

Bute Greenway

Phase 2 public engagement – executive summary

What we heard - 2023



Bute Greenway

Land Acknowledgement

The Bute Greenway is situated on the unceded traditional territories of the xʷməθkʷəyəm (Musqueam), Sḵw̓x̓wú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) Nations, who have lived on these lands since time immemorial.

On June 25, 2024, the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Action Plan was formally adopted by Vancouver City Council. The UNDRIP Action Plan implements the long-term Vancouver UNDRIP Strategy, endorsed by the City Council in 2022. The co-developed action plan sets the course for the City of Vancouver's work with local Nations over the next five years.

The Bute Greenway is an opportunity to advance this reconciliation work. The City of Vancouver will continue to collaborate with local Nations to advance meaningful relationships and to reflect Indigenous histories in this project.

There are a number of resources available to learn more about the ongoing relationship the Nations have with the land which is now known as the City of Vancouver:

Musqueam Indian Band: musqueam.bc.ca

Squamish Nation: squamish.net

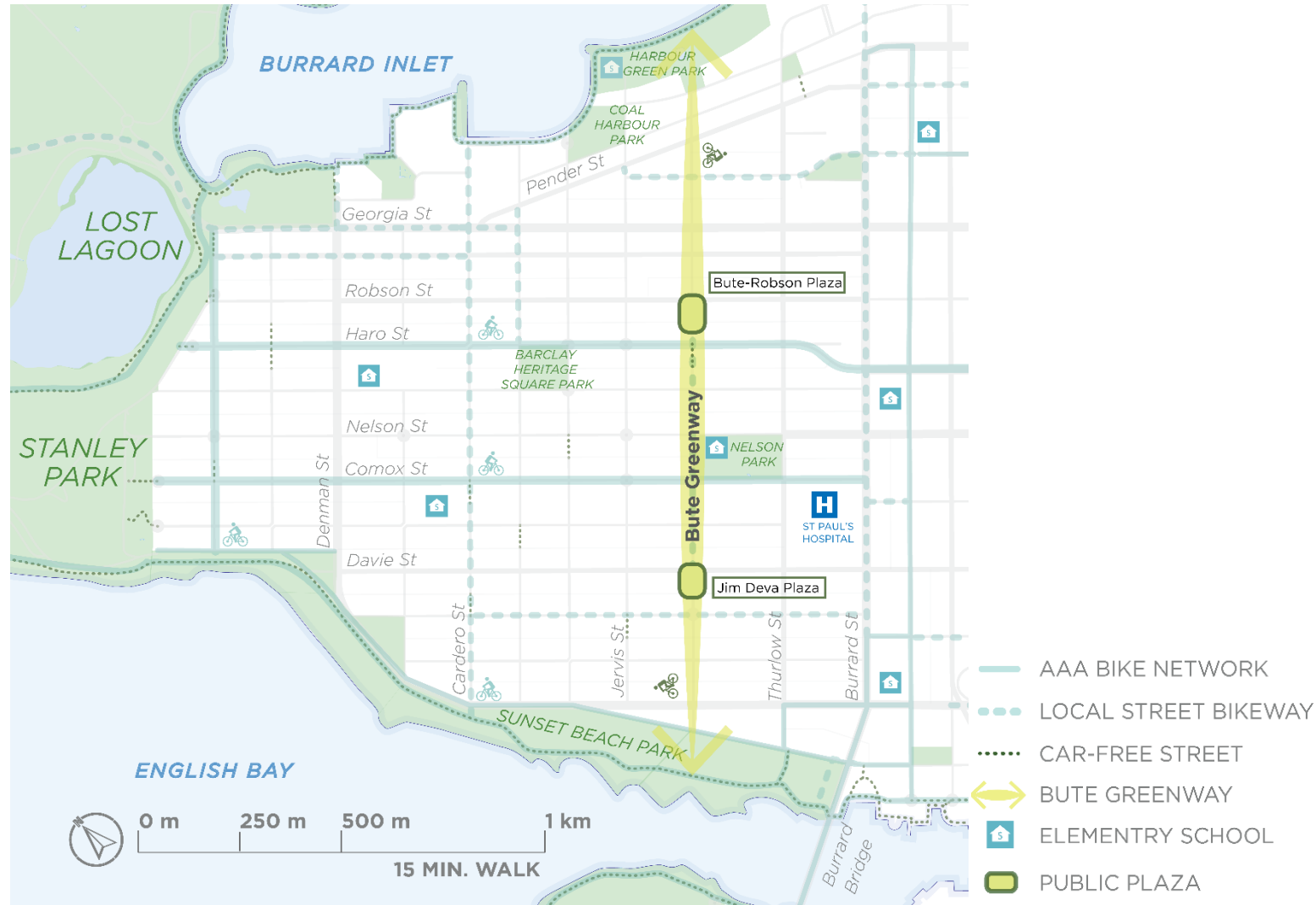
Tsleil-Waututh Nation: twnation.ca

Please visit our website to learn more about Vancouver's designation as a City of Reconciliation: <https://vancouver.ca/people-programs/city-of-reconciliation>

What is the Bute Greenway?

The City of Vancouver is exploring approaches to improve and prioritize Bute Street for walking, cycling, and rolling.

The future greenway will link the vibrant public spaces along Bute Street, including the Jim Deva Plaza and Bute-Robson Plazas.



Bute Greenway

Phase 2 feedback helps to inform design decisions and prioritize greenway features

This engagement phase shared:

- an updated vision for the greenway;
- a final design for the Bute-Robson Plaza; and
- ideas for the next phases of the greenway's development.

This report shares what we heard.

Additional background:

Read Phase 1 engagement findings from fall 2021 here:
[Phase 1 Engagement Summary](#)

Read about the West End commercial streets (Davie, Robson and Denman) here:
www.shapeyourcity.ca/west-end-streets

For West End Waterfront updates, please visit:
www.shapeyourcity.ca/west-end-waterfront



This public engagement process included four pop-up public events (hosted together with [West End commercial streets](#) public engagement)

Bute Greenway

This engagement phase focused on segments of the greenway prioritized for early delivery

Initial phase of greenway: Final design shared for Bute-Robson Plaza

2024: Permanent plaza construction, together with upgrades to adjacent blocks between Eihu Lane and Haro mini-park.

Two greenway segments were identified for next phase. We asked the community for ideas, thoughts, and concerns

This engagement asked about:

- A. Potential permanent changes to the north segment of the Bute Greenway (Eihu Lane to Pender Street);
- B. Potential interim changes around Nelson Park (in the middle of the greenway – Nelson Street to Comox Street).

To stay up to date on the Bute Greenway project, including the delivery of future greenway segments and public engagement opportunities, please visit: www.shapeyourcity.ca/bute-greenway

Greenway Completed:

- Pre 2019 ■ Haro Mini-park
- Jim-Deva Plaza

Upcoming Implementation:

- 2024 ■ Bute-Robson Plaza & adjacent blocks

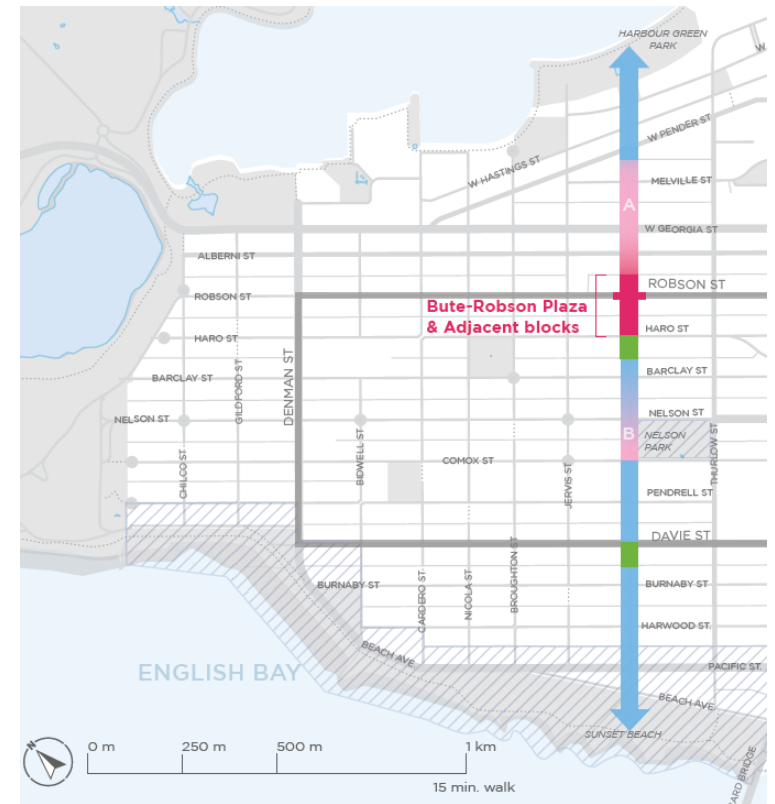
Potential Phasing:

- 2024 - 2026 ■ A Eihu Lane to Pender St
- B Interim Nelson block
- Beyond 2026 ▲ North Connection to Harbour Green Park (Coordination with Park Board)
- Middle Connection (Coordination with Nelson Park upgrades)
- ▼ South Connection (Coordination with West End Waterfront Plan)

Coordination with Nearby Projects:

- West End Commercial Streets (Davie St and Robson St)
- Nelson Park + BC Hydro Substation/School Upgrades
- West End Waterfront Plan

Bute Greenway phased delivery



A permanent Bute-Robson Plaza

The community is excited about the new plaza and the improvements it brings

Many respondents look forward to spending time in the new, permanent public spaces

- Including to eat and drink, socialize, and rest

Some participants worry about how plazas spaces will be kept clean and welcoming*

Many respondents felt the permanent plaza design successfully separated the spaces for people to sit and gather, from the paths for people moving through

- This separation helps avoid conflicts and make the space comfortable for everyone

**Community partners like the Robson Street Business Association (RSBA) can continue to support day-to-day Plaza management. The City can provide additional support to help keep it clean, safe and welcoming.*



Many felt that events and community activities/celebrations (like markets, events, or other 'things to experience') would make the permanent Plaza an interesting place to spend time. Some wished the piano (installed 2017) could return.

Bute Greenway North Segment – Eihu Lane to Pender Street

Early ideas are supported, provided vehicle access can be accommodated

Support for expanding public space on Bute Street to deliver the goals of the greenway

Survey respondents shared that:

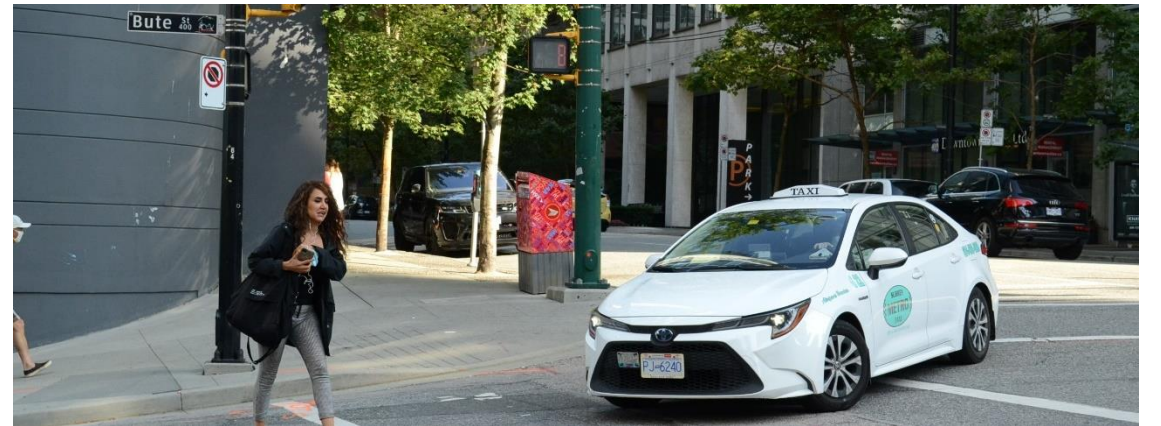
- Greenery is an essential design feature.
- Play space should be considered in the design, it is lacking in this area.
- Active transportation improvements should connect to the wider active transportation network downtown.

Keeping vehicle access to residential buildings is key

- Full closure of Bute Street to vehicles could affect access to homes and their parkades.
- Survey comments identified key vehicle access locations.

Need to balance movement needs and opportunities to spend time on the greenway

- Many feel changing how road space is allocated poses more opportunities than downsides.
- Circuitous vehicle routes are a concern for some.



Safe and comfortable walking and cycling routes are needed given the current demand. Street space reallocation can support safer cycling (top) and reduce pedestrian-vehicle conflicts (bottom).

Bute Greenway mid connection – Nelson Street to Comox Street

Support for a new interim public space adjacent to Nelson Park

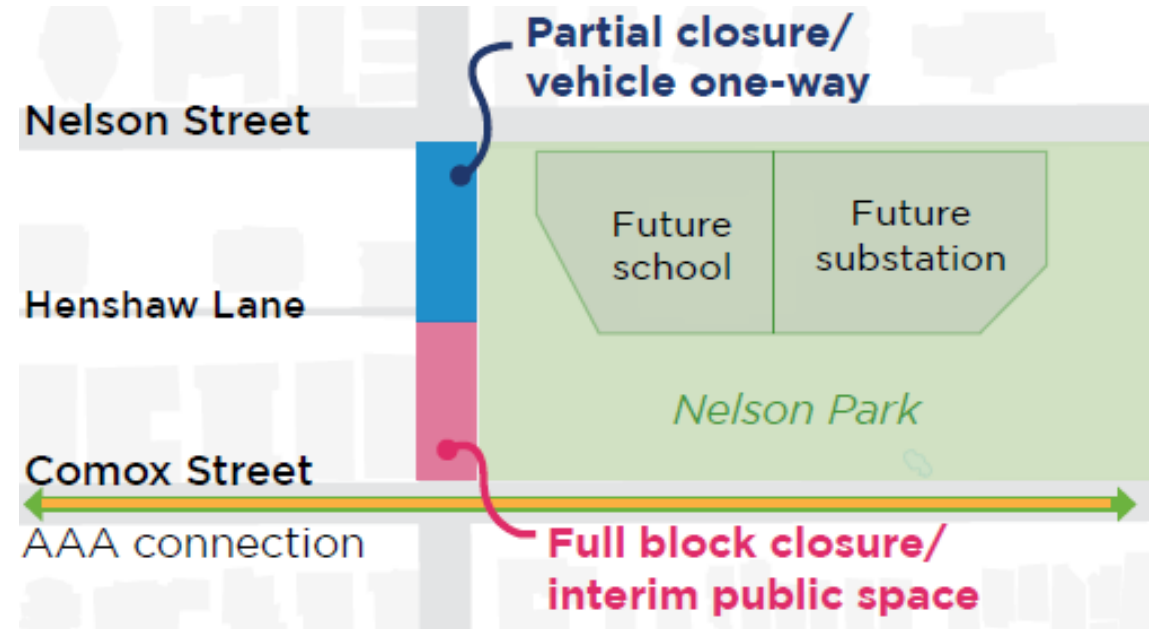
Most survey respondents liked option 1 (65%)

- Prioritization of walking, biking and rolling is aligned with how people move through this block today.
- Most respondents rarely use this block for driving.
- Residential parkades can be accessed from elsewhere.
- Some scepticism over how successful this additional public space could be if it were closed to vehicle traffic.

Many saw opportunity in a potential interim space

- People identified opportunities for recreation in this space, as well as passing through.
- Most responses on this segment didn't mention vehicle access. Among those that did (19%), 1 in 3 felt public space expansion could be more ambitious.

Option 1 – interim public space



Above: A diagram of Option 1 for the interim greenway block:

- one-way for vehicles between Nelson Street and Henshaw Lane
- Closure to vehicles between Henshaw Lane and Comox Street, to create an interim public space

Bute Greenway

Next Steps

Based on the learnings from phase 2, staff are now:

Preparing for construction of the Bute-Robson Plaza which will begin in 2024;

Developing design ideas for the North Segment, including considering connections for walking, biking and rolling on Melville Street; and

Reviewing opportunities for future delivery phases.

Bute-Robson Plaza

In 2024, construction on a permanent Bute-Robson Plaza and adjacent blocks will commence. This is the first phase of investment in the greenway.

You can review the permanent plaza design [here](#).

North Segment

Staff are currently evaluating priorities and developing design options for this segment of the greenway.

We will engage community and stakeholders on proposed designs prior to implementation.

Mid Connection

In 2024 and beyond, City staff are working closely with BC Hydro as the West End Sub Station project commences.