






BUTE GREENWAY PHASE 1

SHORE-TO-SHORE CONNECTION

Share your feedback!

Please read the information guide and share your input by taking a survey. The survey will remain open until **December 13, 2021.**

Webpage: **vancouver.ca/bute-greenway**

Project Email: **butegreenway@vancouver.ca**

What is this guide?

This document provides an overview of the supporting policies, opportunities, and draft goals for walking, cycling, rolling and public space improvements along Bute Street.

It is intended to support the Bute Greenway public and stakeholder engagement that will inform the design of Bute Greenway and a permanent design for Bute-Robson Plaza.

For more information on the project, including open house materials, visit ***vancouver.ca/bute-greenway.***

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What's Happening?

Bute Street was identified as a potential new or improved walking, rolling and cycling route by the West End Community Plan and Public Benefits Strategy. Again in 2020, the City's 2020 Downtown Public Space Strategy identified Bute Street as a key shore-to-shore connection. That same year, Council also adopted foundational policy to accelerate active transportation through the Climate Emergency Action Plan, and set a target for road space reallocation with an emphasis on public spaces and greenways.

A Shore-to-Shore Connection

Staff are exploring different approaches to improve and prioritize Bute Street for:

- Walking, rolling, and cycling for people of all ages and abilities; and,
- Providing a variety of public spaces to play, sit, relax, socialize, enjoy food or drink, or host small community events

As part of this project, we will also advance a conceptual design for a permanent Bute-Robson Plaza.

A map of the project area is shown on the right.

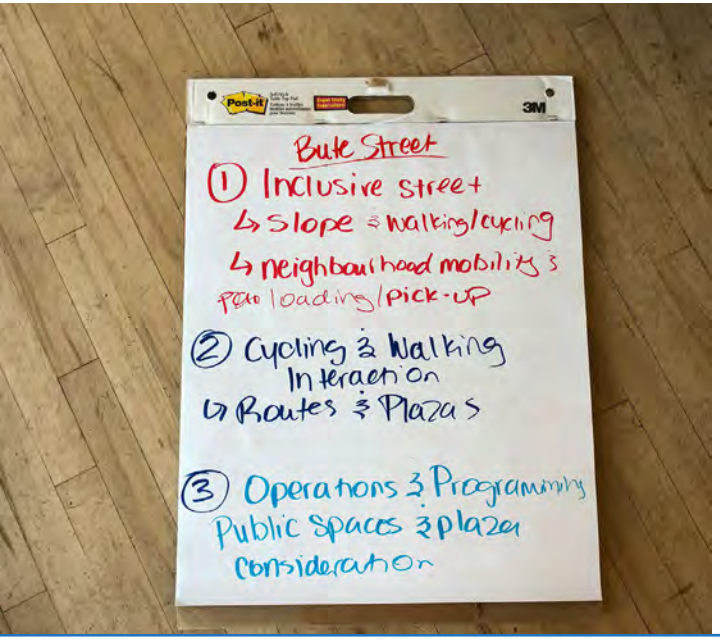
**Private buildings are not part of the project* scope.



Previous Engagements









2017 AND 2019

PREVIOUS ENGAGEMENTS

- Public engagements for trial and interim phases of Bute-Robson Plaza.
- Series of workshops with youth, seniors and key stakeholders to identify opportunities for public space and walking, cycling and rolling improvements along Bute Street.
- Pop-up engagement through Places for People Downtown Strategy to learn what's working what can be improved at Bute-Robson Plaza and big ideas for Bute Greenway.

Staff used this input to create draft project goals for Bute Greenway and develop a draft concept for a permanent design of Bute-Robson Plaza.

Stakeholder and Public Engagement Timeline

PHASE ONE
FALL 2021

DISCUSS GOALS AND SHARE IDEAS

- Review project goals and share how you use Bute Street today
- Discuss conceptual designs for Bute-Robson Plaza
- Share big ideas for Bute Greenway

Staff will use this input to refine goals and evaluation criteria, and to develop high level concepts.

WE ARE HERE

PHASE TWO
SPRING 2022

REVIEW INITIAL CONCEPTS

- Review refined design for Bute-Robson Plaza and any related improvements
- Review conceptual designs and potential phasing for Bute Greenway
- Discuss how the greenway concepts accommodate access, parking and loading as well as other activities along Bute Street

Staff will use this input to further evaluate and develop options.

Potential construction for Bute-Robson Plaza

PHASE THREE
SUMMER 2022

RECOMMENDED DESIGN

- Learn what was heard in phase two
- Review recommended design concept in more detail
- Share feedback to improve the design
- Review implementation phasing

Staff will use this input to further refine the recommended design.

IMPLEMENTATION
2023 AND BEYOND

IMPLEMENTATION

- The initial phase of construction is expected to be focused around blocks north and south of Bute-Robson Plaza

Staff are aware of nearby construction projects and would phase the implementation to minimize impacts.



Bute Street is an important 1.5 kilometre north-south route through the Downtown peninsula. It connects Burrard Inlet to False Creek through various neighbourhoods like the West End, the Central Business District, and Coal Harbour and links popular destinations like Sunset Beach Park and Harbour Green Park. It also supports diverse land uses with places to play, shop, and work along with civic facilities and a variety of housing types.

History of Bute Street Since Colonial Settlement of the West End



1862
District Lot 185 is purchased for $550.75



1886
City of Vancouver incorporated



1887
Initial subdivision and development of the West End begins



1906
Construction of houses completed on the block that would become Mole Hill



1927
Introduction of six storey height limit



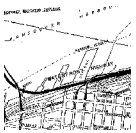
1940
Small apartment buildings constructed in significant numbers



1950
City begins purchase of blocks that would eventually become Nelson Park and Mole Hill



1957
Six storey height limit lifted, high-rise rental construction begins



1960
Proposal to build a freeway through the West End.



1971
Revised freeway/third crossing proposal, West End Community Council joins in formal opposition



1973
First mini-parks and diverters implemented west of Denman to calm traffic



1974
Revised proposal to widen Bute Street to accommodate motor vehicle traffic as part of a Bute-Thurlow couplet in a tunnel under Nelson Park.



1975
Gordon Neighbourhood House letter of opposition specifically cites impacts of motor vehicle traffic on children, families, and seniors.



1978
First Pride Parade, Davie Street. Centre near Bute, emerges as a gay neighbourhood



1980
Bute identified as having the most north-south foot traffic through a traffic calming process. Overwhelming support voiced for the option with the most mini-parks and traffic diverters, but proposed road widening to a standard 8.5m that would have impacted trees and sidewalks on Bute Street



1982
Bute road widening abandoned, other elements of traffic reduction plan implemented largely as proposed



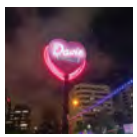
1985
"The Centre," now QMUNITY, opens its Bute location as BC's queer, trans, and Two-Spirit resource centre



1990
Coal Harbour Official Development Plan adopted, which extends Cordova Street to create a new Bute Street northern end with expanded water view



1996
Mole Hill designation and policy planning begins



1999
"Davie Village" name adopted by businesses



2002
Harbour Green Park opens at the Burrard Inlet end of Bute Street



2003
Mole Hill renovation for heritage preservation completed with mid-block pedestrianized connections



2003
Bute from Melville to Cordova is established as a Neighbourhood Commercial Centre in planning policy



2004
Terry Wallace annual memorial breakfasts instated at Pride as example of community activations of Bute Street at Davie



2005
West End Bicycle Friendly Streets modifies existing diverters along Bute to encourage cycling



2013
West End Community Plan adopted, interim Heart of Davie Village Plaza and rainbow crosswalks installed on Bute Street



2015
Community campaign for a new playground on Bute Street at Lord Roberts Annex



2015
Bute identified on the five year cycling map



2016
Bute-Davie reopens as the now-permanent Jim Deva Plaza



2017
Bute-Robson Pavement-to-Plaza opens



2017
West End Summer Art Markets begin at Jim Deva



2020
Haro-Bute water main construction begins

Bute Street intersects two key villages - Robson and Davie

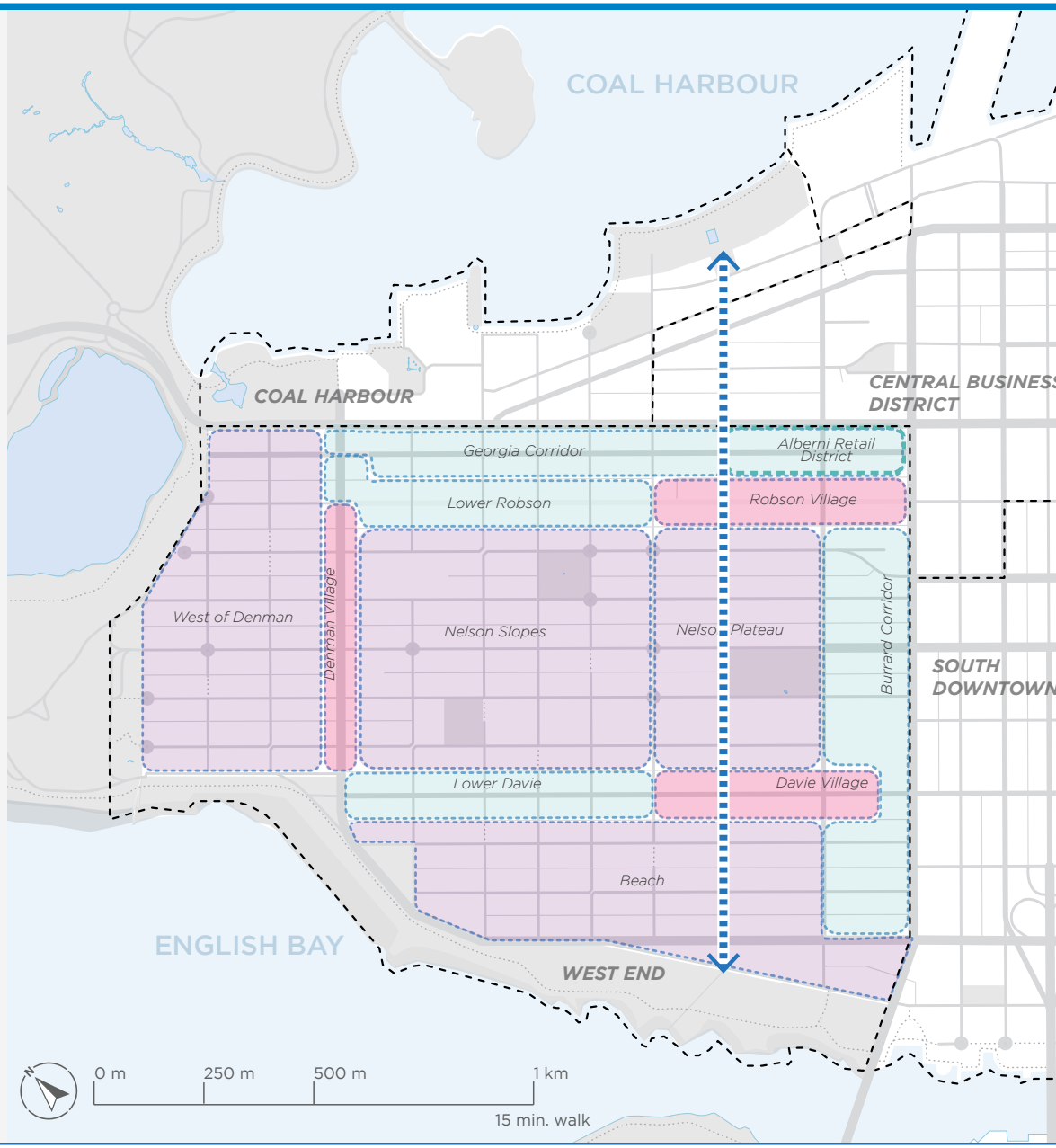
The West End is one community, but is made up of several distinct areas that help define its character including Robson and Davie Villages.

Robson Village serves as a major regional shopping and entertainment district, with primarily low-rise buildings built between the 1960s and 1990s. It provides a strong connection between the older the West End neighbourhoods and the Central Business District. The sidewalks in Robson Village have some of the highest pedestrian volumes in the downtown.

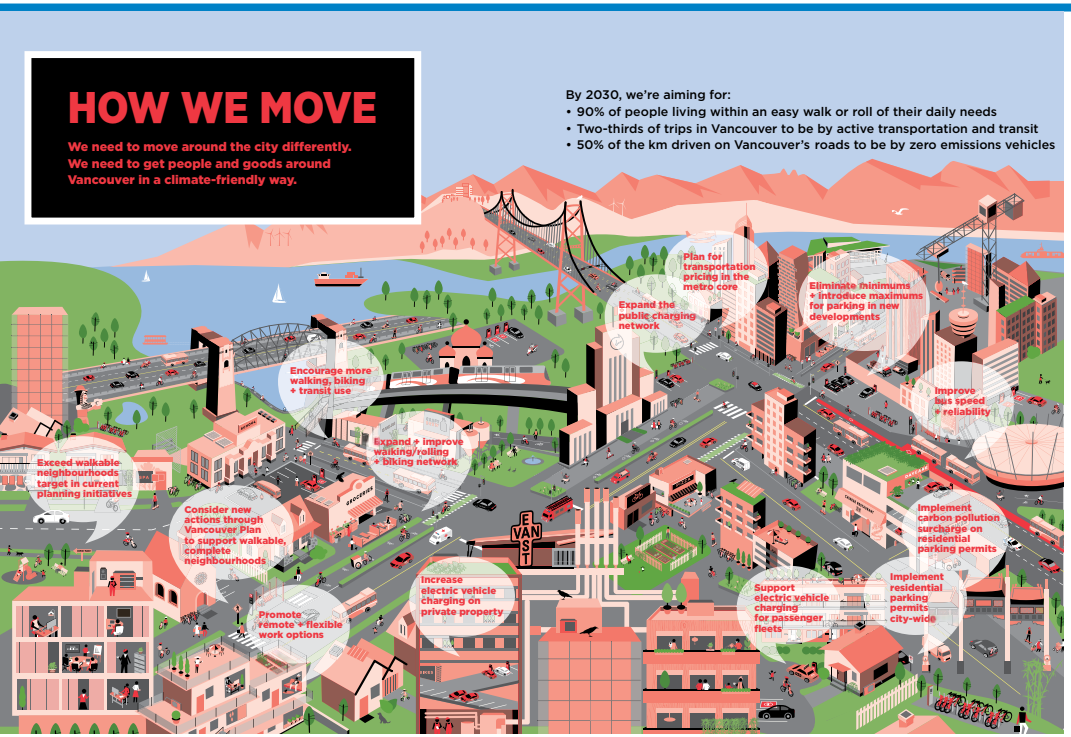
Davie village supports local businesses, an active nightlife, and serves as a hub for the LGBTQ community. It is a vibrant district catering to locals and visitors alike during the day and late into the evenings.

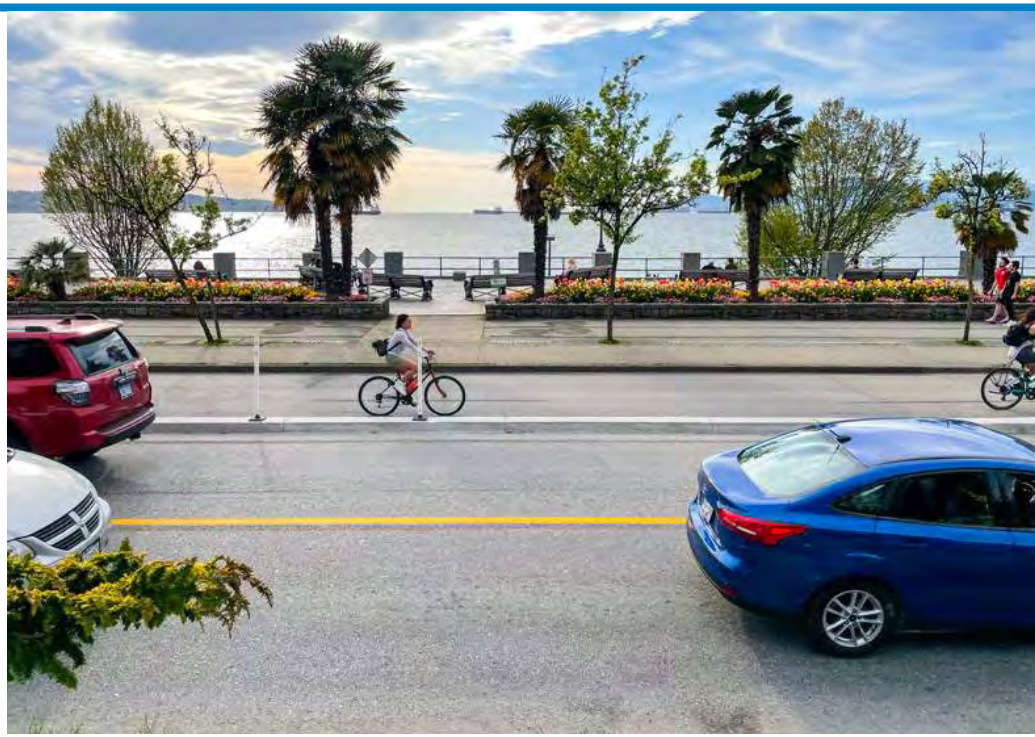
It is a walkable place with primarily low-rise buildings that embraces celebration, socializing and having fun. Situated at the crest of a hill rising from English Bay, the Village itself is relatively flat and helps knit together the surrounding high density neighbourhoods in the West End and Downtown South. It's distinct flavour is recognized and celebrated through the use of colour and lighting, and enhanced as a space for local celebration, events, and gathering.

Read more: *West End Community Plan*



Related Plans and Policies





Climate Emergency Response

In November 2020, Council approved the Climate Emergency Action Plan to increase our efforts to address climate change.

One of the six 'big moves' to reduce Vancouver's carbon pollution is to accelerate the target of making two-thirds of trips by active transportation and transit to 2030, advancing the Transportation 2040 mode share target by 10 years.

COVID-19 Mobility Response and Recovery

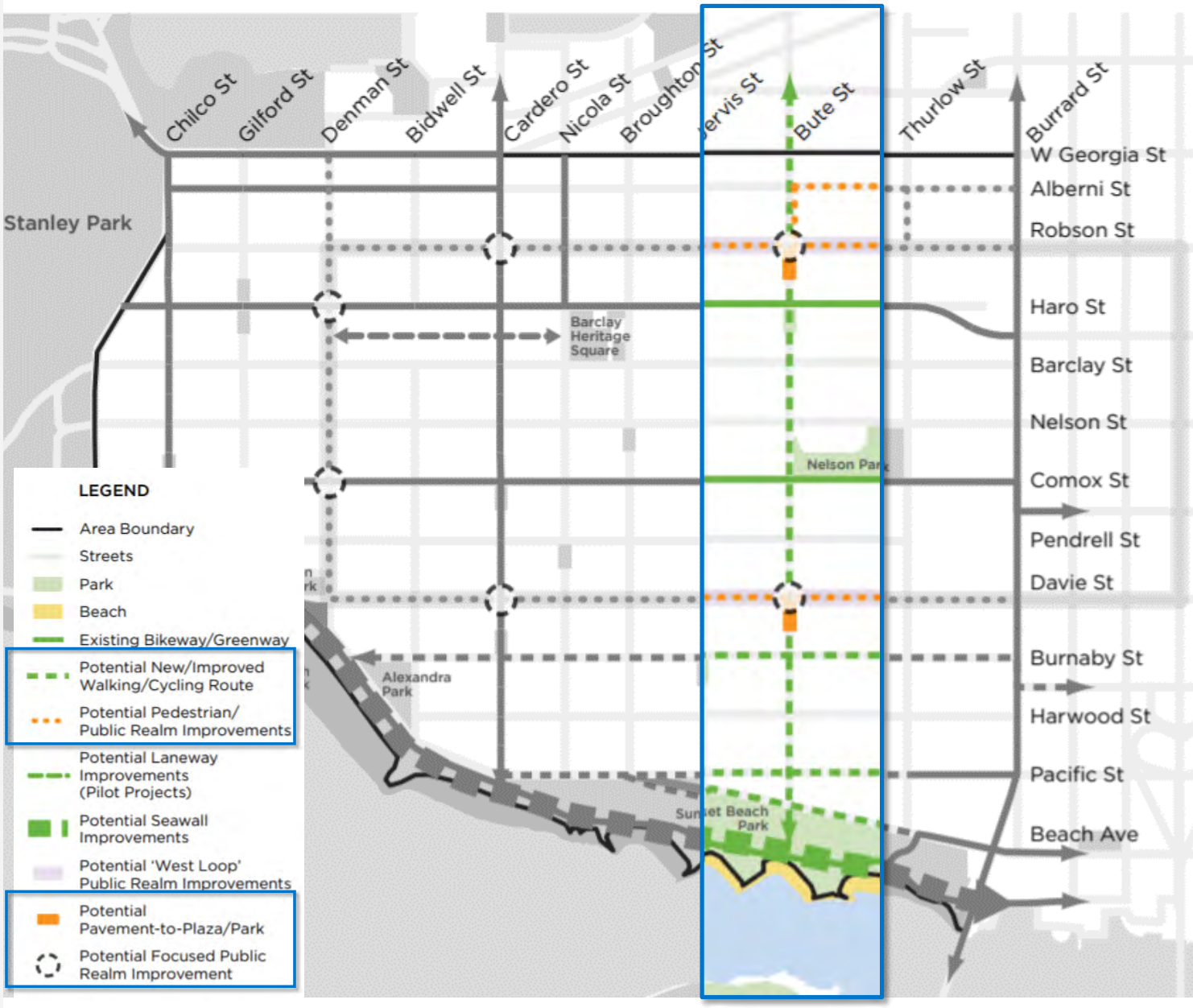
In response to the COVID-19 pandemic and Council's 'Reallocation of Road Space to Support Shared Use During Pandemic' direction in May 2020, staff have been re-shaping how we use our streets and public spaces to help residents physically distance and provide opportunities to exercise and travel more comfortably.

Improving sustainable mobility options, more places for people to sit, socialize, play, exercise and access local businesses will support Vancouver's recovery and help our transition back to normal.

The West End Community Plan

In the **West End Community Plan and Public Benefit Strategy** Bute St was identified as a potential new/improved walking/cycling route. The intersecting high streets - Robson and Davie were identified as routes for potential pedestrian and public realm improvements.

The West End Public Benefits Strategy and the **current Capital Plan** have identified the Bute Greenway as a priority project, particularly in the context of an increasing number of the West End residents and demand for a diversity of public spaces.



Places For People Downtown Public Space Strategy



After engaging on Places for People Downtown six strategies (shown above) and the three key moves (shown below) we heard the interest in and potential for changes along Bute Street. The strategies and key moves represent a set of integrated spatial transformations that build on the Downtown assets, guide how the public space network will be expanded, improved and connected. Read more about Places for People Downtown at *vancouver.ca/home-property-development/places-for-people-downtown*



Rain City Strategy: Blue-green systems

Bute Street is identified as a blue-green system corridor in the Places for People Downtown Strategy. **Blue-green systems** first emerged as an action in the Streets and Public Spaces Action Plan, published as part of the **Rain City Strategy**. Blue-green systems are networks of park-like corridors that manage water, contribute to the urban forest, and provide active transportation routes.

These systems seek to protect the ecological, hydrological, and social values of the urban landscape and water cycle, and to provide resilient measures to address climate change and flood management, increase connectivity, and enhance access to nature.



Sunset Park



Richards Green Complete Street

Green rainwater infrastructure is an approach to urban water management that protects, restores, or mimics the natural water cycle. It uses soils, plants, trees, and built structures such as green roofs, bioswales and rain gardens to capture, store, and clean rainwater before returning it to our groundwater, atmosphere or waterways. It increases the city's resilience to climate change, and supports neighbourhood livability and biodiversity.

Active and Green West End and Downtown Connections

Approved by Council in 2012, **Transportation 2040** is a long-term strategic vision for the city that helps guide transportation and land use decisions and public investments for the years ahead. The plan identifies portions of Bute St as a "Potential Pavement-to-Plazas Project" and "Existing Pedestrianized Street".

The Bute St connection was also identified on the **5-Year Cycling Network: Additions & Upgrades (2018-2022) Map.**

Greenest City Plan suggests, supports active travel and that: "All Vancouver residents live within a 5-minute walk of a park, greenway, or other green space."

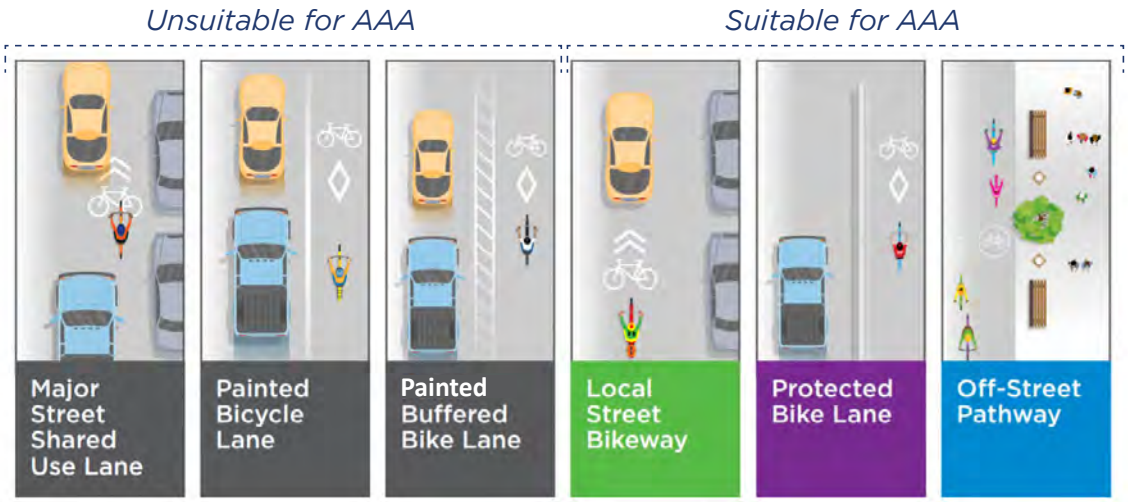




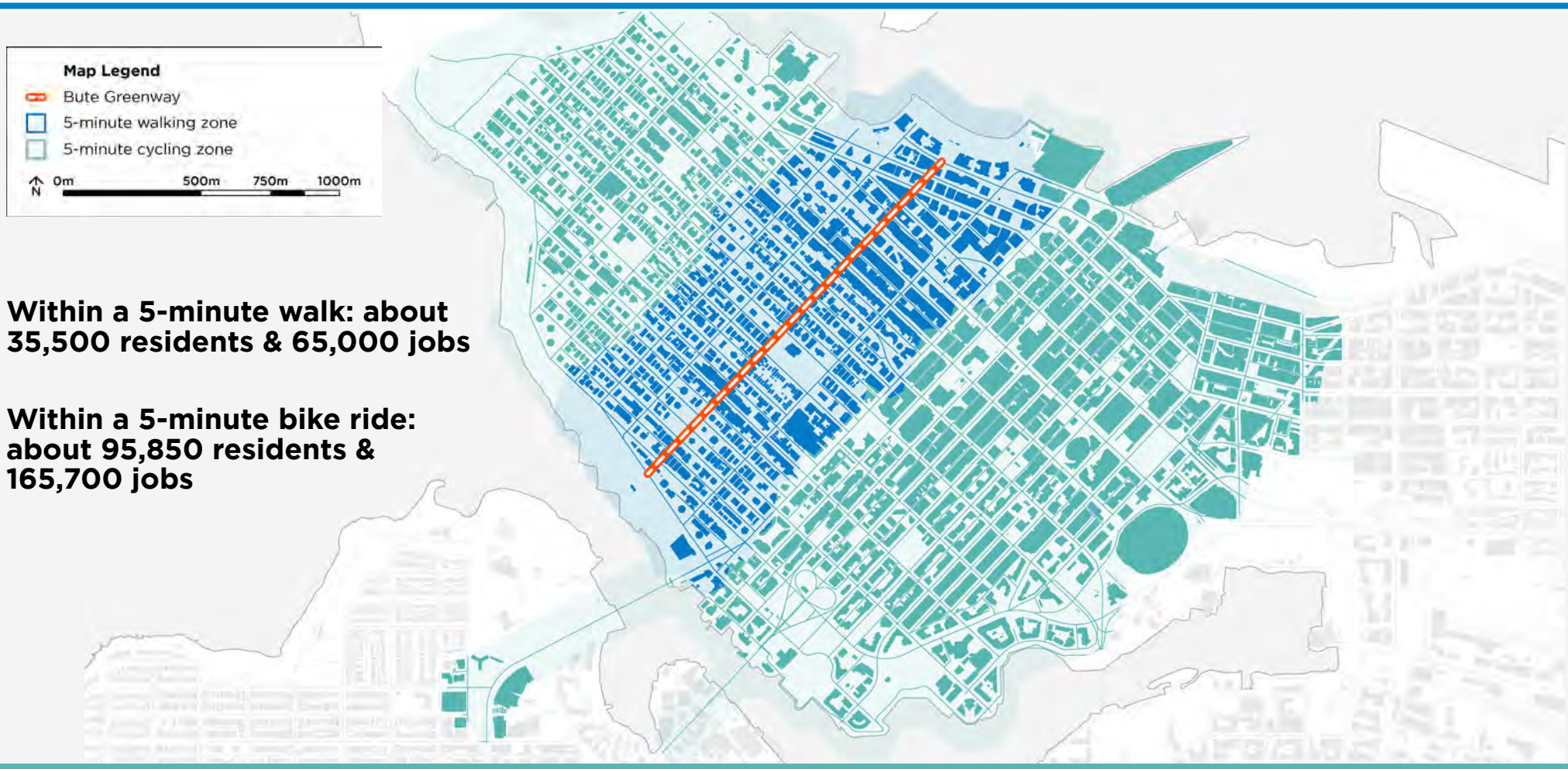
Examples of traffic calming and pedestrian improvements in West End

On busy streets, the All Ages and Abilities walking and cycling network improves comfort and safety with protected bike lanes, traffic calming measures and thoughtfully designed intersections.

Filling the gaps between existing All Ages and Abilities routes is an effective way to improve comfort, convenience and safety for people walking, cycling and rolling to progress towards our Climate Emergency targets.



Serving Many People Living & Working in the West End & Downtown



Within a 5-minute walk: about 35,500 residents & 65,000 jobs

Within a 5-minute bike ride: about 95,850 residents & 165,700 jobs

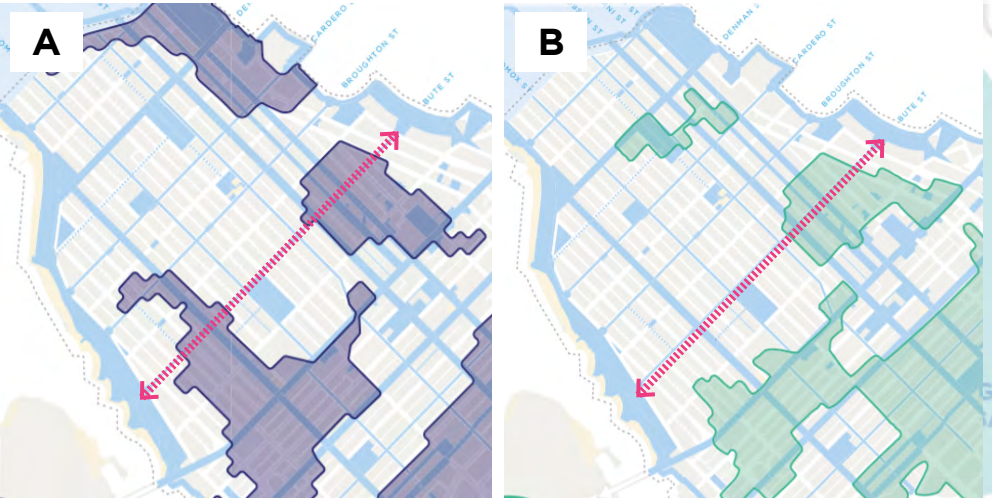
The West End is one of the densest neighbourhood in the city and is home to over 47,000 people (census 2016). At 38%, the The West End has the highest walk to work mode share of any other neighbourhood in the City, making connections like Bute Street an important part of the walking network.

A shore-to-shore greenway would serve many people living and working nearby and fill a gap in the city's walking and cycling networks. The project would also serve people further away who visit the area for recreational purposes.

Limited Public Spaces

Downtown Public Space Strategy - Gap Analysis

The maps below show areas in the Downtown that are 5 minutes or more away from (A) formal play activities (B) streets or open spaces that offer a place for contemplation, rest or some shelter from urban noise.



20% of the City's population lives within the downtown core which comprises only 4% of the total land within Vancouver. Due to this high population density, the area is home to some of the hardest working parks and green spaces in the City.

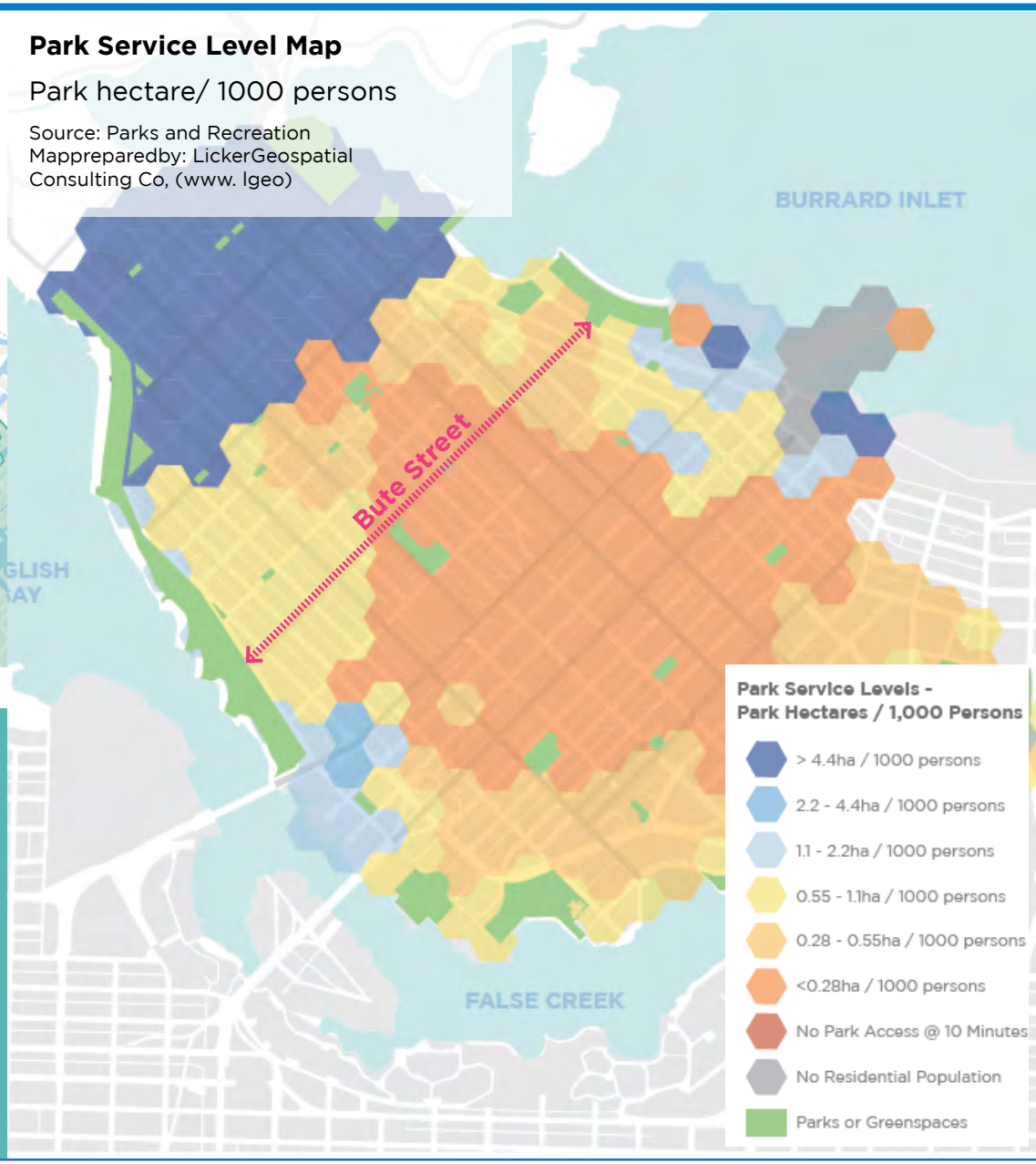
Vancouver's Downtown is active and growing fast, and the public realm will need to work harder to accommodate more people in the future.

The map on the right shows there is limited (<0.28 ha/ 1000 persons) park space within walking distance for the West End and Downtown residents.

Park Service Level Map

Park hectare/ 1000 persons

Source: Parks and Recreation
Mappreparedby: LickerGeospatial Consulting Co, (www. lgeo)



Coordination with Nearby Projects

We're currently upgrading critical water infrastructure and improving safety for all users along sections of Haro, Bute, Denman, Gilford, and Chilco streets. Work includes replacing the existing water main below Haro and Bute (between W Pender St, and Haro St) with a larger-capacity system.

We have an opportunity to coordinate Bute-Robson Plaza's permanent design with water-main upgrades, to minimize the disruption and begin construction in summer 2022.

Read more about Haro and Bute Infrastructure Upgrades at *vancouver.ca/harobuteupgrades.*



