

# Key Move 4 Public Space

Create a destination public space and work toward a year-round pedestrian zone with a focus on gathering and celebration.

## Directions

- **Enhance daily and nightly public life experience** with patios, public seating, art, busking, food trucks, and more.
- **Provide flexible space** and infrastructure to help make special events and outdoor live music performances easier and less costly to organize
- **Align outdoor amenities and activities with adjacent land uses and indoor activities** (e.g. venues, restaurants, retail, residential) in each sub-area
- **Build up programming** over time in alignment with public space stewardship and district management efforts
- **Take a phased approach toward a year-round pedestrian zone**, beginning with seasonal closures
- **Prioritize design and activation strategies** to support safety needs in public realm design work through phase 1 of plan implementation, with a focus on gender-based safety, washroom access, and safe waiting areas for transit and taxi/ride-hailing services.



Buskers performing during Beaches Jazz Festival in Toronto.



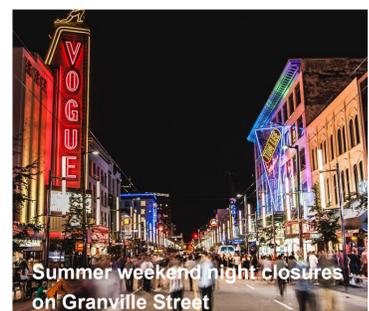
Playful mural and seating in Salou, Spain.



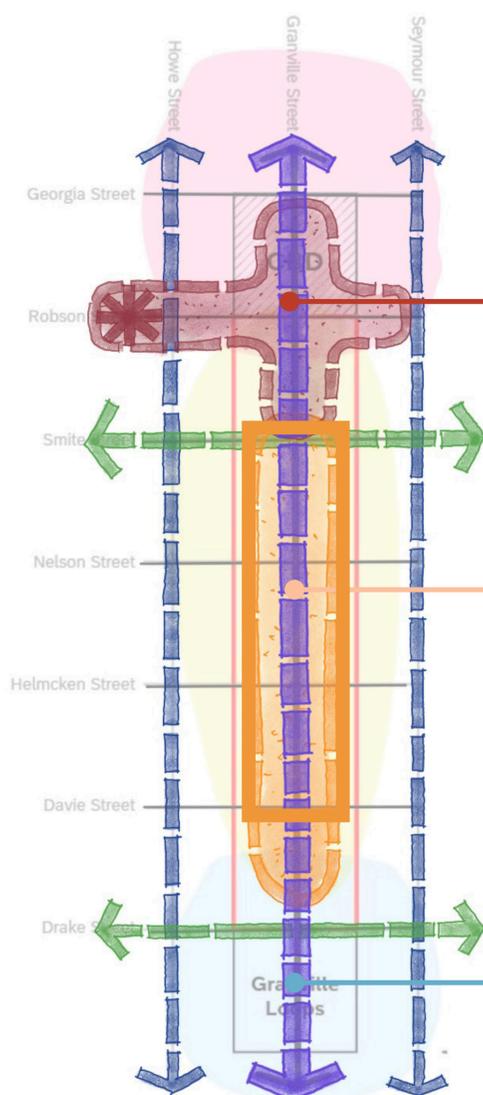
Outdoor concert in Nashville, Tennessee.



Dancers at the Granville Street Promenade



Summer weekend night closures on Granville Street



## Sub-area Features

Design work for public space in each sub-area will take place in Phase 1 of Plan implementation, and will include opportunities for public engagement.

### City Centre

Downtown centre with new mixed-use development, including residential.

#### Focus: Daytime activations and civic gathering

- Signature central public plaza at Granville and Robson with space for special events and large celebrations, to be balanced with the needs of potential new mixed-use residential
- Pedestrian connection to Robson Square, transit stations, Stadium District, and Entertainment Core

### Entertainment Core

Social and cultural hub with new commercial uses and development.

#### Focus: Heart of evening and nightlife activity with outdoor performance space

- More space for patios, lingering outside venues, and spill-over from indoor activities
- Large- and small-scale outdoor amplified live music performance, including in evening hours
- Special events and celebrations can extend along the street

### Bridgehead

Blend of residential, commercial, and cultural spaces.

#### Focus: Quieter street experience

- Space to linger and socialize with public seating and patios

# Key Move 4

## Public Space



Create a destination public space and work toward a year-round pedestrian zone with a focus on gathering and celebration.

**A fully pedestrian Granville Street is achievable over time.** Learnings from other cities and our own experiences in Vancouver point to the need for a phased approach, allowing for adaptation, testing, and partnership-building. **A pedestrian zone will be supported by:**

- **More day- and night-time destinations** that draw people to the street throughout the day, week, and year (*Key Move 3*)
- A robust public space **stewardship / district management** approach (*Key Move 1*)
- Streamlined processes for **special events** and **business uses** on the street, with consideration for **access and loading needs**
- Investments in **transit priority** on Howe and Seymour Streets (*Key Move 5*)



Seasonal pedestrian street, Montreal.



Beale Street, Memphis, Tennessee at night.



Granville Street Block Party.

### Starting with a Seasonal Pedestrian Zone

Phase 1 (1-5 years) and Phase 2 (6-10 years) of Plan implementation is when we will test temporary pedestrian zones starting in the summer months. We will monitor successes and challenges and adapt over time.

During these times, Granville Street can be used for walking, cycling, socializing, patios, and events, and bus service will temporarily move to Howe and Seymour streets. We will work with businesses and residents to optimize access and loading.

For the rest of the year, Granville Street can continue to function as a pedestrian-friendly transit corridor.

Near-term Actions: Business supportive public realm improvements are planned for summer 2025.



Repair and refresh street furniture, and re-locate as needed to open up sidewalk space.

Explore temporary street activations.

Enable expanded patio spaces and streamline permit process.



Keep transit moving by strengthening turn restrictions at key intersections to reduce through-traffic while maintaining local vehicle access.

Declutter sidewalks by removing bollards and moving loading spaces to the curb lane.

## Key Move 5

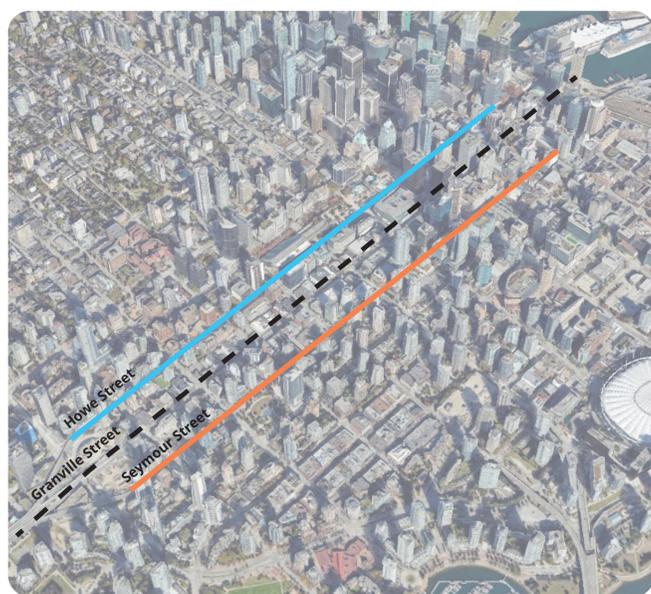
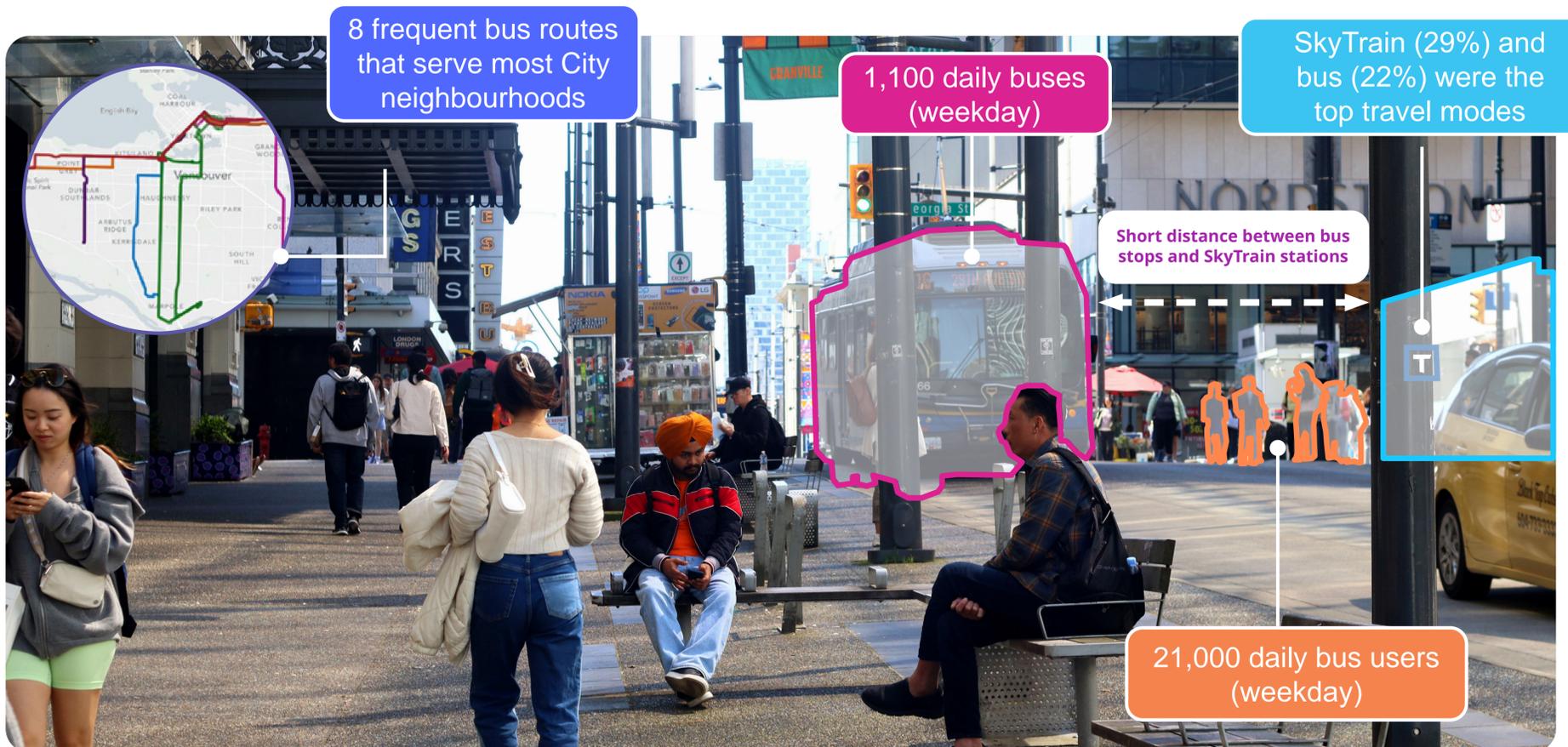
# Transportation



Maintain or improve transit reliability and access by developing supportive transit priority infrastructure on Howe and Seymour streets, and enhance the walking experience in the area.

Granville Street is an important transit corridor today. To support a pedestrian zone, buses will move to Howe and Seymour streets.

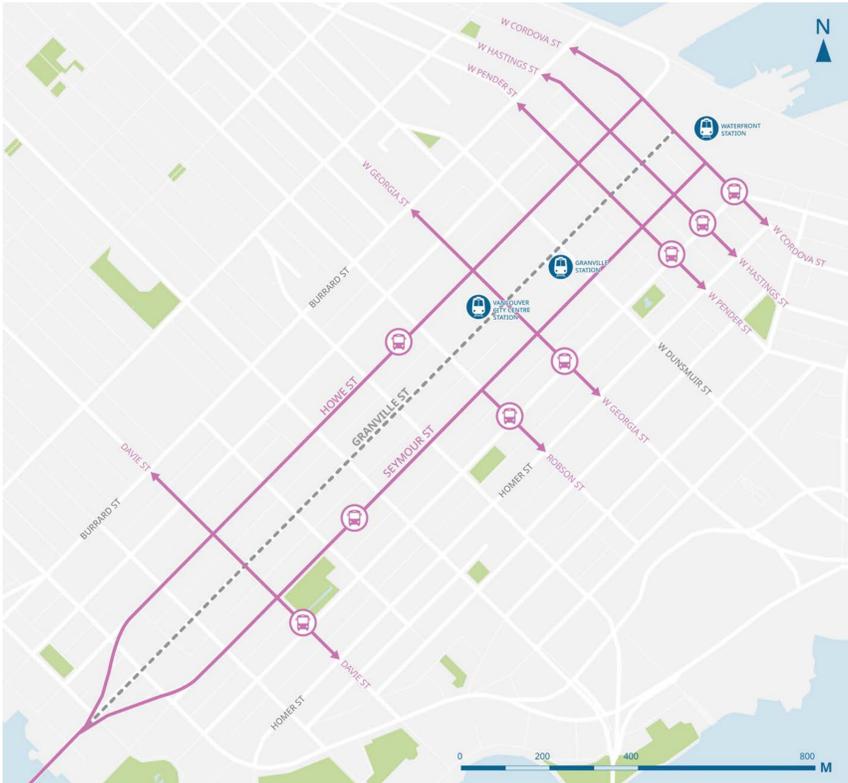
### What does transit look like on Granville Street today?



How does a Pedestrian Zone on Granville Street impact transit?

- ➔ **Buses will be re-routed along the entire length of Granville Street** (bridge to Hastings/Cordova streets).
- ➔ Howe and Seymour streets **will require transit priority and public realm improvements** to mitigate the impacts for transit users.
- ➔ **Improved wayfinding** is needed to highlight connections between SkyTrain stations and to bus stops on Howe and Seymour streets.

# Key Move 5 Transportation



## Bus Route Shift Impacts

- ➔ The **number of general purpose travel lanes and on-street parking/loading** on Howe and Seymour streets will be reduced.
- ➔ **Bus stops for each direction** of the same bus route **will be on separate one-way streets** that are 200m apart: northbound on Seymour Street and southbound on Howe Street.
- ➔ **Some people may have to walk further** from their jobs and residences to **reach bus stops on Howe and Seymour streets**.
- ➔ **Howe and Seymour Street bus stops will be further from SkyTrain stations and bus stops** for east-west bus routes.
- ➔ **Capital investments** are required to deliver **high-quality transit service** and priority improvements.

## How Will We Improve Transit on Howe and Seymour?

	Phase 1: Immediate Actions (0-5 years)	Phase 2: Medium Term (6-10 years)	Phase 3: Long Term (11-20 years)
<b>Bus Routes</b>	Seasonal Bus Diversion to Howe and Seymour Streets		Full-time Bus Diversion to Howe and Seymour Streets
<b>Transit Priority Measures</b>	Seasonal transit priority measures (temporary curb bus priority lanes and parking restrictions)	Seasonal transit priority measures and transition to capital buildout and delivery of permanent transit priority measures	Permanent transit priority on Howe and Seymour complete
	Continue to improve transit reliability on Granville Street		
<b>Public Realm Improvements</b>	Seasonal pedestrian and bus stop improvements (temporary wayfinding)	Seasonal pedestrian and bus stop improvements, and transition to capital buildout and delivery of permanent improvements	Permanent pedestrian and bus stop improvements complete

Permanent Transit Priority measures could include **bus priority lanes, bus bulbs, parking and turning restrictions, and traffic signal improvements.**

Permanent Public Realm improvements could include **new shelters, comfortable waiting environments, wider sidewalks, and improved wayfinding connections** to bus stops and SkyTrain.

\*Project will review and monitor the multimodal impacts laning configurations for Howe and Seymour Streets as part of the phased seasonal closures and further studies.

# Key Move 5 Transportation



## Improve the Walking Experience

Granville Street is an **important pedestrian connection** with **challenging existing walking conditions** due to busy sidewalks, bollards, sidewalk vehicle parking, and street furniture locations.

The **Granville Street Plan** would improve the walking experience in the area by:

- ➔ **Providing pedestrian-only walking areas** on Granville Street connecting to SkyTrain stations.
- ➔ **Enhancing the public realm** on Howe and Seymour including **bus stop improvements and clear wayfinding**.
- ➔ **Improving the sidewalks on east-west streets** connecting Granville Street to Howe and Seymour Streets.



## Transportation Network Changes To Accommodate A Pedestrian Zone



- ➔ **Granville Street accommodates many modes of travel** along different sections of the corridor including buses, local vehicle access, taxis and service vehicles, walking, and cycling.
- Howe and Seymour Street are part of the regional Major Road Network** that support commuter vehicles and goods movement in the area.

- ➔ **Walking and cycling enhanced** on Granville Street.
- ➔ **Howe and Seymour Streets would accommodate commuter vehicles, goods movement, buses, and increased pedestrian activity.**
- ➔ **Road space allocation on Howe and Seymour Streets will need to change through removal of parking or travel lanes** to accommodate the high volume of buses and improved public realm.
- ➔ Local vehicle access and service vehicles would move to adjacent east-west streets, laneways, and Howe and Seymour Streets.