

1 WELCOME

BUTE GREENWAY - PHASE 2

OVERVIEW

The City of Vancouver is exploring approaches to improve and prioritize Bute Street as for **walking, cycling, and rolling**, with **vibrant public spaces** for people of all ages and abilities.

Bute Street is a key shore-to-shore connection, identified in the City's **2020 Downtown Public Space Strategy**, which had previously been identified in the **West End Community Plan and Public Benefits Strategy**.

The project complements the community facilities and public realm projects in the area. It helps us meet our **Climate Emergency Action Plan** targets for road space reallocation with an emphasis on public space and greenways.

The vision for the Bute Greenway will be **implemented using phased approach**, beginning with building a permanent Bute-Robson Plaza and enhancing adjacent blocks.

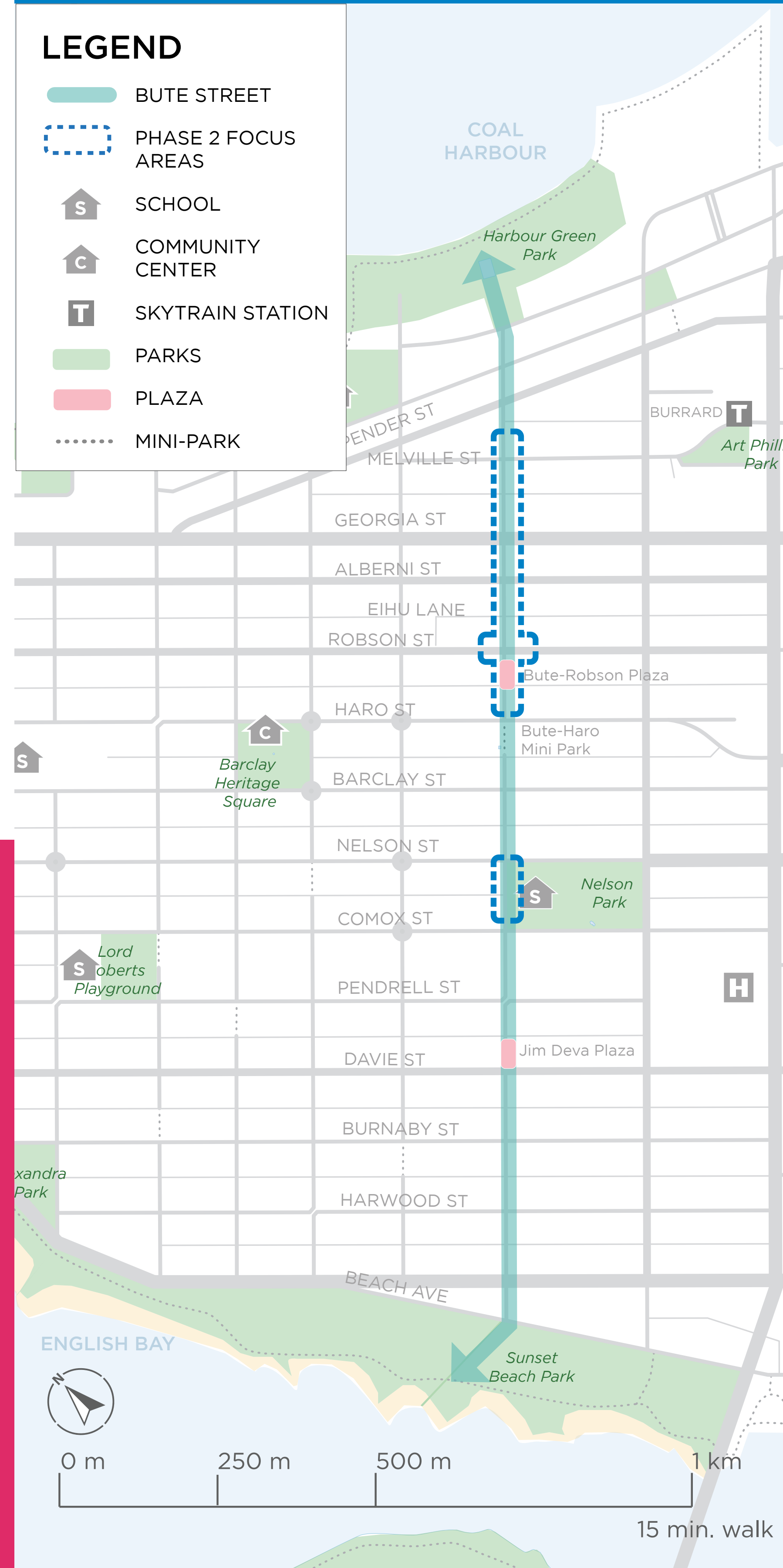
WE NEED YOUR INPUT!

In Phase 1 (late 2021), you helped us refine the project goals, and shared ideas for a future greenway and a permanent Bute-Robson Plaza.

In Phase 2 we are:

- Discussing a vision for the greenway.
- Sharing final designs for the permanent Bute-Robson Plaza and associated work which includes widening sidewalks on adjacent blocks of Robson Street and linking the plaza with the existing Bute-Haro mini-park towards the south.
- Exploring approaches to expand greenway on blocks north of Robson Street (between Eihu Lane to Pender Street) and block adjacent to Nelson Park (between Nelson and Comox Streets).

PHASE 2 - FOCUS AREA



PROJECT TIMELINE

		We are Here!			
2017 and 2019 Previous Engagements	Fall/Winter 2021 Phase 1 Engagement	Spring 2023 Phase 2 Engagement	Fall 2023 Phase 3 Engagement	2024 Initial Construction	2024 Onwards
<ul style="list-style-type: none"> • Conducted series of workshops with key stakeholders • Held pop-up engagement through <i>Places for People Downtown Strategy</i> 	<ul style="list-style-type: none"> • Shared project goals and learned how people use the street and plaza • Discussed big ideas for the greenway 	<ul style="list-style-type: none"> • Discuss vision for Bute Greenway • Share final design for Bute-Robson Plaza and enhance adjacent blocks 	<ul style="list-style-type: none"> • Refine designs: (1) blocks between Eihu lane to Pender Street (2) block between Nelson and Comox streets 	<ul style="list-style-type: none"> • Build a permanent Bute-Robson Plaza and complete enhancements to adjacent blocks 	<ul style="list-style-type: none"> • Implement future segments of the greenway using a phased approach

Share your thoughts at shapeyourcity.ca/bute-greenway by Sunday, April 30, 2023.

2 GREENWAY VISION

BUTE GREENWAY - PHASE 2

WHAT IS A GREENWAY?

Car-light to car-free corridors

- Prioritize active transportation
- Provide recreation for all ages and abilities
- Connect diverse neighbourhoods

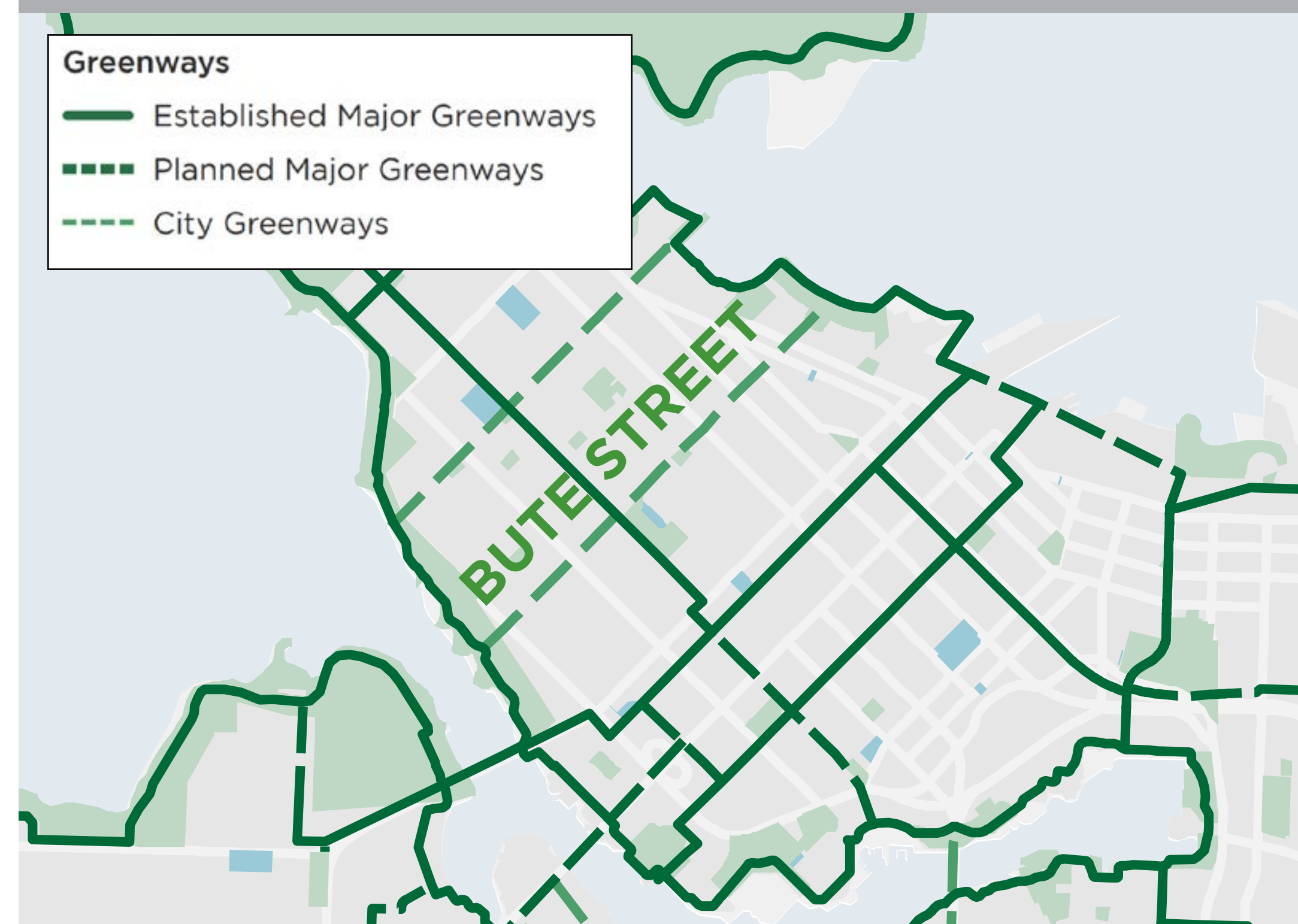
High-quality continuous public spaces

- Provide equitable access to key destinations
- Experience nature in the city
- Provide welcoming and safe spaces for gathering

Align with citywide priorities

- Advance reconciliation
- Build community relations and stewardship
- Enhance public life
- Improve natural systems

VANCOUVER PLAN - GREENWAYS MAP



Vancouver Plan has identified Bute Street as a City Greenway. City Greenways connect important city destinations (community parks and public spaces, schools, shops) and link Vancouver's neighbourhoods together.

A CONTINUOUS PEDESTRIAN EXPERIENCE

Bute Greenway would become a park-like corridor that manages water and provides **a shore-to-shore connection** from Burrard Inlet to False Creek through various neighbourhoods like the West End, the Central Business District, and Coal Harbour. The greenway would link popular destinations like Sunset Beach Park and Harbour Green Park.

DESIGNING BUTE GREENWAY

We follow the All Ages and Abilities (AAA) guidelines to design city greenways and ensure the route is made accessible, comfortable and safe for everyone. There is no 'one size fits all' approach to AAA design. The design depends on vehicle volumes and speeds.

1. Car-light quiet streets

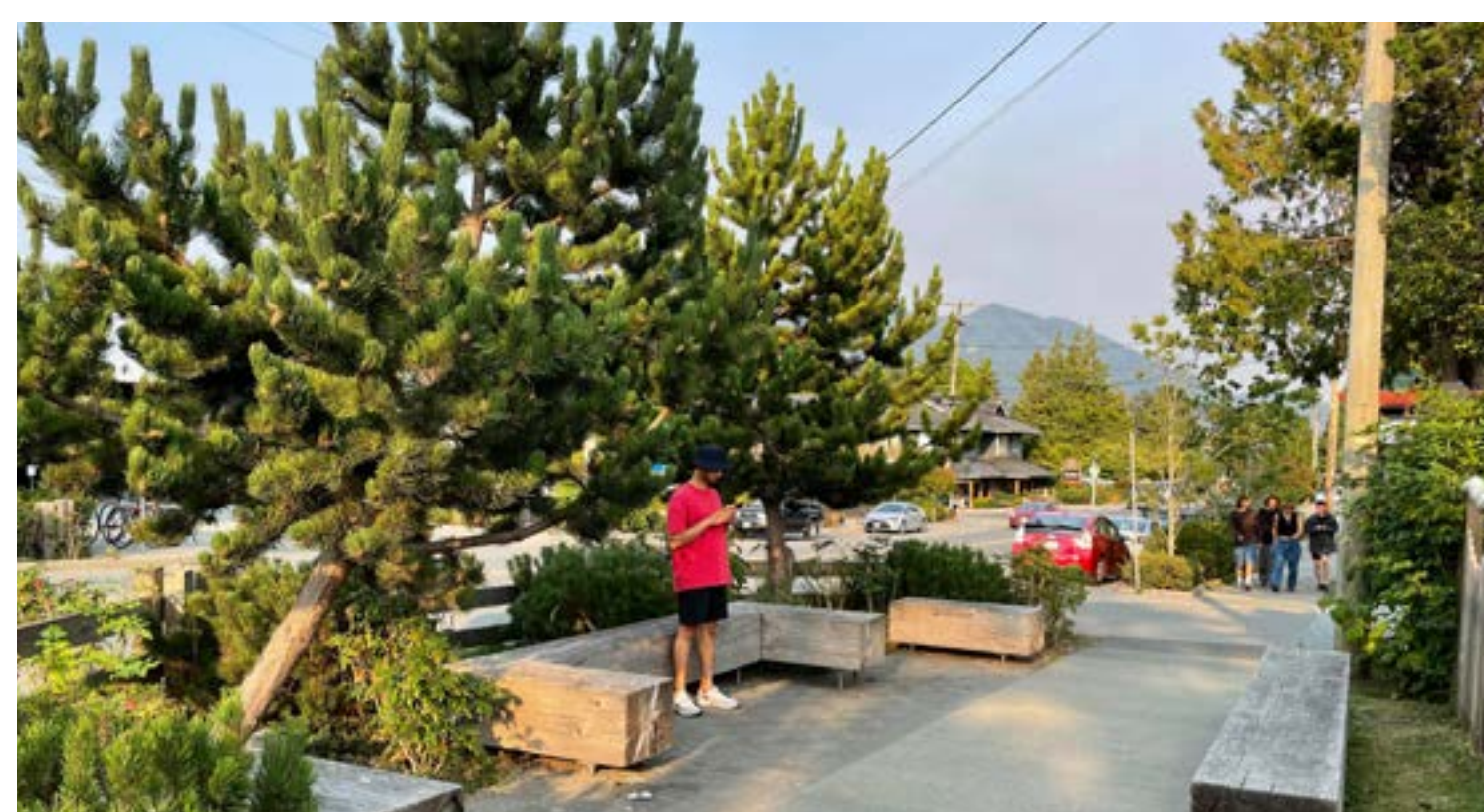
A shared street approach is possible when vehicle volumes and speeds can be made very low through traffic calming and diversion. Traffic calming and diversion can create opportunities for other community spaces like parks, plazas, and rain gardens.

2. Car-free greenways

Car-free greenways integrate AAA principles and reallocate road space to create an enjoyable park-like travel experience. These pathways provide designated areas for people walking and cycling. Greenways can also use traffic calming and diversion to provide community spaces like gardens and play areas for all ages.



Rain garden and bee and insect hotels



Sidewalk seating features with rain gardens



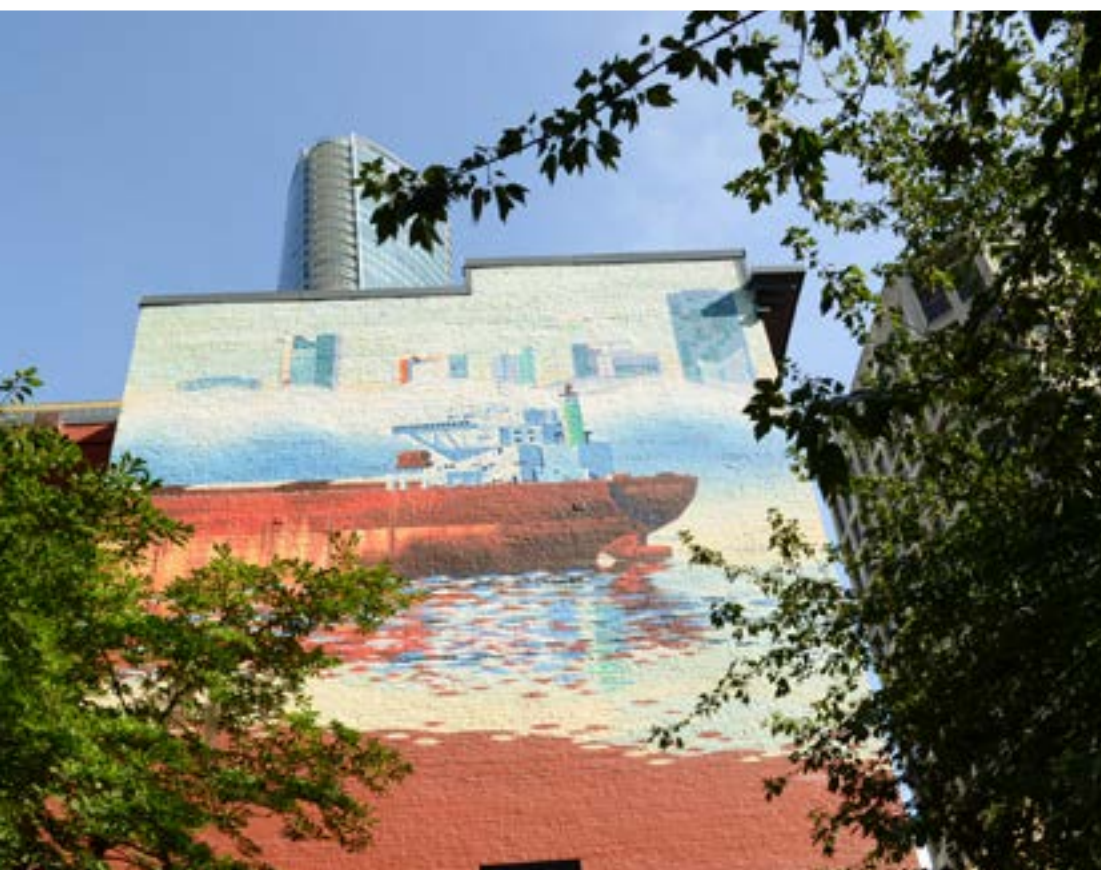
Play area, education and experience

3 BUTE STREET TODAY

BUTE GREENWAY - PHASE 2

NEIGHBOURHOOD SPIRIT

West End is home to a wide range of cultural spaces that add to the livability and its identity. The neighbourhood has diverse land uses with places to eat, play, shop, and work along with civic facilities and a variety of housing types. Murals and other art either through community or private development along Bute Street contribute to the community's distinct character and charm.



Mural



Public art



Festive spirit



Diverse uses

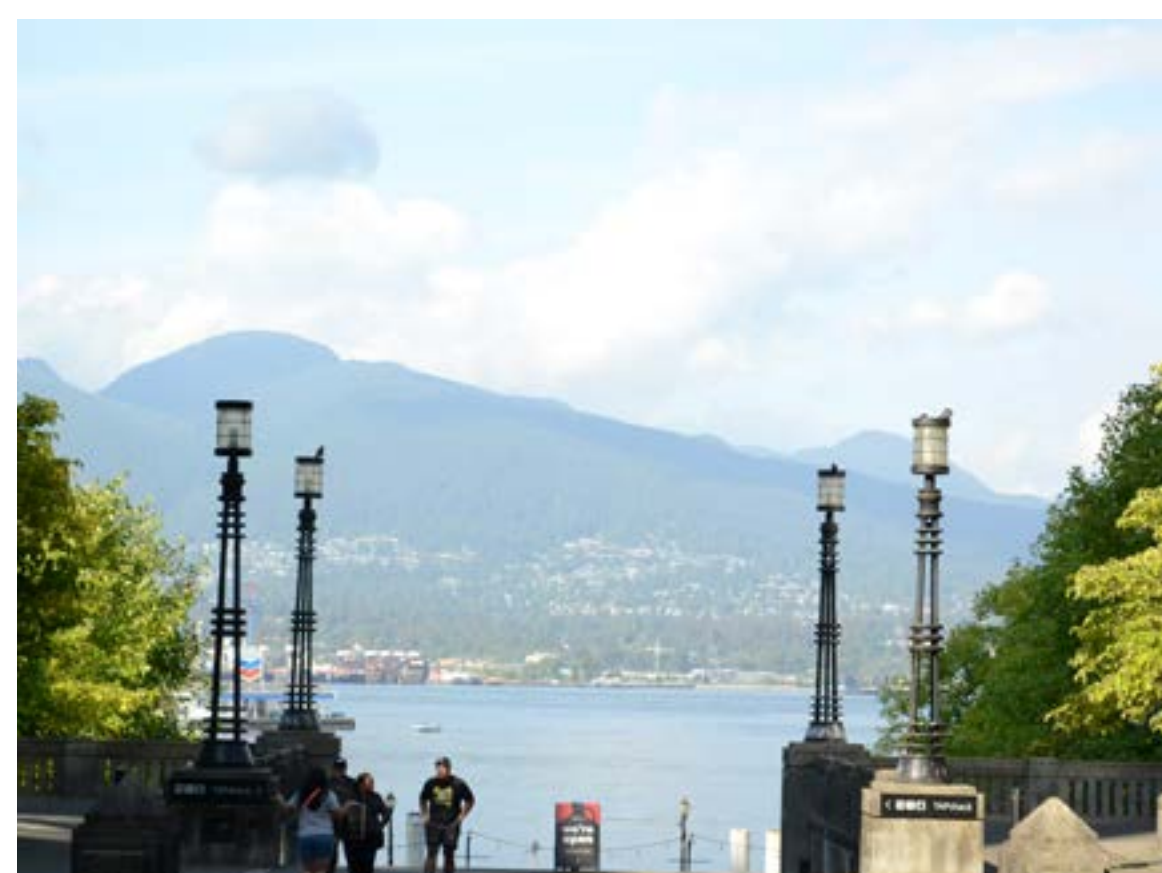
PEDESTRIAN COMFORT

The dense tree canopy formed by over 200 trees along Bute Street enhances pedestrian comfort by providing shade along the path. The street's natural slopes on the north and south end offer great viewpoints and also provide an opportunity to implement rainwater management and improve street's ecological function.

Many residential and commercial entrance setbacks, stoops and plants add to the street life experience and create opportunities to stop and stay.



Tree canopy



North shore views



Natural slopes



Setbacks

CHALLENGES

Bute Street also comes with challenges like narrow and inaccessible sidewalks force pedestrians onto the road. The lack of safe and comfortable routes for cycling also forces people to mix with vehicle traffic. On busy intersections, especially on and north of Robson Street, there is restricted space to accommodate the high volume of pedestrians. These challenges cause conflicts between people walking, rolling, cycling and driving, especially while making turns.



Narrow sidewalk



Lack of cycling infrastructure



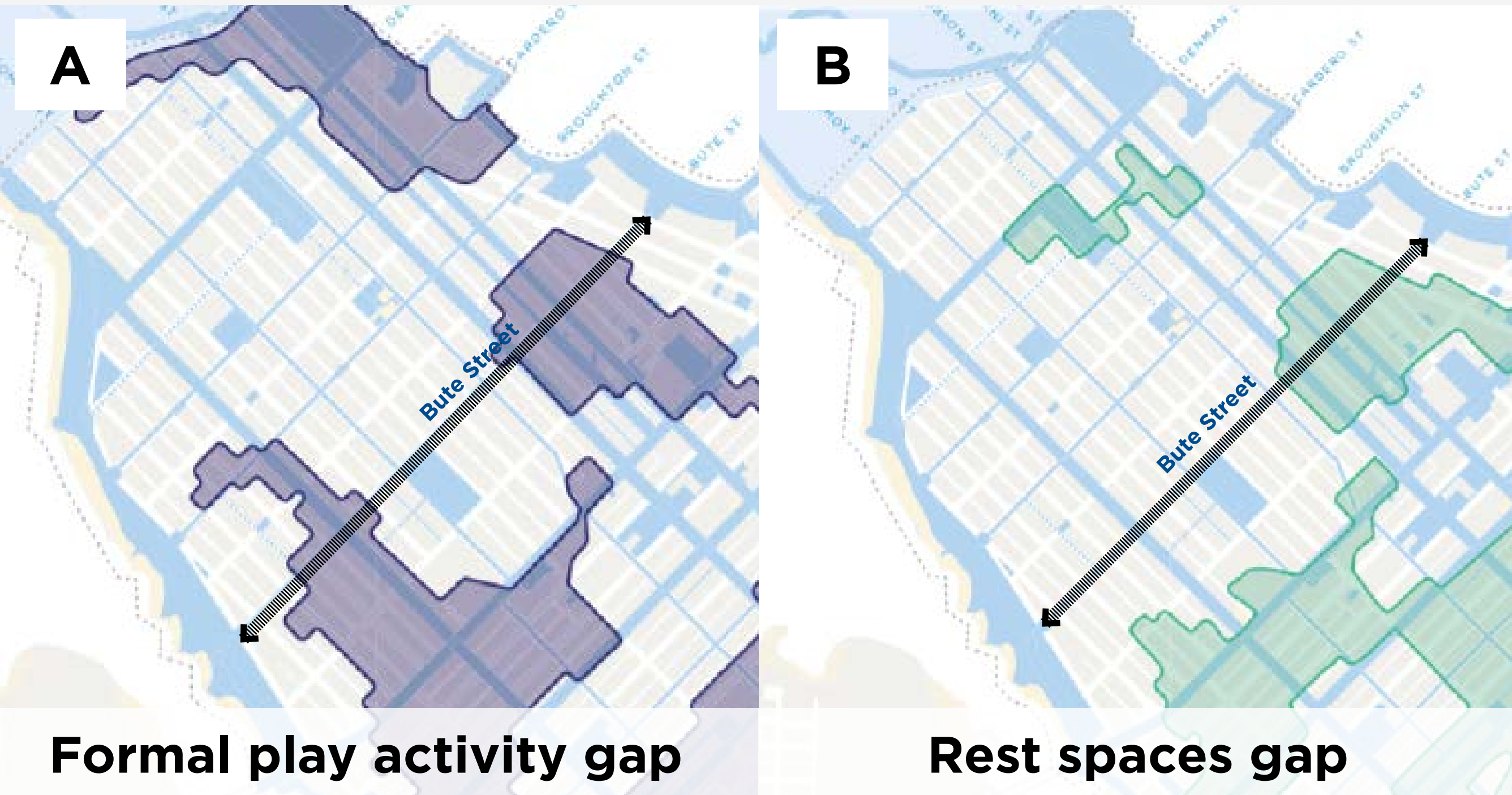
Busy intersections

4 NETWORK PLANNING

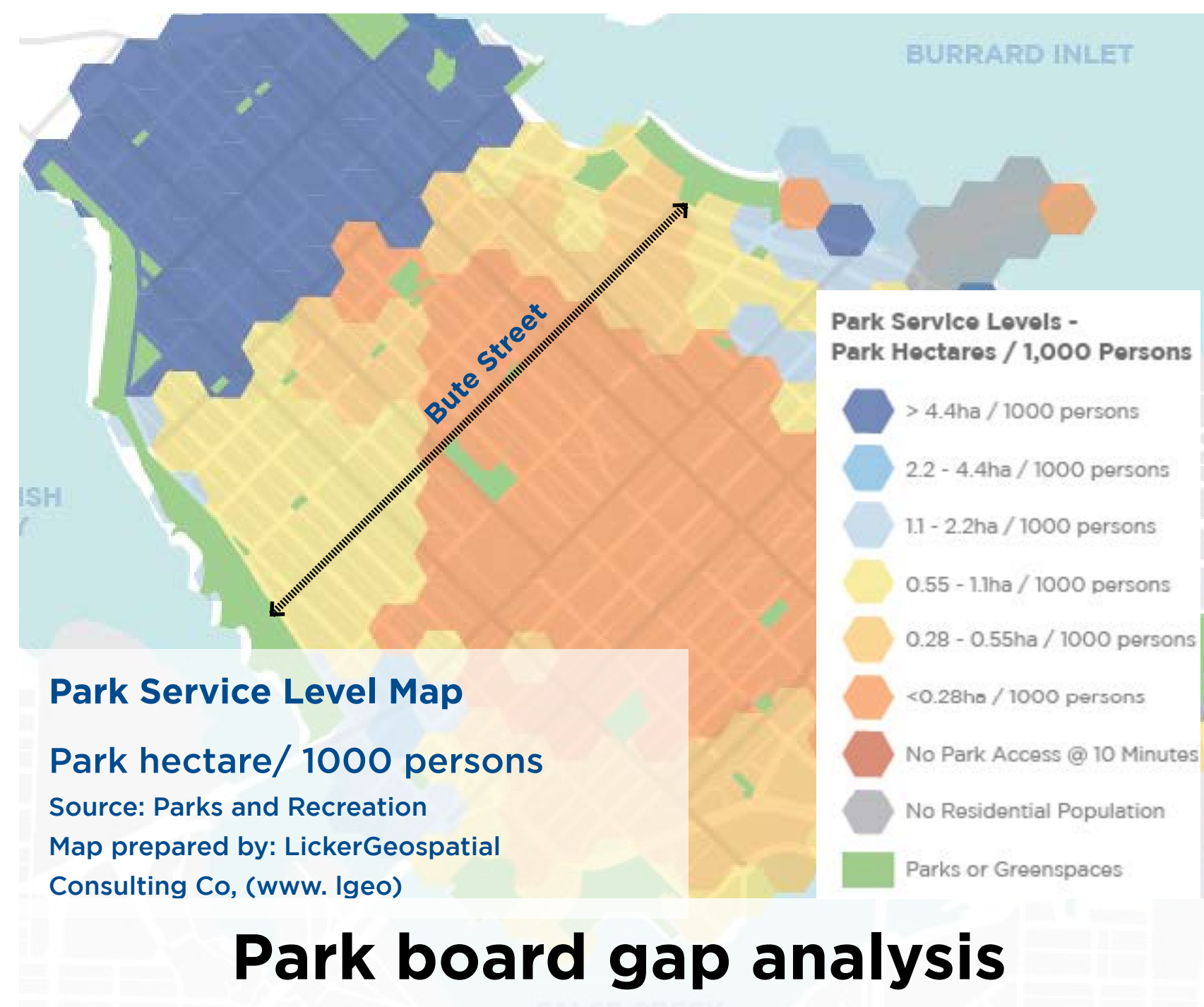
BUTE GREENWAY - PHASE 2

DEMAND FOR MORE PUBLIC SPACES

Downtown Public Space Strategy gap analysis shows areas along Bute Street that are more than 5-minutes from **[A]** formal play activities and **[B]** streets or open spaces that offer a place for contemplation, rest or some shelter from urban noise.



Park Board Gap Analysis also shows limited park space per person (<0.28 ha/1,000 persons) within walking distance for the West End and downtown residents.



OPPORTUNITY FOR MORE WALKING, CYCLING, ROLLING

Upgrading Bute Street to a greenway will fill a major gap in the existing walking and cycling network and would help better connect people to:

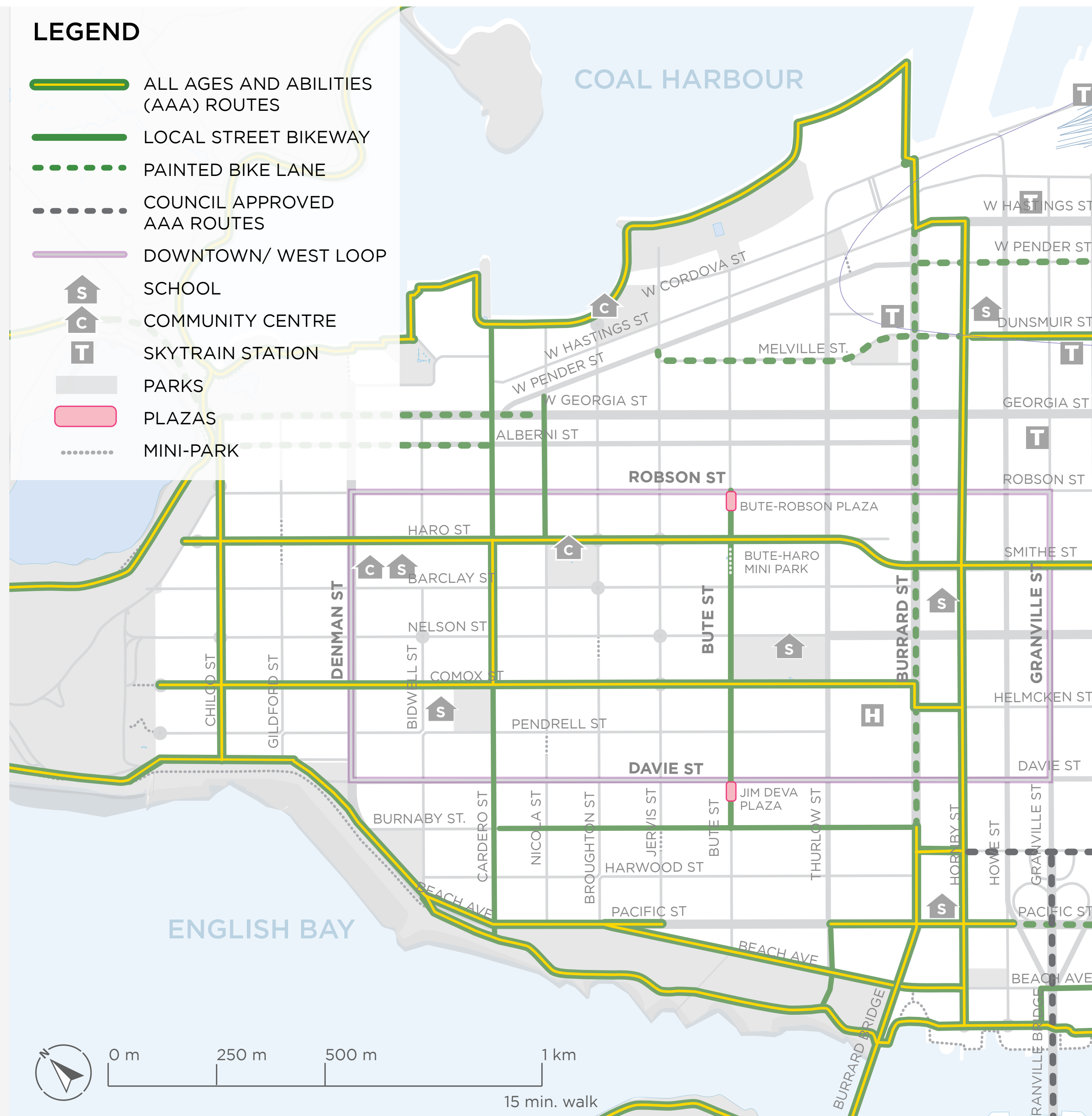
Cycling routes: Seaside Greenway, Comox Greenway, Haro-Smithe Bikeway

Bridges and transit: Lions Gate Bridge, Granville Bridge, Cambie Bridge, Burrard Bridge and Burrard Skytrain Station

Commercial streets: Robson, Alberni, Davie

Public spaces: Bute-Robson Plaza, Jim Deva Plaza, nearby schools and offices

Parks: Harbour Green Park, Bute-Haro Mini-park, Nelson Park, Sunset Beach Park and English Bay



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WHAT WE HEARD

SOME IDEAS AND COMMENTS

BUTE GREENWAY - PHASE 2

Phase 1 (Fall 2021) focused on:

- Understanding how people experience the street
- Confirming the draft goals
- Gathering ideas about the project

We received over **576 survey responses** and conducted over **10 stakeholder groups** discussions to hear from residents' and business associations; transportation, seniors, accessibility, and placemaking organizations emergency service providers, and others.

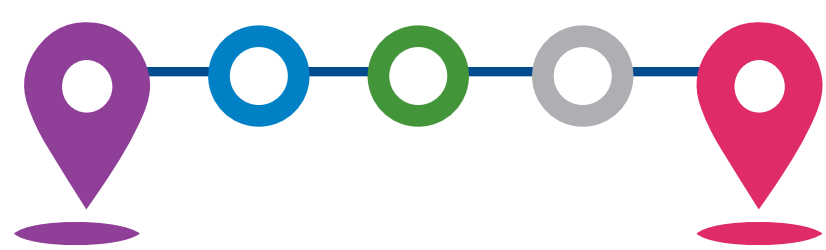
KEY THEMES & IDEAS FROM PHASE 1

- **Celebrate views**, neighbourliness and **festive spirit**
- Consider how the project could support a more **car-free** or **car-light future**
- Add more rain gardens, and other features to **manage rainwater**
- Create more **social spaces** to enjoy restaurants, cafes and shops
- Create little **gathering spaces or 'moments'** along the way (innovative and fun play-spaces, whimsical elements, water features, community art, cultural touch points)
- Provide designated areas for **special events** and performances
- Provide benches and **variety of seating** for people to **rest** along the way
- Ensure the path feels **safe and secure** for everyone, **even at night**
- Provide a **safe and comfortable route** for walking, biking and rolling with **improved intersections** and **wider sidewalks**
- Provide **improved cycling connections** from Bute Street to seawall and other key destinations
- Consider **access** to the neighbourhood and **vehicle circulation** in and out of the West End

REFINED PROJECT GOALS

In Phase 1, we asked people for feedback on the draft project goals.

The goals were refined with community input. They support advancing the greenway vision along Bute Street.



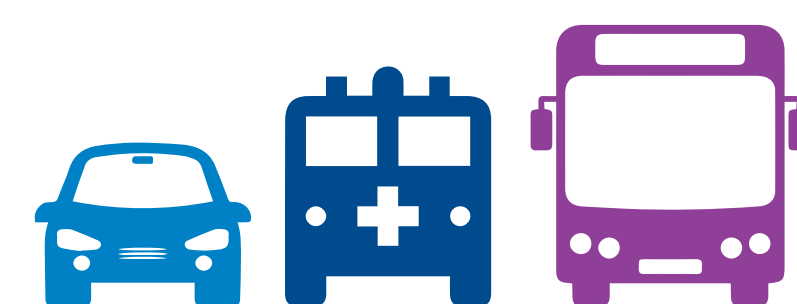
1. Create a shore-to-shore connection that provides intuitive **links to key destinations** and enhances the continuous pedestrian experience **with a variety of public spaces**.



2. Make Bute Street **accessible, safe, and comfortable at all times** for people of all ages and abilities to walk, cycle and roll.



3. Improve the ability of the street to **manage urban rainwater runoff** and its ecological function.



4. Accommodate **emergency service access** and **reduce vehicle traffic while maintaining circulation** in the neighbourhood.

6 IMPLEMENTATION

BUTE GREENWAY - PHASE 2

Based on opportunities and challenges identified in phase 1 through public feedback, staff will be delivering the project using a phased approach in the coming years. This will help coordinate with nearby projects and minimize construction impacts.

Staff will continue to work with the Park Board and other teams on nearby projects to coordinate the design and delivery of the greenway.

GREENWAY IMPLEMENTATION

Greenway completed:

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

Upcoming implementation:

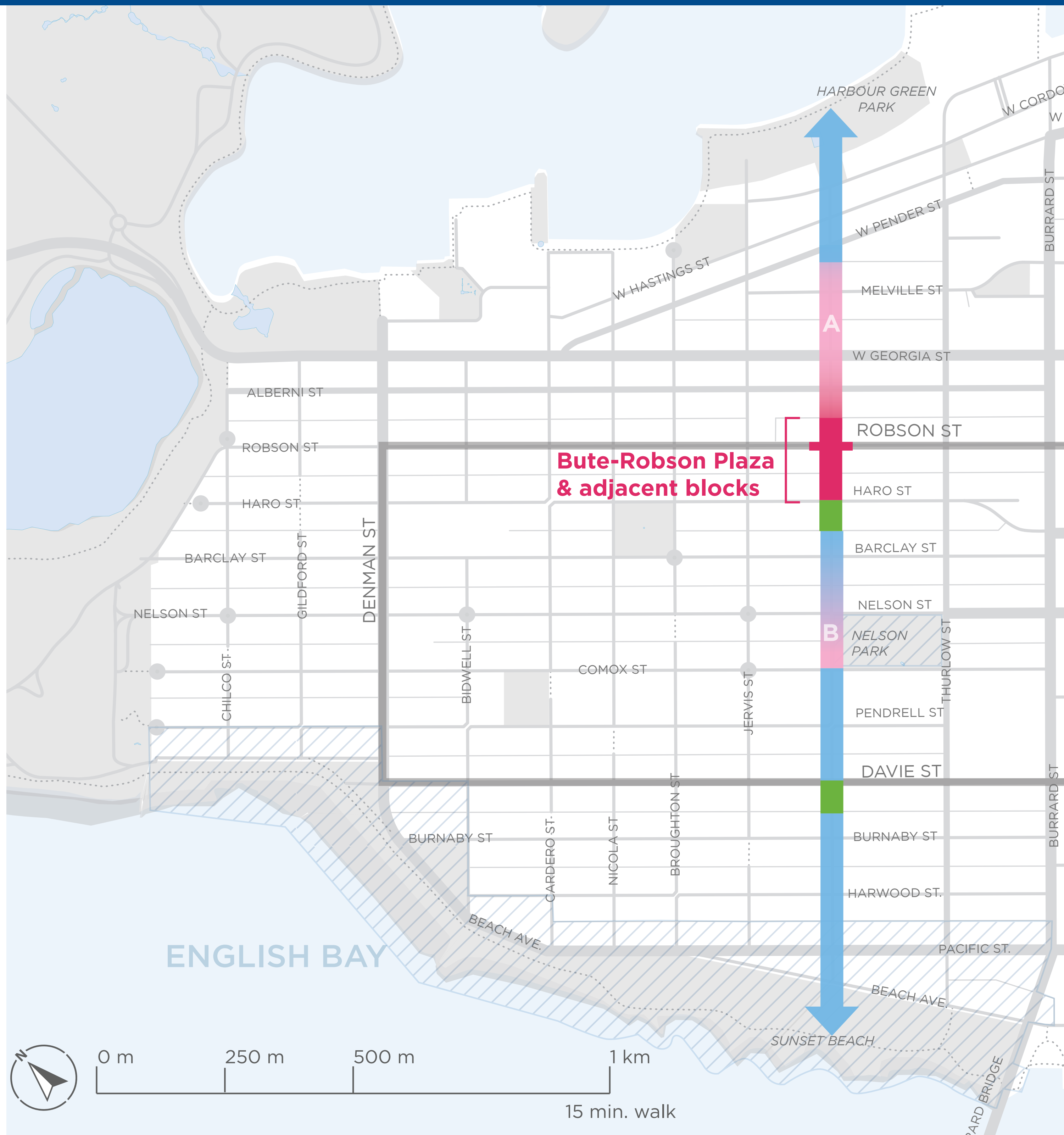
- 2024
 - Bute-Robson Plaza & adjacent blocks
(Refer boards 7 to 10)

Potential phasing:

- 2024 - 2026
 - A Eihu Lane to Pender Street
(Refer to board 11)
 - B Interim Nelson Park block
(Refer to board 12)
- 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 Street & Robson Street)
- Nelson Park + BC Hydro substation/school upgrades
- West End Waterfront Plan



ADDRESSING OTHER GAPS

Through the engagement process, other connection gaps have been identified. These will be addressed as part of future work, including:

- Creating all ages and abilities cycling connections from Bute Street along Melville Street to Burrard Skytrain Station and further east to the Dunsmuir protected bike lane.
- Providing all ages and abilities cycling connections between from Bute Street to the Burrard Bridge and the Granville Bridge.

Share your thoughts at shapeyourcity.ca/bute-greenway by Sunday, April 30, 2023.



BUTE-ROBSON PLAZA & ADJACENT BLOCKS

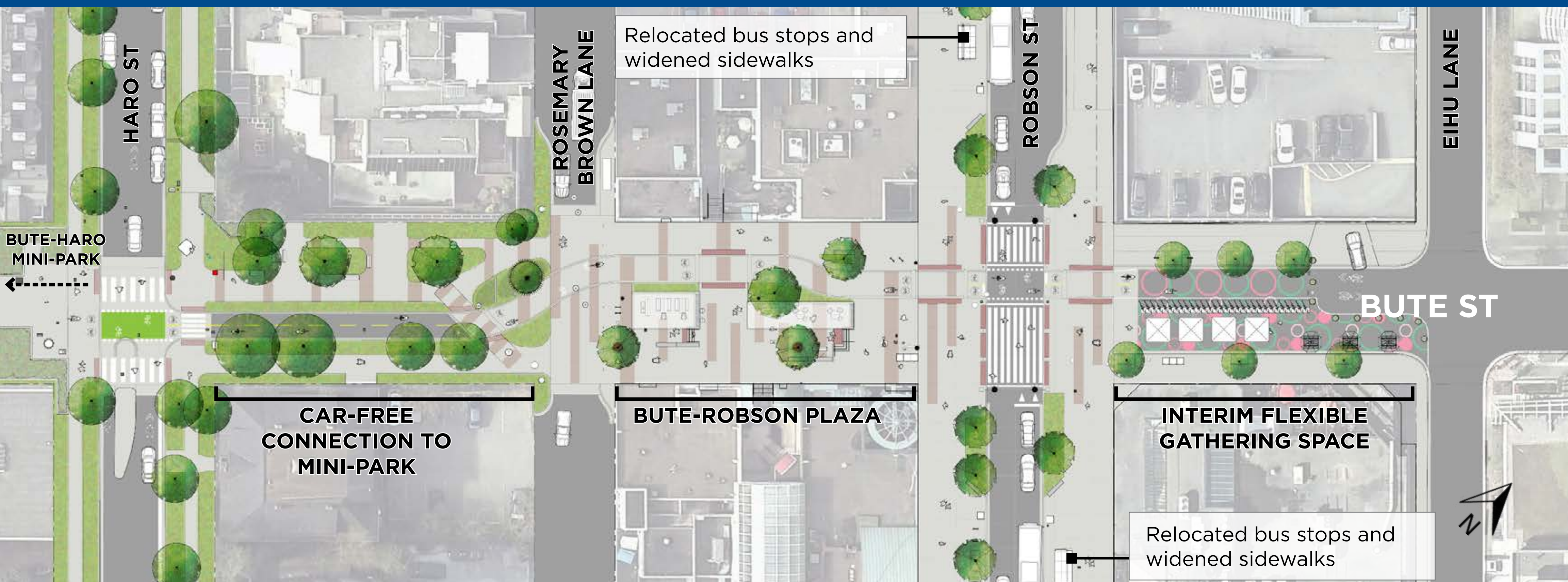
BUTE GREENWAY - PHASE 2

Thank you to everyone who shared feedback with us since the Bute-Robson Plaza was first installed in 2017. Based on input from businesses, stakeholders and the community, **we have finalized a design for the permanent Bute-Robson Plaza**. This will build on the success of the interim plaza, and help address the deficit of public spaces in the West End and Downtown.

In phase 1 (2021), we engaged the public on a conceptual design and **received high support** for proposed design elements.

- Many participants suggested a **livelier, more social** theme for the plaza as it links to Robson Street, a shopping high street.
- The theme of **chill and calm** was suggested during the day and **celebratory and magical** during the night.
- Some responders saw themselves meeting friends at the plaza, attending special events, grabbing a coffee, checking out art displays or just sitting and **enjoying a car free space**.
- Design **ideas** included rain proofing, accessible seating, greenery, and clear path delineation.

IMPLEMENTATION 2024



FINAL DESIGN

We have incorporated community feedback into the final design. We also identified opportunities to **integrate Bute-Robson Plaza to the north across Robson Street and to the south towards Haro Street** to create a linear car-free public space. Based on feedback we heard in phase 1, staff refined the design to:

- Extend Bute-Robson Plaza onto Robson Street with widened sidewalks wrapping around each corner to create **a pedestrian node on Robson Street**.
- Upgrade **pedestrian crossings** and incorporate **raised crosswalks** at Bute-Robson intersection.
- Create **more space for public gathering**, particularly on the north side of the Bute-Robson intersection between Robson Street and Eihu Lane.
- Enhance **connectivity** between the Bute-Robson Plaza and the Bute-Haro Mini-park.
- Accommodate **emergency vehicle access**, parkade access and other loading needs in the area.

We are also developing a stewardship strategy in collaboration with Robson Street Business Improvement Association and other community partners. The strategy would focus on **managing, maintaining, and programming** of the plaza to ensure that it remains safe, vibrant, clean and comfortable for everyone at all times. The strategy will help us reflect and respond to future community needs and aspirations.

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COMMON DESIGN ELEMENTS BUTE-ROBSON PLAZA & ADJACENT BLOCKS

BUTE GREENWAY - PHASE 2

IMPLEMENTATION 2024



Seating options for various of uses - relax, people watch, hang out with friends, eat and/or drink.



Clear delineation between paths for walking, cycling, and rolling.



Continuous concrete paving pattern between Haro and Robson streets.



(Source: Flickr - Bell St, Seattle)

Improved pedestrian crossings and raised crosswalk at intersections.



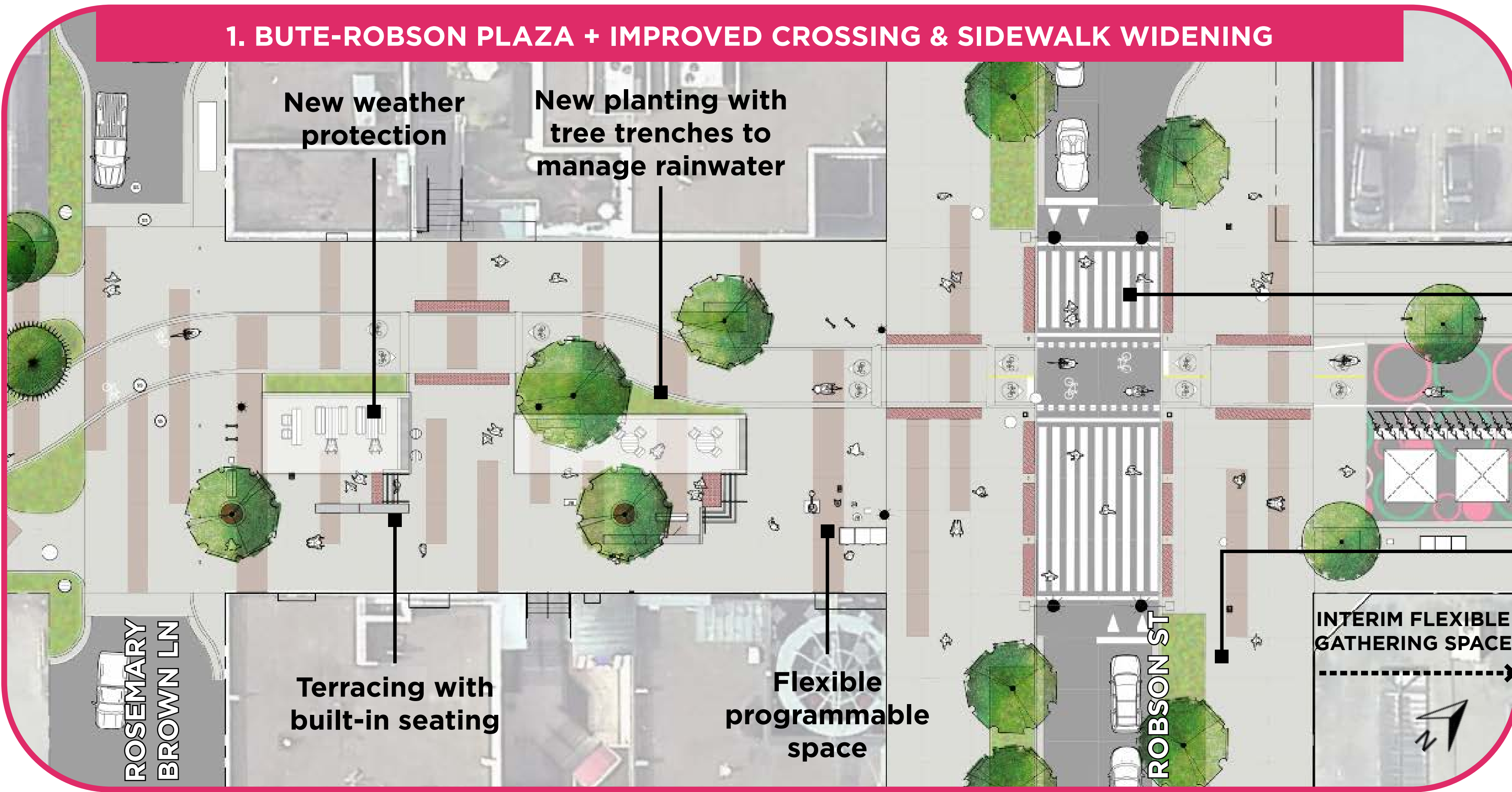
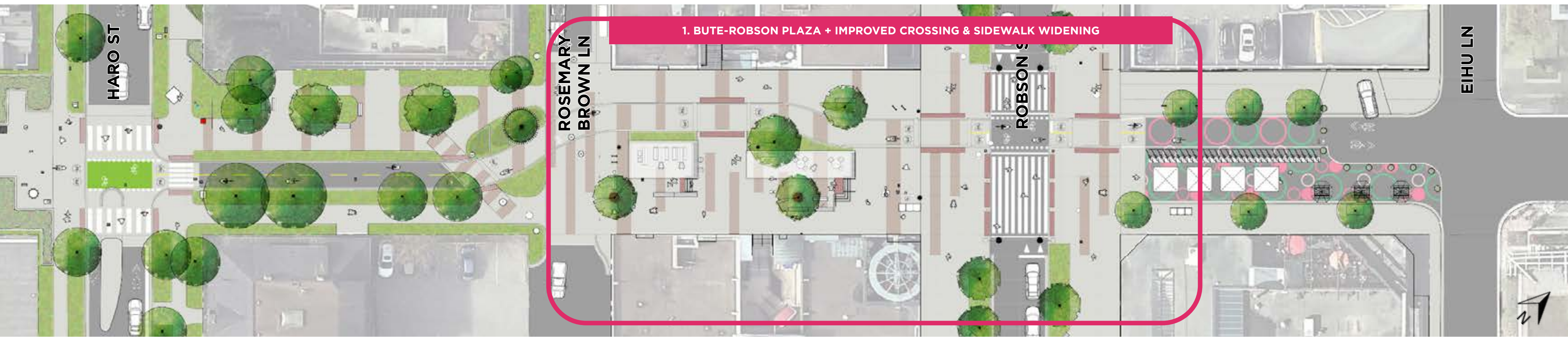
Green rainwater infrastructure elements such as rain gardens, planting and tree trenches to manage urban rainwater runoff.



New lighting features along the path.

9 BUTE-ROBSON PLAZA

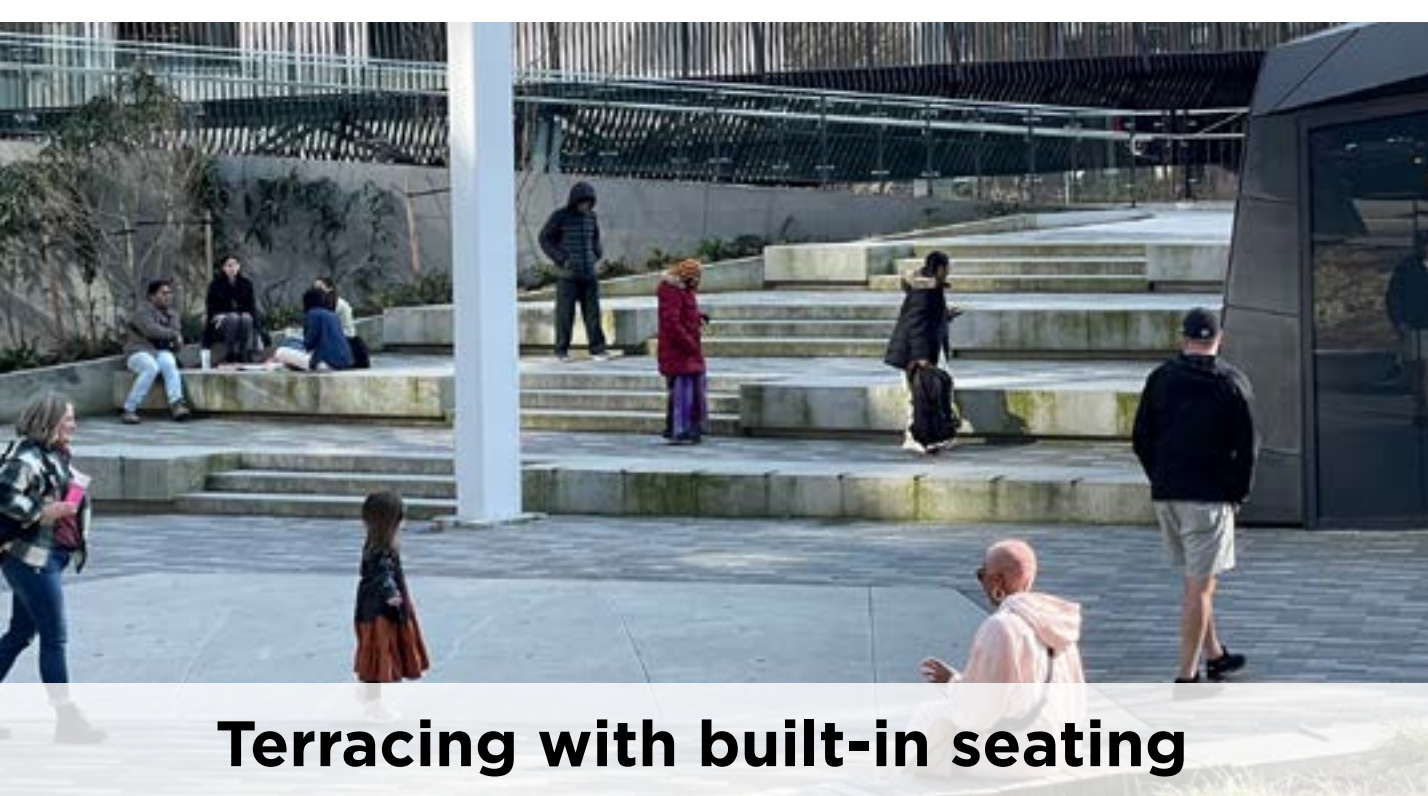
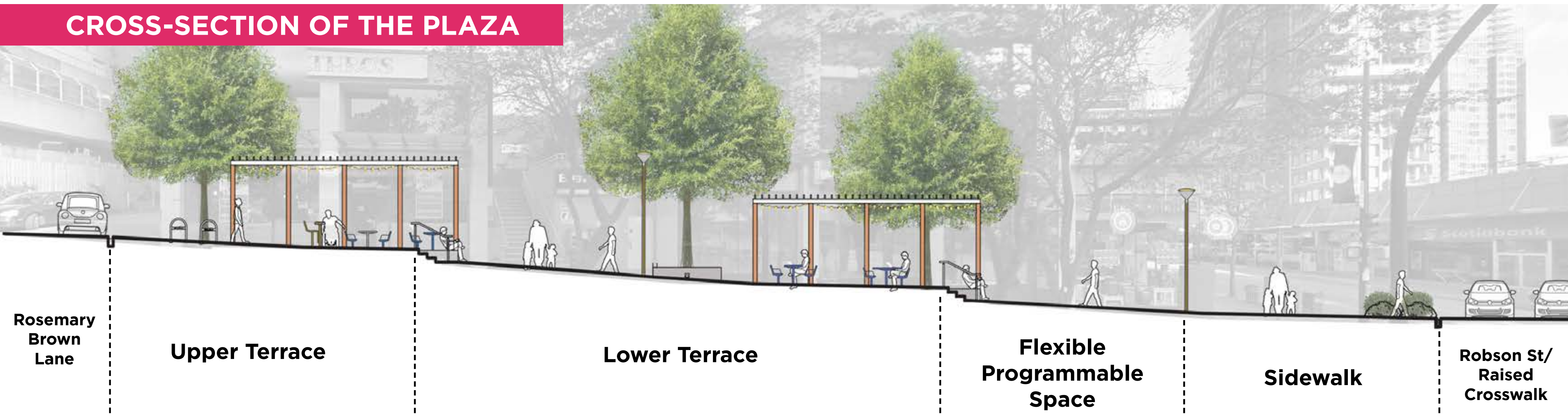
BUTE GREENWAY - PHASE 2



Upgrade pedestrian crossings and incorporate raised crosswalks at Bute-Robson intersection

Widened sidewalks on Robson Street wrapping around each corner to create a pedestrian node

CROSS-SECTION OF THE PLAZA



Terracing with built-in seating



New tree planting



Flexible programmable space



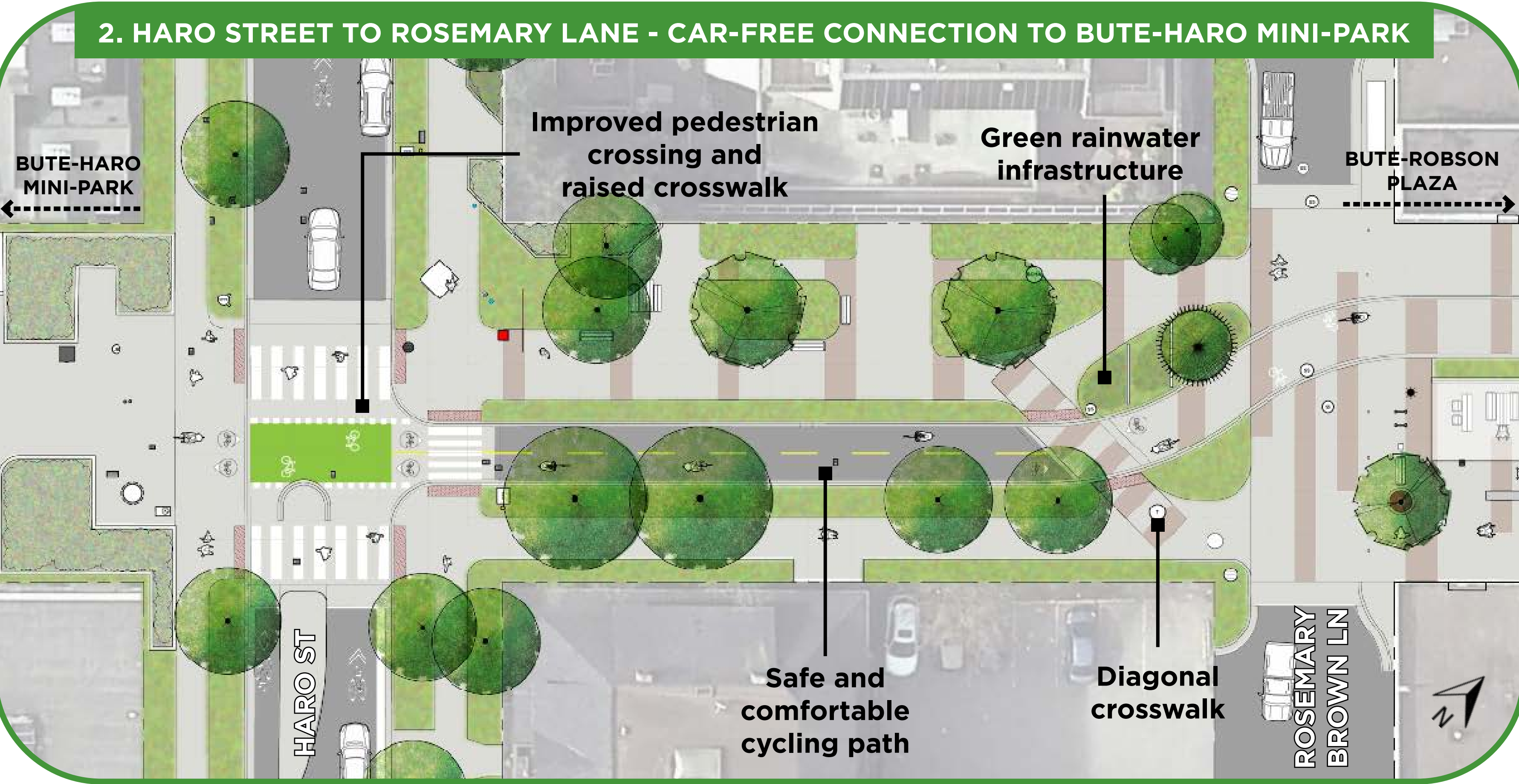
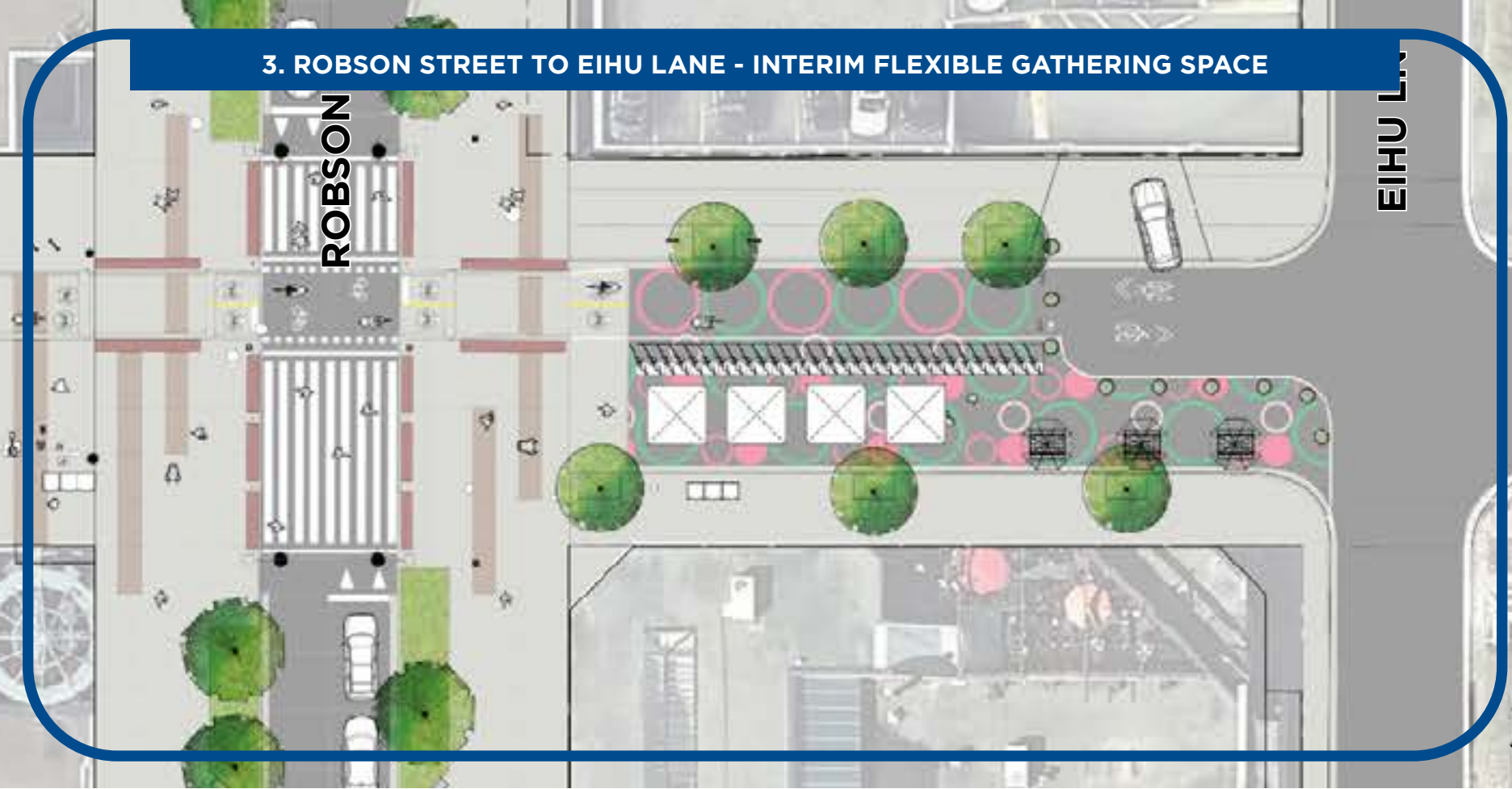
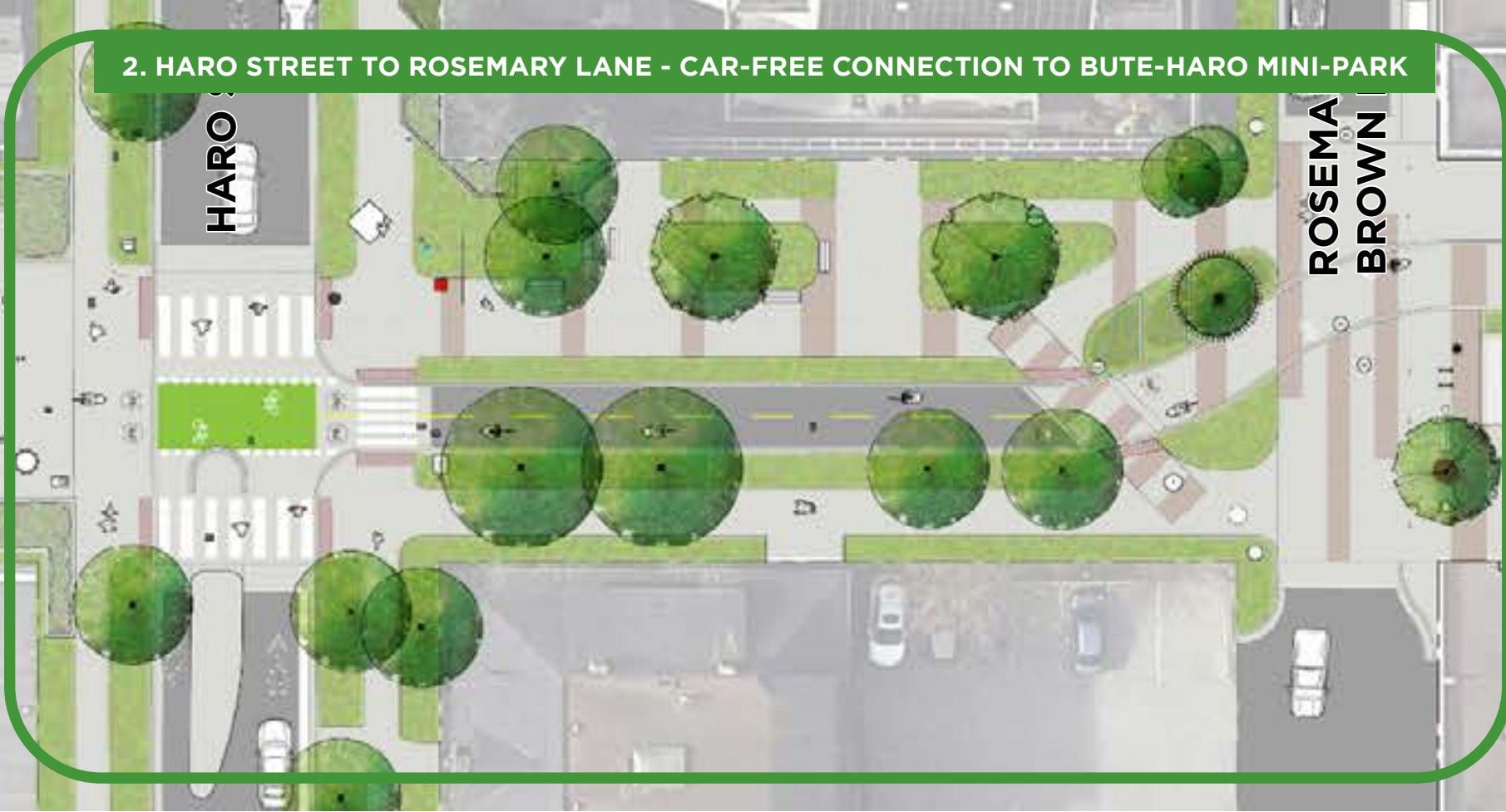
New built-in lighting features



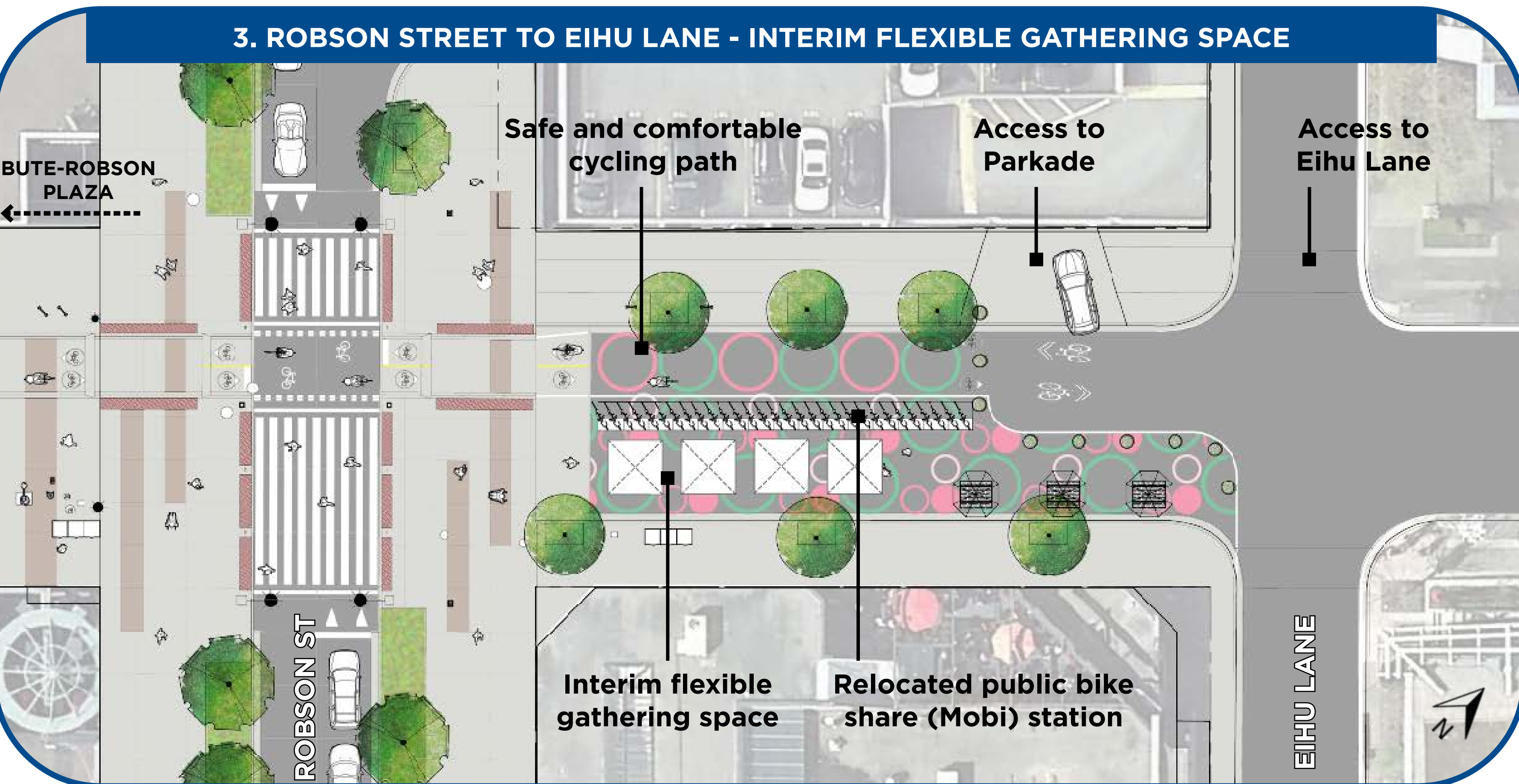
New weather protection

10 ADJACENT BLOCKS OF BUTE-ROBSON PLAZA

BUTE GREENWAY - PHASE 2



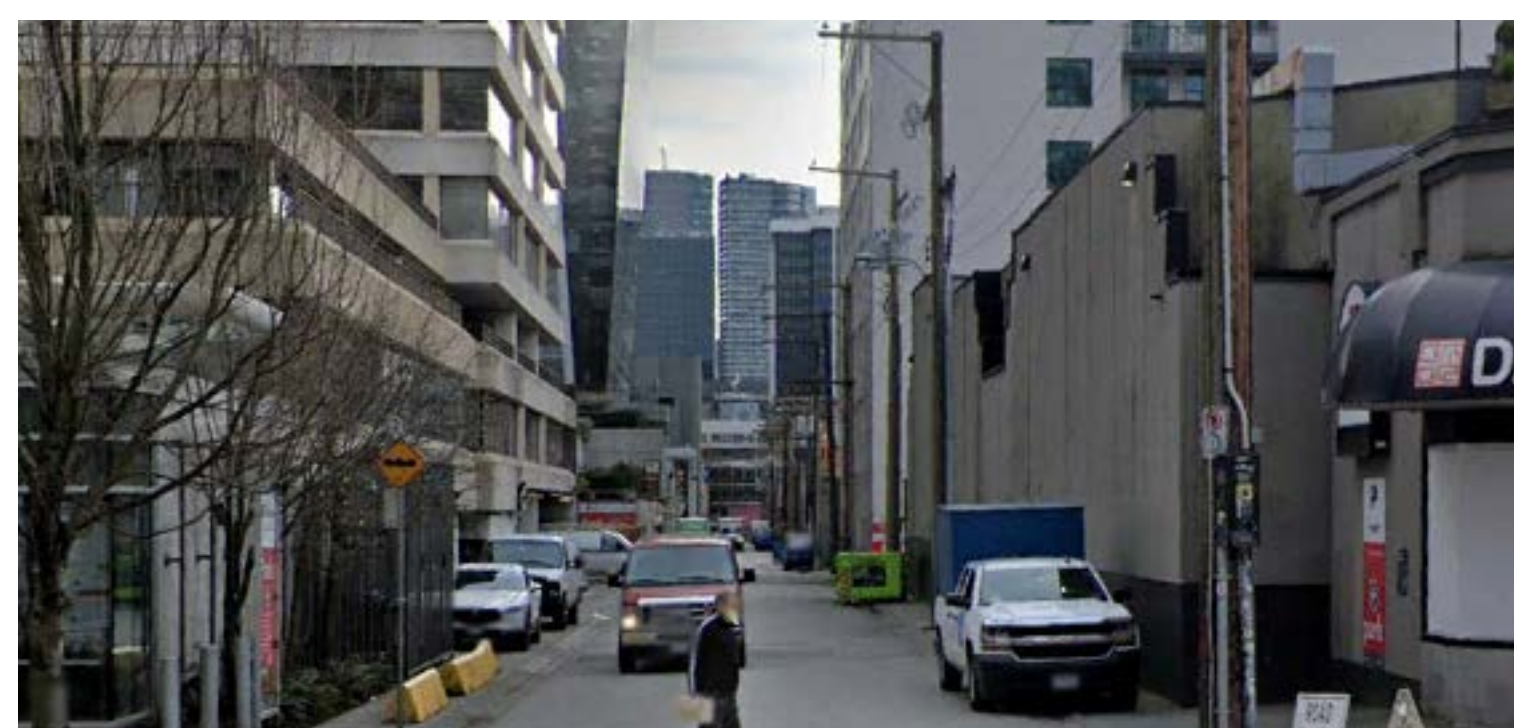
Enhanced connection between Bute-Robson Plaza and Bute-Haro Mini-park



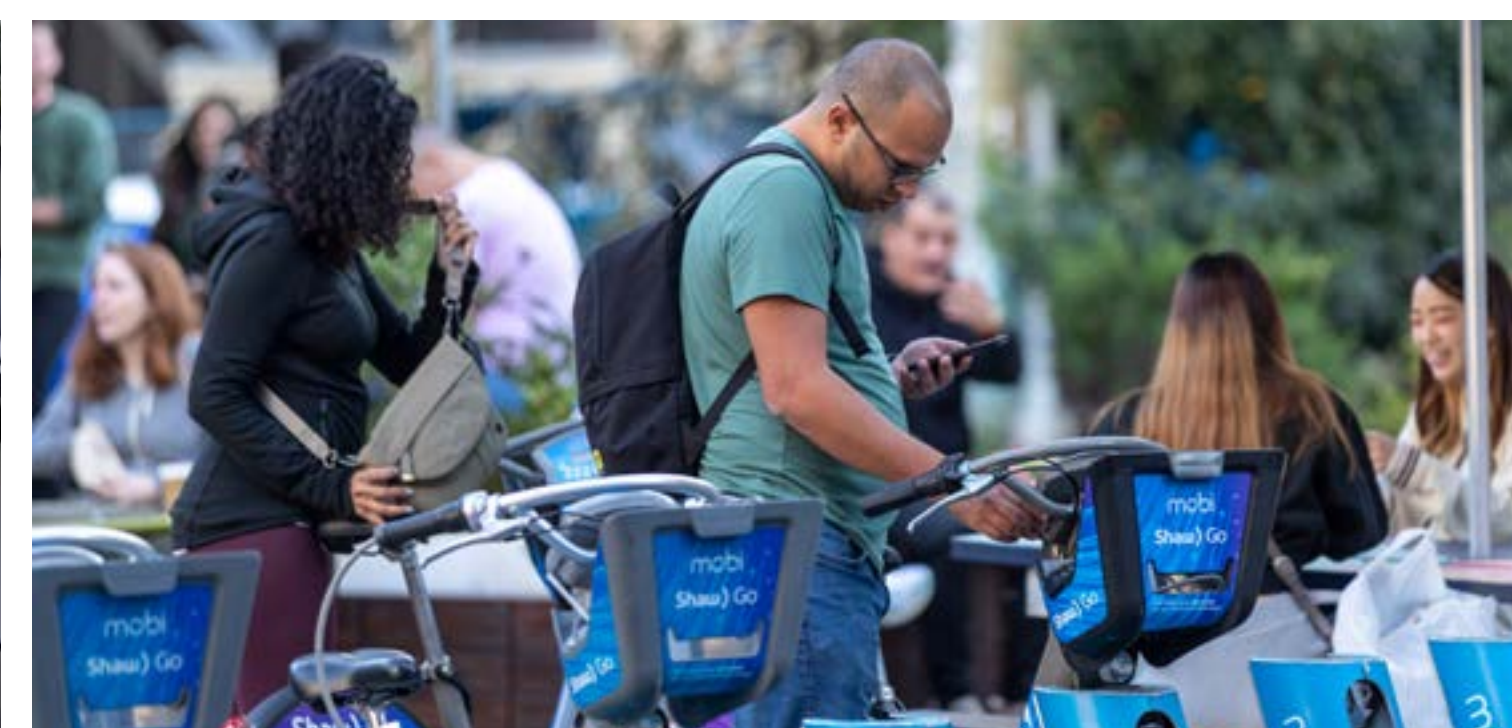
More space for public gathering, particularly on the north side of the intersection between Robson Street and Eihu Lane.



Retained access to parkade



Retained access to Eihu Lane



Relocated public bike share (Mobi) station

11 NORTH CONNECTION

BUTE GREENWAY - PHASE 2

A EIHU LANE TO PENDER STREET

IMPLEMENTATION 2024-2026

Building off a permanent Bute-Robson Plaza, there is an opportunity to extend this public space north of Robson Street to approximately Pender Street. This extension will also create opportunities to:

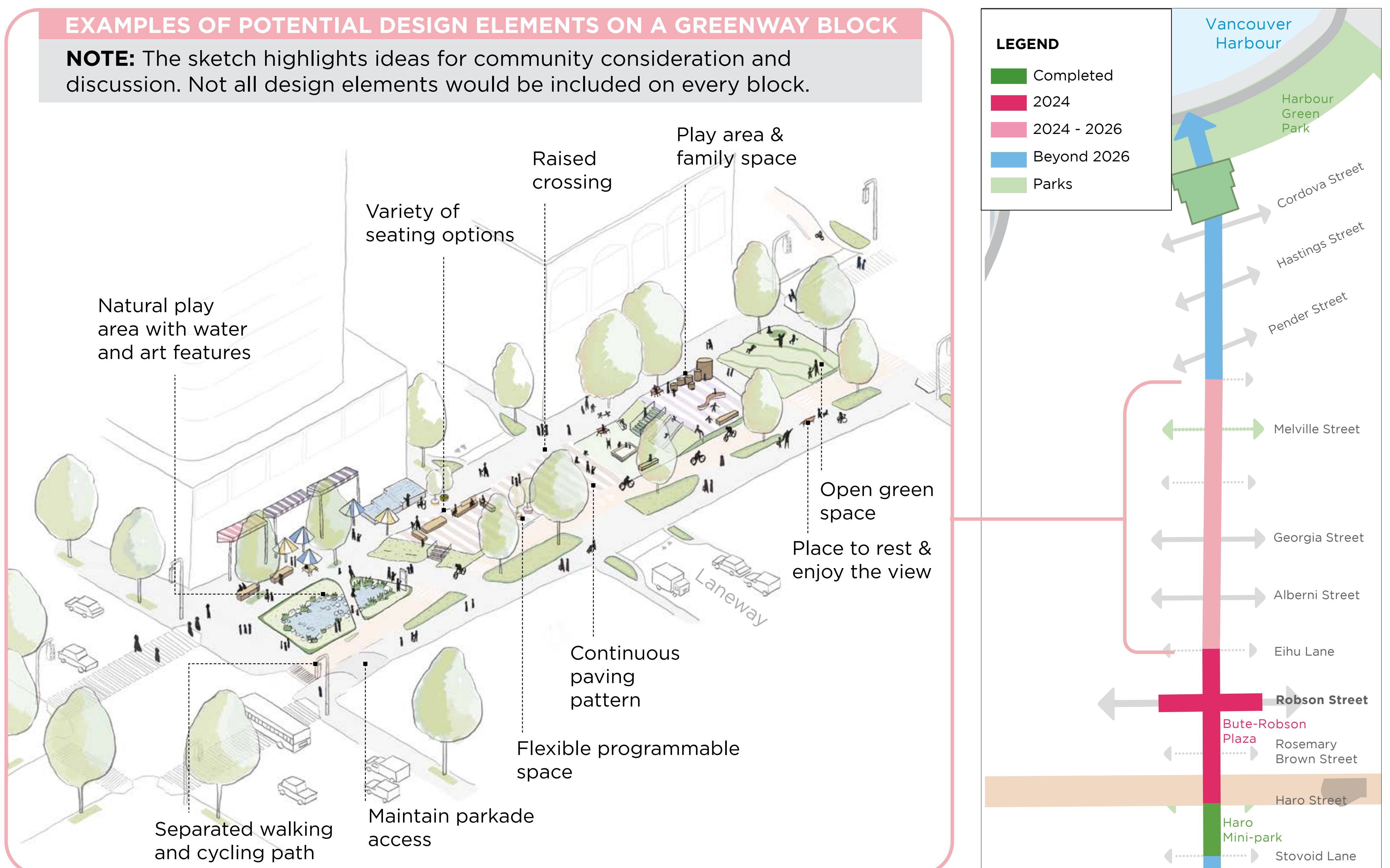
- Coordinate an all ages and abilities walking, cycling, and rolling connection on Melville Street in the shorter term to provide an onward cycling connection from Bute Street.
- Work with the Park Board on a seawall connection at Harbour Green Park and explore extension of the park-like experience into the downtown.

Motor vehicle circulation and parking/loading

- There is a limited amount of on-street parking on Bute Street primarily because the street has shorter block length than intersecting streets. In addition to on-street parking and private-off street parking for residential buildings, there are more than 3,500 publicly listed parking spaces within a block of Bute Street, north of Robson Street.
- Majority of the loading, parking, parkade access, garbage storage and collection, and utilities along Bute Street is through the laneways. The wider widths of the laneways allow them to function as service corridors.
- Staff will work with businesses and residents to accommodate passenger pick-up, drop-off and loading zones.

GREENWAY DESIGN

Greenway upgrades, including expanded sidewalks with play areas, water features, and seating options, can enhance the area's character and create an enjoyable experience on blocks adjacent to busy arterial streets.



12 MID-CONNECTION

BUTE GREENWAY - PHASE 2

B

NELSON PARK BLOCK - INTERIM GREENWAY BLOCK

IMPLEMENTATION 2024-2026

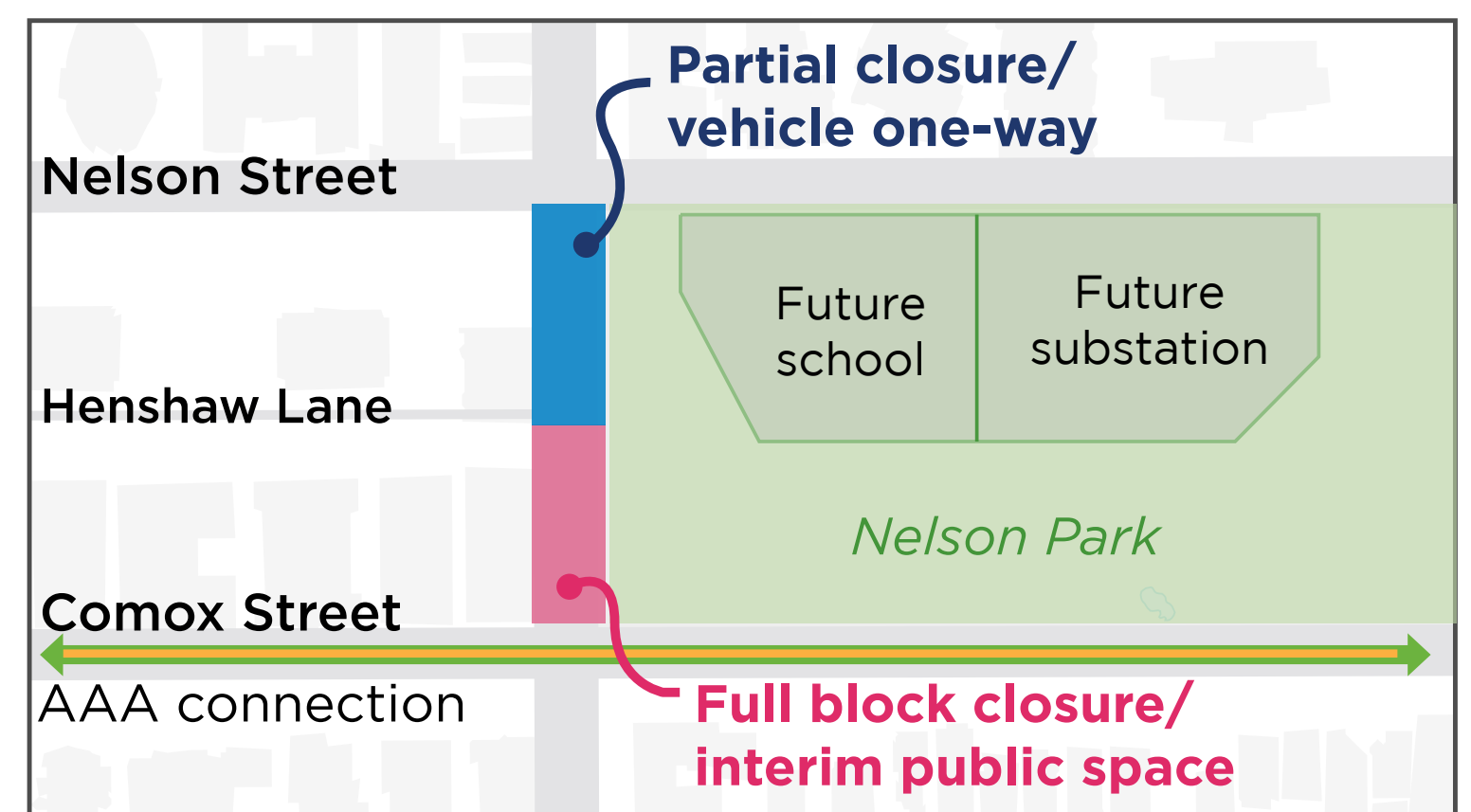
Staff are exploring the potential for an **interim greenway block** adjacent to Nelson Park on Bute Street between Nelson Street and Comox Street. In the future, we expect more permanent features on this block to be built in coordination with the Park Board, the new school and BC Hydro West End Substation.

Designing for All Ages and Abilities (AAA)

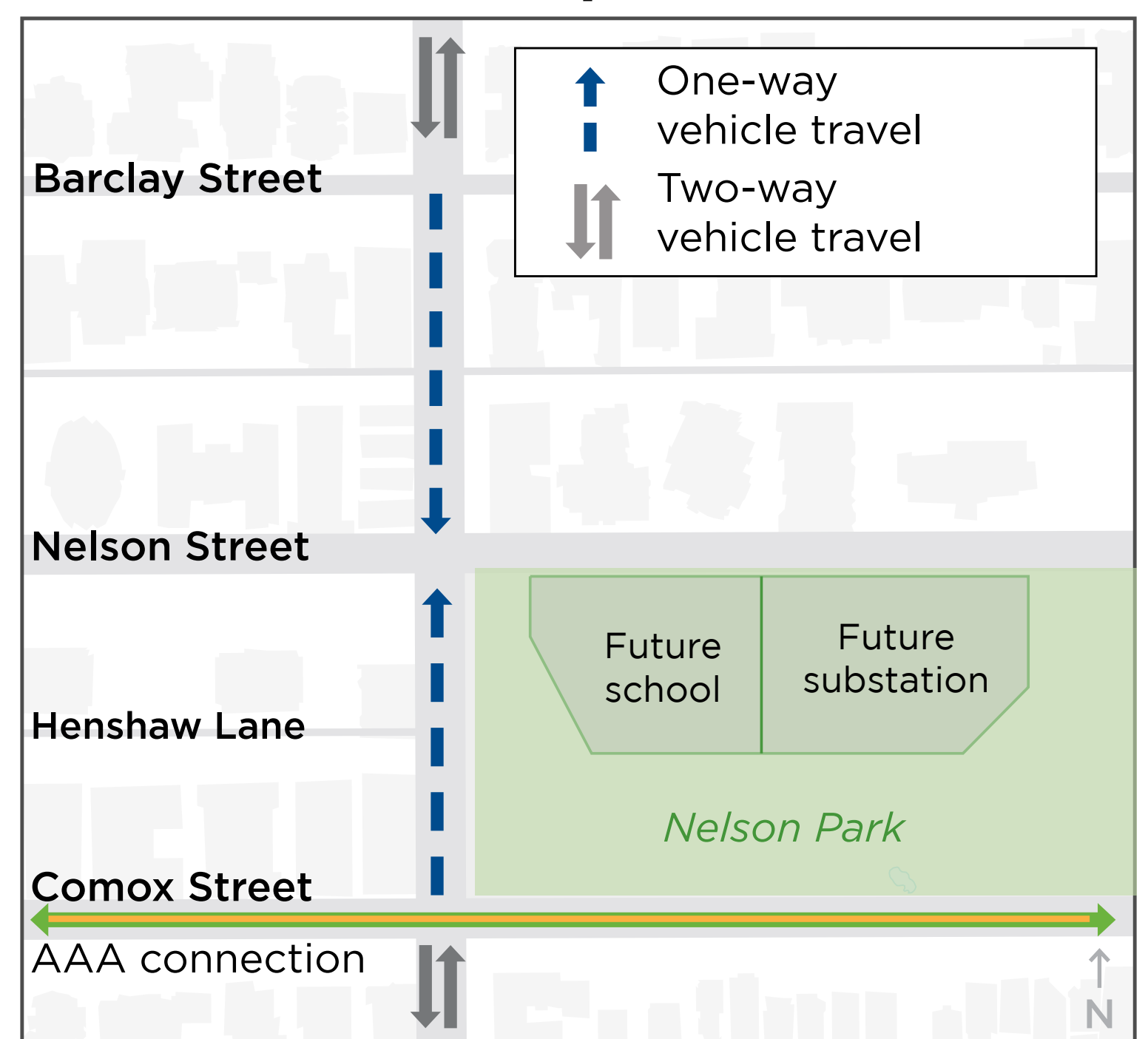
Bute Street between Robson and Davie streets is already a designated bikeway. Adding traffic calming measures here, would help reduce vehicle volumes to meet the targets (<500/day) for an AAA cycling connection between Melville and Burnaby streets. The traffic calming measures could include:

- Proposed interim greenway block:** A closure for vehicles between Comox Street and Henshaw Lane with partial closure between Henshaw lane and Nelson Street. The closure creates an interim public space and gives us the opportunity to learn what community members would like to see in this space in advance of future work.
- Alternate concept:** Vehicle volumes could also be lowered with converging one-way travel blocks between Comox Street and Barclay Street. While this concept creates extra space for people cycling and using mobility devices on the roadway, there isn't space for additional features like those shown below.

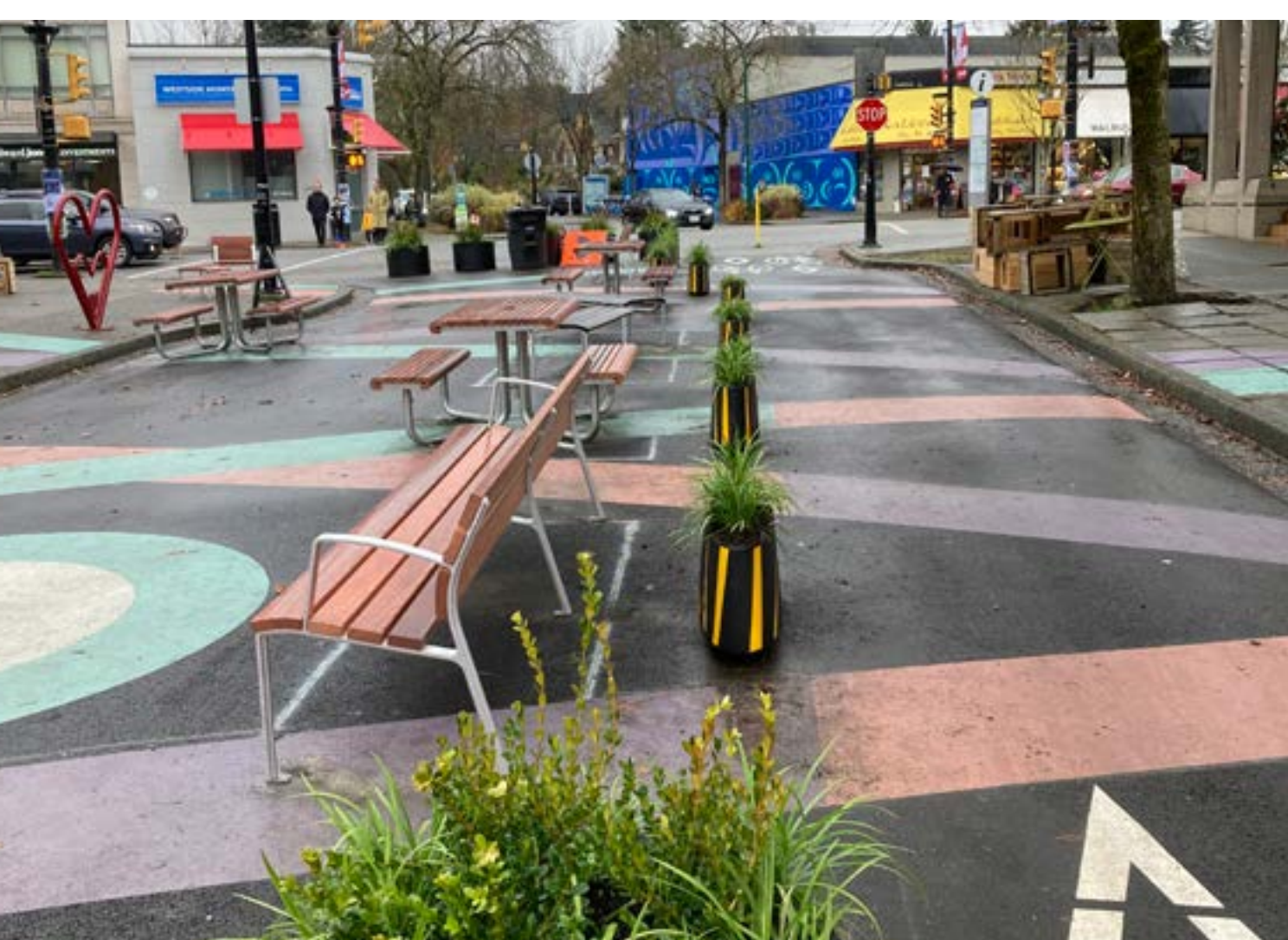
1. Proposed interim greenway block



2. Alternate concept



INSPIRATIONS



W 18th Avenue at Cambie Street



Vernon Drive at Adanac Street



Glen Drive at E 17th Ave

TELL US WHAT YOU THINK!

Please read the information and share your input by taking a survey. **The survey will remain open until Sunday, April 30, 2023.**

For more information:



shapeyourcity.ca/bute-greenway



butegreenway@vancouver.ca

Scan here

