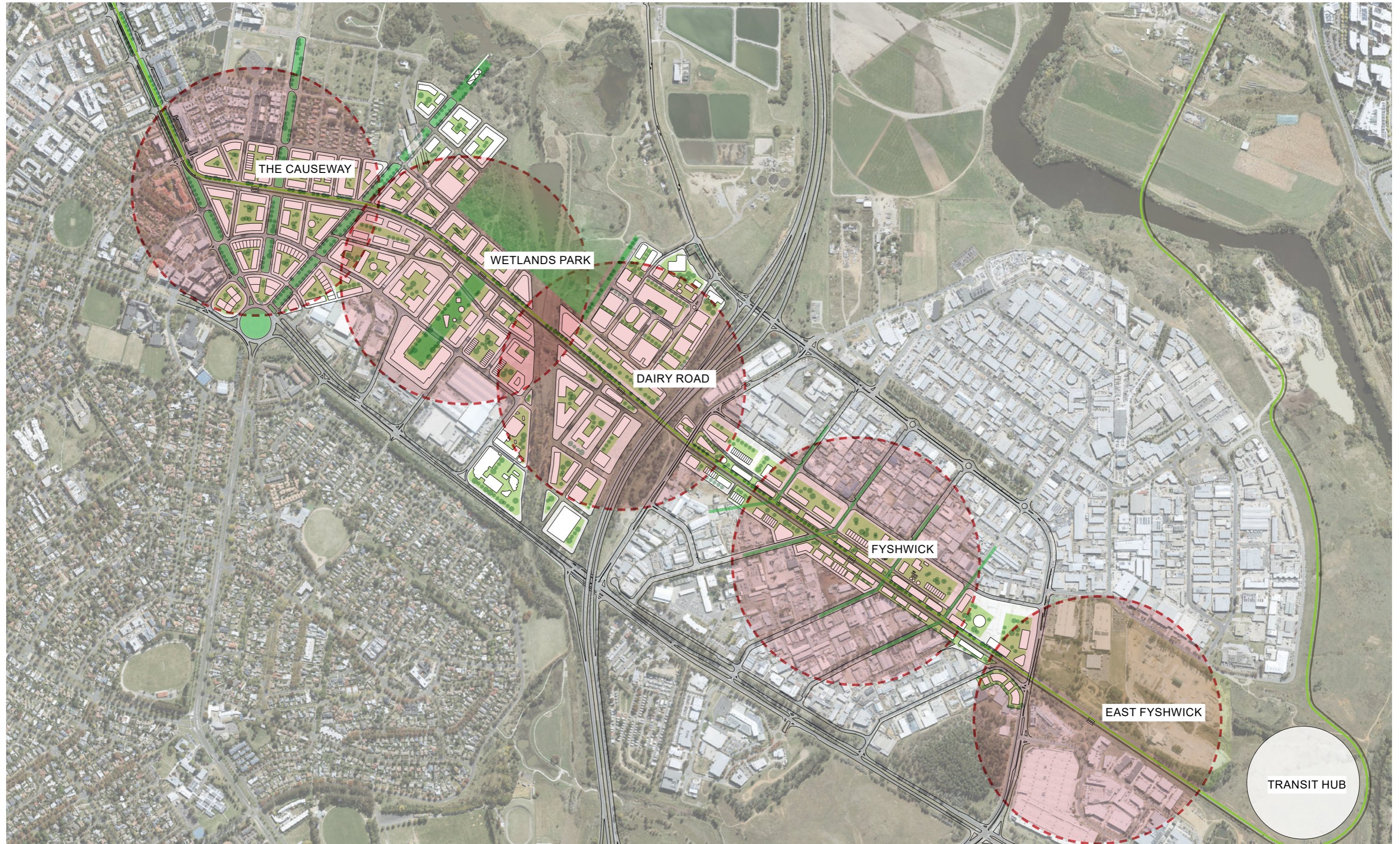
AERIAL PLAN - TODAY



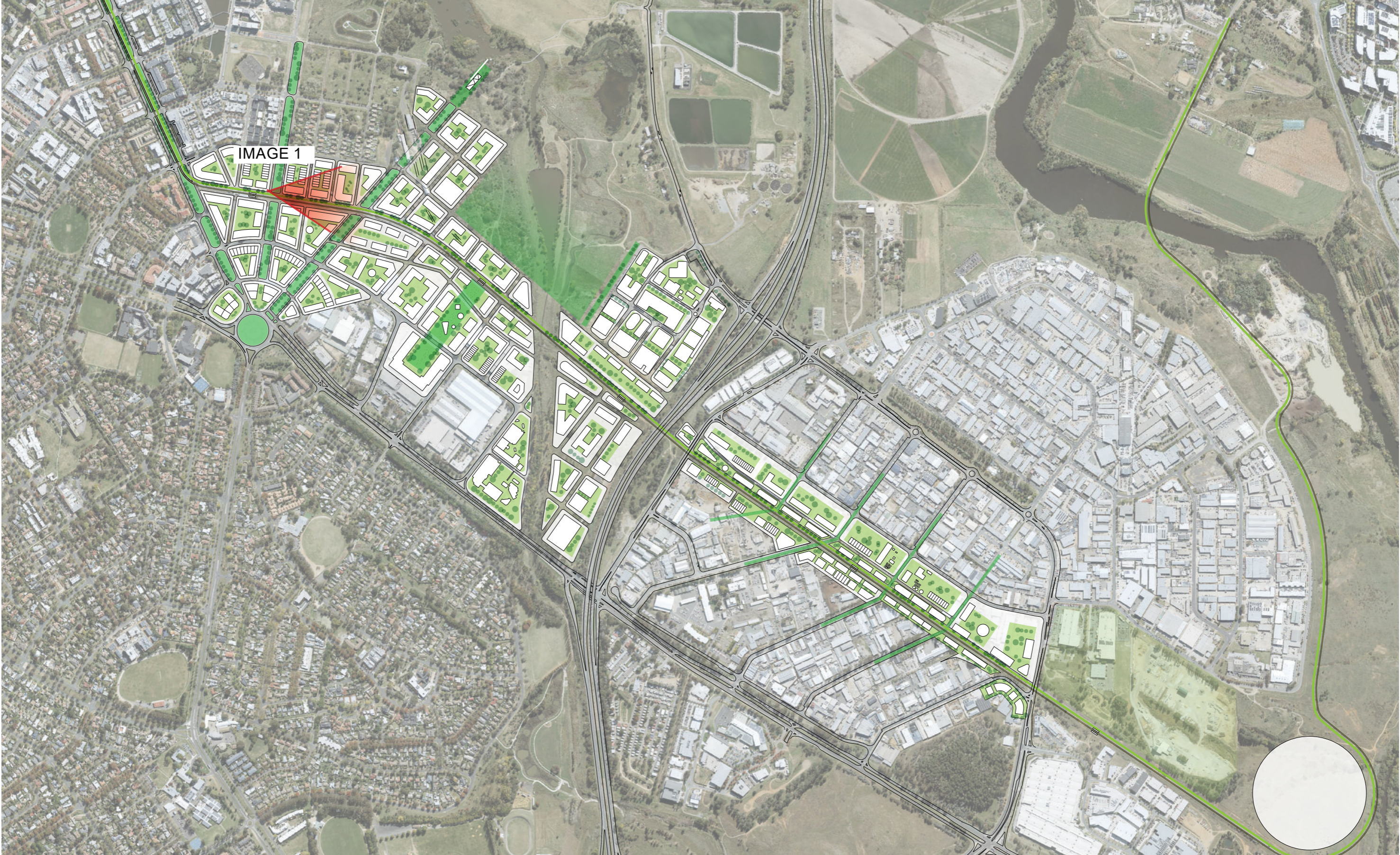
SCHEMATIC PLAN - EAST CANBERRA PRECINCTS



SCHEMATIC PLAN - POTENTIAL LIGHT RAIL STOPS



LOCATION PLAN - CONCEPT IMAGE 1 - KINGSTON



CONCEPT IMAGE - TRAVELLING TOWARDS WETLANDS PARK



FYSHWICK CORRIDOR - EXISTING CONDITION

The existing Fyshwick rail corridor is approximately 80m wide with some variation along its length.

This width would allow a light rail corridor with an active travel path plus building frontages of 30m with two 25m development zones either side.



FYSHWICK CORRIDOR - SECTIONS



EXISTING RAILWAY ZONE - SECTION

APPROX. 80m



PROPOSED LIGHT RAIL ZONE - SECTION

DEVELOPMENT SITE
25m

LIGHT RAIL CORRIDOR
30m

DEVELOPMENT SITE
25m

LOCATION PLAN - CONCEPT IMAGE 2 - FYSHWICK



CONCEPT IMAGE - FYSHWICK RAIL CORRIDOR



Summary of Key Benefits

- The Canberra 'Greenline' is a legacy project to transform Canberra's urban landscape
- Links all forms of transport (including the airport) into high performance network with local and interstate potential
- Pioneers an active transport 'highway' - the first car-free avenue in Canberra
- Safeguards and frames the Jerrabomberra Wetlands with a new city park
- Unlocks the potential of land adjacent the Light Rail to create an extensive urban renewal project
- Build the Light Rail in an existing rail corridor to save on construction cost
- Minimised disruption to arterial traffic during construction
- Transform Fyshwick into a greener neighbourhood, reducing heat island effect
- Links key public sites including Kingston Foreshore, Fyshwick Markets, Dairy Road and Fyshwick

Thank you.

**STEWART
ARCHITECTURE**