



ADMINISTRATIVE REPORT

Report Date: November 17, 2017
Contact: Margaret Wittgens
Contact No.: 604.673.8227
RTS No.: 012136
VanRIMS No.: 08-2000-20
Meeting Date: November 29, 2017

TO: Standing Committee on Policy and Strategic Priorities
FROM: The General Manager of Engineering Services
SUBJECT: 2017 VIVA Vancouver Program Update

RECOMMENDATION

- A. THAT Council receive an update on the expanded VIVA Vancouver Program for information.
- B. THAT Council approve a permanent plaza at Bute and Robson Street and extend the current trial as an interim plaza until a final plaza is designed and constructed.

REPORT SUMMARY

The purpose of this report is to update Council on VIVA Vancouver's 2017 Refresh program, seek approval for a new street to plaza, and provide an update on ongoing public space programs and activities.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

In October 2012, Council adopted the *Transportation 2040* plan, which includes policies to encourage creative uses of the street and to create more plazas and public spaces throughout the city.

In November 2013, Council adopted the *West End Community Plan* with a vision to create a great community that embraces its natural and built assets that make it livable, celebrates its distinctive character, and fosters a mix of people, places and spaces that contribute to a vibrant, resilient community.

Both *Transportation 2040* and the *West End Community Plan* identified Bute Street immediately south of Robson as a potential street-to-plaza conversion.

In October 2014, Council adopted the *Healthy City Strategy* which supports greater social connections, increased sense of belonging, and opportunities for creative and active living through temporary and permanent public spaces.

In June 2016, Council approved a regular on-going program for parklets, the transformation of up to three laneways, a Craft Carts pilot, and the exploration of an expanded patio program.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager and General Manager of Engineering RECOMMEND approval of the foregoing.

REPORT

Background/Context

VIVA Vancouver is the City of Vancouver's tactical urbanism and public space innovation program. VIVA's goals are to support the local economy, build community, promote social inclusivity, encourage active transportation, and empower members of the public. The program achieves these goals by working with partners to:

- identify, test and monitor potential new public spaces;
- activate and help people reimagine existing underused public spaces;
- foster a culture shift to enliven public spaces by removing barriers to public life and building community capacity; and
- pilot new programs and policies to enable more and better public spaces and public life.

Over the summer and fall of 2017, VIVA worked with over a dozen community partners, delivering more than 60 pop-up public space activations. In addition, the team led or supported five street-to-plaza conversions, launched the parklet program, initiated a patio review and 3-year pilot study to test curbside patios, and are testing a craft cart pilot program. A highlight is the Bute-Robson Trial Plaza, a half block on Bute Street from Robson south to the lane. Identified as a potential street-to-plaza conversion in both *Transportation 2040* and the *West End Community Plan*, the space was converted into a low-cost trial plaza in late June 2016, in partnership with the Robson Street Business Association (RSBA). This report recommends making this a permanent public space, based on a review of transportation impacts and strong support from the surrounding community and RSBA.

Strategic Analysis

Strategic partnerships help to rethink and shape great public spaces and are essential to creating a dynamic and innovative VIVA program. In 2017, the breadth of partnerships¹ and activations across the city helped grow VIVA Vancouver as the City's public space innovation

¹In 2017, VIVA partnered with Vancouver Design Week, Happy City, Vancouver Mural Festival, City Studio, Vancouver Public Space Network, Urbanarium Society, Youth Collaborative for Chinatown, Public Disco, Instruments of Change, The Music of Junk, Frida and Frank, Dunbar-Southlands GreenBloc, Vancouver Design Nerds, various business associations, and individual businesses, as well as other community partners, individuals, and internal City departments.

program, built new relationships and capacity with external organizations and community groups, and uncovered valuable lessons learned and potential next steps.

Pop-up Activations

In spring 2017, the VIVA team reached out to the public and community partners—including business improvement associations, businesses, design firms, community groups, and individuals—offering funding and support for pop-up projects to enliven and reimagine public spaces, and provide input on future public space possibilities. Over a dozen community partners have been supported through the summer and fall, delivering over 60 activations, including live music performances, interactive seasonal installations, and various roving activations, as well as the temporary transformation of two laneways. The team is engaging with partners to uncover lessons learned and potential next steps for both the ideas explored and the locations tested. A full list of activations supported to date is included in Appendix A.

Streets to Plazas

VIVA works with internal and external partners to test potential public space locations and transform streets into plazas. The majority of these spaces are identified by the community through other processes, for example *Transportation 2040* and community plans.

VIVA worked on five temporary and interim street-to-plazas in 2017:

1. *Bute-Robson Trial Plaza*. The half block on Bute Street from Robson south to the lane was identified as a potential street-to-plaza conversion in both the Transportation 2040 and West End plans, approved in 2012 and 2013 respectively after significant community engagement. The space was converted into a low-cost trial plaza in late June 2016, in partnership with the Robson Street Business Association (RSBA). During the trial, the team has tested different layouts, measured motor vehicle traffic impacts and behaviour in the space, and engaged with the community on a potential permanent plaza in this location.

Staff reviewed the interim plaza including transportation impacts, activity and interactions in the plaza, and community and local business sentiment. The review showed that:

- the plaza is very well used by locals and visitors;
- there are no adverse congestion impacts to the neighbourhood; and
- there is strong overall support from the community and RSBA.

Although originally intended to run until fall 2017, based on the review of the interim plaza, staff are recommending extending the current trial as an interim plaza until a final plaza is designed and constructed. Extending the trial provides an opportunity to gather more data to inform a permanent design, and incremental costs are small and can be managed within existing budgets. Further engagement on a permanent design is anticipated in 2018 as part of a larger public realm project encompassing Robson and Alberni streets from Bute to Burrard. During this period, staff would explore design modifications and enhancements to help make the space more inviting and comfortable in the fall and winter months.

A summary of data collection, analysis, and public engagement is included in Appendix B. Letters of support from the RSBA and Active Transportation Policy Council (ATPC) are included in Appendices C and D respectively.

2. *Vernon at Union/Adanac.* In June 2017, a low-cost plaza was created at the Union-Vernon-Adanac intersection. The new public space was made possible by a spot safety upgrade to the Union-Adanac Corridor, the busiest east-west bike route in the city. This upgrade received significant community support when it was proposed as part of a package of improvements to the corridor.

The current plaza is an interim design that will continue to evolve over the next few years. The VIVA team is working with local stakeholders to activate the space and foster a sense of community ownership. A permanent design may be considered in conjunction with street network changes as part of the False Creek Flats planning program.

3. *Maple Tree Square.* In June 2017, City crews created more public space by relocating the existing bollards at the intersection of Water, Carrall, Alexander, and Powell streets. This low cost change has created more space for public seating, enabled an on-street patio, and made the intersection safer and more intuitive for all modes of travel. The modification is a quick 'action while planning' intervention intended to build momentum for the larger Gastown Complete Streets planning process.
4. *800 Robson Interim Improvements.* The roadway between the curbs at 800 Robson was filled in this August to provide a continuous level surface, improving the usability and flow of the space. This is an interim measure as staff continue work to deliver a permanent design, including infrastructure to support more sustainable programming, for this public space.
5. *McSpadden Avenue from Commercial Drive east to the lane.* This space has been identified as a potential street-to-plaza conversion in the *Grandview-Woodland Community Plan* and in the *Commercial Drive Complete Street* planning process. In August 2016, VIVA created a two-day pop-up plaza with the support of adjacent businesses, the Commercial Drive Business Association, and other VIVA community partners. The pop-up was successful and may inform a longer-term trial and/or localized public realm improvements in the future.

Parklets and curbside patios

The *Transportation 2040* plan included direction to establish a parklet program to enable the community-initiated conversion of on-street parking into public spaces. VIVA tested this approach through a number of pilots in recent years, and in 2016 an official program was established. 2017 marked its most successful year with three new parklets delivered and four existing parklets refurbished.

Staff are continuing to identify opportunities to streamline and improve processes. In 2017, the City launched a 3-year pilot study to test new approaches to enable more public parklets and private patios, for example by using modular design elements, and enabling curbside patios that are away from the building (previously referred to as Streateries). These measures will allow more restaurants to have patios, test innovative features to support a vibrant patio

culture, and make better use of public space. The study will inform both the official Parklet Program and the Patio Review, also launched this year.

Through these programs and studies, the number of parklets and curbside patios doubled in 2017 (see Appendix E). Business participation and site feasibility are crucial to a successful pilot and more conversions are expected in 2018.

Laneways

Reimagining laneways continues to be a focus for staff and VIVA partners. There is potential for an enhanced public realm in many lanes, but at the same time essential functions such as loading, parking, and emergency access need to be accounted for.

Last year, Council approved a Downtown Vancouver Business Improvement Association proposal to convert up to three laneways into more dynamic, inviting, programmable public spaces. One—Alley Oop off Granville—is already open to the public in 2016, and another—Ackery's Alley next to the Orpheum—is in progress.

Several of the 2017 VIVA activations were located in laneways, including Vancouver Public Space Network-led transformations of narrow lanes off Commercial Drive and in Gastown, Public Disco and Vancouver Design Week events in Alley Oop, and supplemental activations and support during the Vancouver Mural Festival events in Strathcona and Mount Pleasant.

Craft Cart Pilot

With continued interest to review the non-food vending program, VIVA supported the Carnegie Community Centre's launch of a Downtown East Side (DTES) Vendors Collective Pilot in 2017. The pilot provided seven new craft carts and permits for approximately 20 DTES residents as a means to showcase and sell their art outside of the DTES.

VIVA will be supporting a review of unpermitted vending in 2018, and it is anticipated that a full review of the non-food vending program will take place in 2019, once the Patio Review is complete.

Monitoring

VIVA has a monitoring program that builds on established best practices and is tailored to each year's activities. This year, VIVA worked with community partners including VPSN, CityStudio, Vancouver Design Week, and Happy City to measure and engage on public space, and is coordinating with the Planning department on a Gehl-led Public Life Study. In July of this year, Happy City released a report² which concluded that VIVA's tactical urbanism projects have increased happiness and trust, fostered social connections, and built stronger care for place.

Partnerships and Policy Development

To be successful, VIVA Vancouver relies on committed partnerships both externally and internally. The VIVA team is coordinating efforts and collaborating with other City groups on a

² The Happy Streets report can be found here: <https://thehappycity.com/project/happy-streets/>

number of strategies and plans to create an elevated and coordinated dialogue about public space in the city; these include the citywide *Plaza Stewardship Strategy*, the *Places for People* downtown public space strategy, the *VanPlay* Parks and Recreation master plan, the *Creative City Strategy*, *Transportation 2040*, the *Healthy City Strategy*, the *Special Event Policy Update* and community plans. It is anticipated that these initiatives and plans will identify additional pilots and opportunities for the VIVA program going forward.

The VIVA program works with community partners to navigate permitting processes as well as insurance and structural review requirements, testing new approaches and sharing learnings to improve established processes. VIVA has also worked with the Public Art group to engage with internal and external partners and identify opportunities to reduce barriers to public art and public space activations. These learnings will provide input to the Council-directed update to the *Special Events Policy*.

Looking Ahead

VIVA Vancouver is keen to build on recent success and continually learn from its community partnerships, tactical interventions, and pop-up activations. The team is engaging with partners to share lessons learned and potential next steps for ideas explored and locations tested in 2017.

Looking towards 2018 there are a number of initiatives planned that will continue innovation in how public space is used, activated, and stewarded. These include:

- supporting innovation in street furniture through design competition(s) (e.g. for public bike racks or seating);
- engagement and activations at new and temporary plazas (e.g. on the interim plazas at Bute-Robson and East Wing of City Hall), and additional street-to-plaza conversions;
- seasonal interventions and programming to facilitate public life in dark and rainy weather;
- continued growth of the parklet and patio programs, including more curbside patios;
- supporting the sharing economy with a three-location 'Thingery' pilot: a community partner-initiated 'library of things' using modified shipping containers on street rights-of-way and on the Arbutus Greenway;
- monitoring the impact of public space initiatives through partnerships with Happy City and VPSN;
- plaza stewardship pilots to inform the Plaza Stewardship Strategy; and
- public and stakeholder engagement on the patio review.

Public/Civic Agency Input

Public input on the Bute-Robson Trial Plaza is summarized in Appendix B. Letters of support from the Robson Street Business Association and Active Transportation Policy Council are included in Appendices C and D respectively.

Implications/Related Issues/Risk

Financial

The Bute-Robson interim plaza as well as final plaza design and implementation will be funded through existing sources (Community Amenity Contributions).

Environmental

The conversion of street space to people places helps to encourage active forms of transportation, supports well-being through social interaction, and provides a platform for increased local economic and cultural activity.

CONCLUSION

2017 has been a successful year for VIVA Vancouver. With the help of community partners, VIVA supported over 60 pop-up activations and other public space transformations, testing a wide range of ideas and locations and building community capacity for improved public life in Vancouver. Staff are working with partners to identify potential next steps for specific ideas and locations, as well as opportunities for improving internal procedures and policies to reduce barriers to public life.

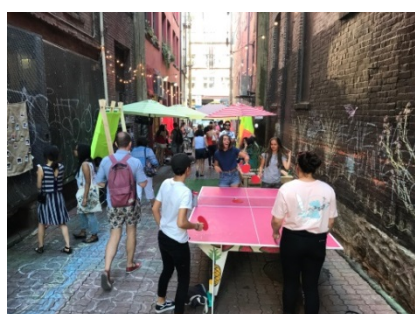
The program also continues to support longer-lasting transformations, for example through the existing parklet program, and through the three-year curbside patio and public seating pilot that is enabling the creation of more public spaces and patios in the city.

The Bute-Robson Trial Plaza in particular has received high levels of support from the local community and surrounding businesses. With Council support, it will become a permanent public space for residents and visitors alike.

* * * * *

APPENDIX A: Bute-Robson Trial Plaza – 2017 VIVA Pop-Up Activations to Date

Event Title	Partner(s)	Description	Number of Activations
3 Piece Band	Elisa Yon & Elisa Kirby	Participatory sculpture and music stage	7
Active Streets to Active Places	Dunbar-Southlands Green Bloc	Bike-powered block party activator	5
Bridge Warming	CityStudio	Activation of underused public space	1
Enigmatic Colouration	Hfour	Bridge underside illumination	1
Freestyle Focus Group	Freestyle Focus Group	Roving participatory hip-hop activation	11
Hot and Noisy Chinatown Social	Youth Collaborative for Chinatown	Mahjong/chess block party - testing new space, with significant community engagement	2
Laneway Living Room	Vancouver Public Space Network	Lighter/quicker/cheaper laneway transformations	2
Pop-Up Ping Pong	Frida & Frank	Pop-up ping pong - locations across the city	13
Public Disco	Groundwerk Vancouver	Laneway and plaza dance celebrations	4
Pianos on the Street	Pacey's Pianos, City Studio	Public pianos across the city	12
Street Beats	Instruments of Change, Music of Junk, Juliana Bedoya	Interactive music wall made of upcycled instruments	2
Mobile Uuntzbrella	Provibers	Community activated, all weather, mobile dance floor	3
TOTAL			63



APPENDIX B: Bute-Robson Trial Plaza – Summary of Data Collection and Public Engagement

1. OVERVIEW

The Bute-Robson Trial Plaza was installed on June 29-30, 2017. The trial's success and neighbourhood impacts were measured in a number of ways, including:

- conducting spot observations to understand plaza usage at various times of day and week;
- measuring traffic volumes on nearby streets and lanes before and during the trial to understand transportation network impacts;
- measuring cycling speeds, Mobi station usage, and interactions between people lingering in the space and people passing through the space, before and during the trial; and
- conducting on-site public engagement and implementing an online survey to better understand community sentiment towards the space, and to gather ideas about how the space could be improved.

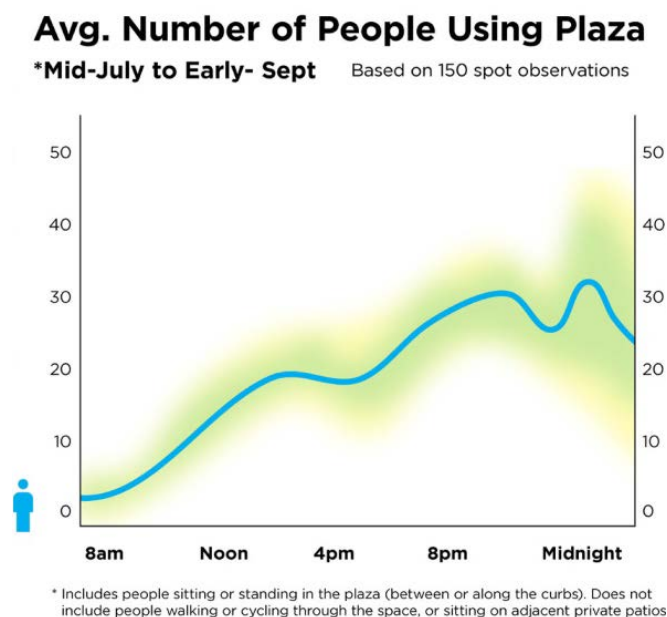
These are described in greater detail below.

2. DATA COLLECTION

Spot Observations

Staff conducted over 150 spot observations at various times of day and from July to early September. The numbers corroborate anecdotal observations and comments from the community that the space is extremely well used. A limiting factor during peak periods appears to be the number of places to sit.

During these site visits, staff noted a high level of satisfaction with people using the space, with people of all ages and backgrounds, including locals and visitors, observing seniors choir practices, piano recitals, and wedding proposals.



Traffic Impacts

Traffic volumes were measured at eight different locations before and during the trial to capture impacts to surrounding streets and lanes. The results suggest that the plaza has not created any congestion issues, and that impacts to nearby streets and lanes are manageable.

Highlights include an average increase in motor vehicle volumes on alternate north-south streets of approximately 2% (B, C, and D on map), and significant decreases in motor vehicle volumes on Bute and Haro south of the plaza—by 90%, 25%, and 40% (A, E, and F on map).

In general, the reduced volumes reflect a reduction in traffic that previously short-cut through the neighbourhood, indicating the plaza provides area-wide benefits for people walking and cycling, and for general livability. While the lane closest to the trial immediately west of Bute (H on map) did see some increase in motor traffic, the volumes are consistent with other commercial lanes in the neighbourhood. While the trial has not resulted in congestion, a legitimate trade-off for area residents who drive is that certain trips by car are more circuitous.

Motor Vehicle Trips Per Day



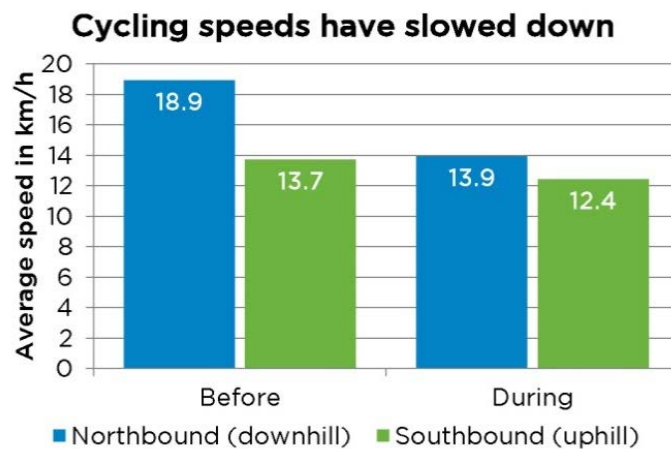
Location	Before Installation	After Installation	Net Change
[A] Bute- north of Haro	2400	300	-2100
[B] Jervis- north of Haro	1900	2100	+200
[C] Broughton- north of Haro	1650	1750	+100
[D] Nicola- north of Haro	3000	2850	-150
[E] Haro- east of Bute	2350	1350	-1000
[F] Haro- west of Bute	2050	1450	-600
[G] Lane east of Bute	1150	1150	0
[H] Lane west of Bute	550	1000	+450
	Week of June 20	Weeks of Aug 22, 27, Sep 4	

Balancing Linger and Movement

From the outset, staff recognized that the plaza creates a place for people to hang out, and also that Bute Street is an important connection for people walking and biking through the West End, particularly since it is already relatively traffic-calmed. The trial design is therefore intended to balance lingering and movement, with an emphasis of comfortable, flexible seating, and a permeable design to allow gentle and respectful flow of people moving through the space.

To measure the success of this approach, staff reviewed interactions between people lingering in the space and people moving through the space (e.g. on foot or bike). This was done through on-site observations with speed measuring devices, and through analysis of camera footage. Key observations were that cycling speeds through the space dropped significantly (particularly in the downhill direction, as speeds were already quite low in the uphill direction), with few or no conflicts.

Staff also reviewed usage of the Mobi bike share station in the plaza. It is among the busiest stations in the city, with 100 trips per day beginning or ending at this station in July.



Design Intent

- Emphasis on comfortable flexible seating
- Permeable design allows gentle and respectful flow for people moving through the space

Measured Impacts

- Motor vehicle volumes on Bute have dropped significantly, making it more attractive as a local greenway
- Cycling speeds have slowed, particularly in the downhill direction
- High level of comfort observed
- Bike share station- over 100 trips per day in July (Top 10 busiest station citywide)

Public Engagement

Staff engaged with nearby residents, businesses, and plaza users in a number of ways throughout the trial:

- In May and June 2017, adjacent businesses were informed of the upcoming trial through the RSBA newsletter, and through direct visits by City staff.
- A notification letter was mailed out on June 19 to all residences within two blocks of the trial.
- A website and social media were used to promote the space and encourage public feedback.
- Physical signage placed in the plaza included a link to the website and how to contact VIVA Vancouver with ideas or comments.
- In August, an online survey was developed soliciting feedback on what people liked and didn't like about the space, how it could be improved, and whether they liked the idea of it becoming a permanent space.
- Staff conducted pop-up engagement events in August, as well as formal open house events in the space on September 8 and 9.
- The survey and open houses were promoted through social media, on-site signage, the RSBA, and via posters that were posted on all buildings within three blocks of the plaza. Staff also handed out business cards informally in the space.

Engagement Highlights:

There was a high response rate:

- More than 700 people filled out the survey, with more than 75% of respondents supporting a permanent plaza
- More than 200 people engaged with us on key issues at the open houses
- Two-thirds of respondents lived within a few blocks of the plaza
- Two-thirds of respondents visited the plaza once a week or more

The survey indicated very strong support for making the trial plaza a permanent public space:

- Over 80% of respondents feel the plaza has improved the neighbourhood (12% disagree)
- Over 80% of respondents are satisfied or very satisfied with the trial plaza (13% dissatisfied)
- Over 75% of respondents support a permanent plaza, with 7% 'maybe' and 17% opposed
- 25% of the respondents that were opposed had never visited the plaza

A very large percentage of respondents:

- Expressed love for the space as a community heart and gathering space
- Provided specific ideas on how the plaza could be made successful as a year-round public space

The open-ended responses included strong support for the plaza as currently designed, as well as suggestions for improvement. Common suggestions included:

- Providing enhanced weather protection (with many ideas on how to achieve this)
- Providing additional recycling stations, accompanied more frequent cleaning
- Providing more seating to account for demand
- Enforcing no smoking regulation

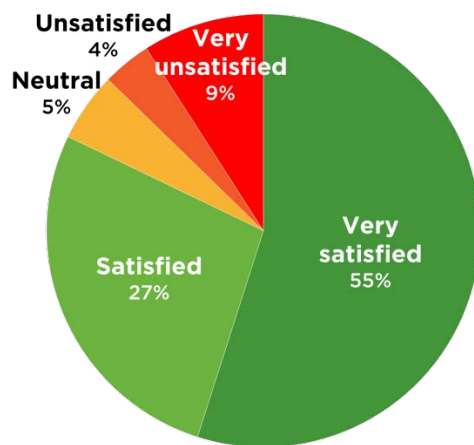
Common reasons for opposing the trial include:

- Concern that the West End street network is becoming even more circuitous for people who drive
- Belief that no one will use the space in the rainy season
- General opposition to reallocating road space away from cars

Survey Results - Highlights:

1. *Overall, how satisfied are you with the plaza?*

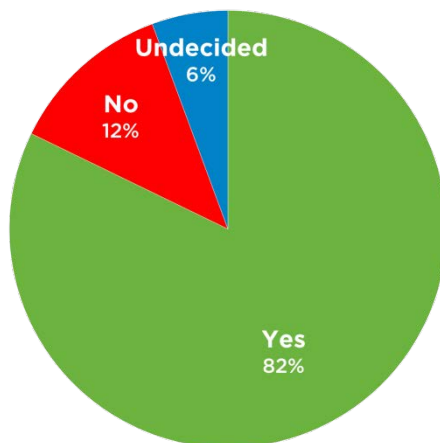
- Over 80% are satisfied or very satisfied with the plaza



661 survey responses

2. *In your opinion, has the plaza improved the neighbourhood?*

- Over 80% feel the plaza has improved the neighbourhood



657 survey responses

3. Do you like the idea of the plaza becoming a year-round public space?

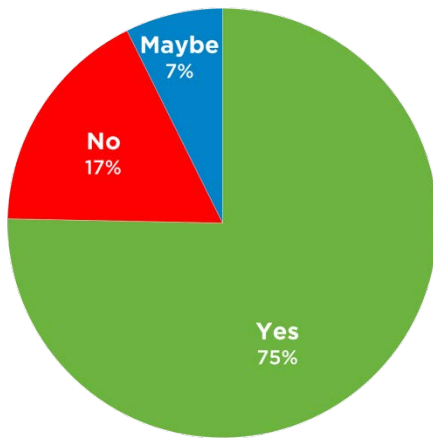
- There is very strong public support overall and to make the plaza a year-round public space
- One quarter of those opposed never actually visited the plaza

"Maybe if..." common responses

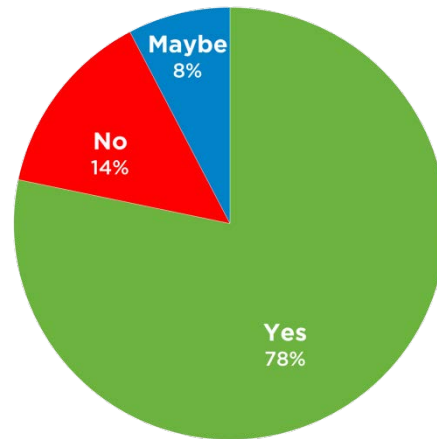
- it were cleaned more frequently
- it had weather protection for winter
- it were designated 'no smoking'

"No, because..." common responses

- it rains in the winter
- it makes driving in the West End more inconvenient
- It restricts car access/ roads are for cars
- People are too noisy

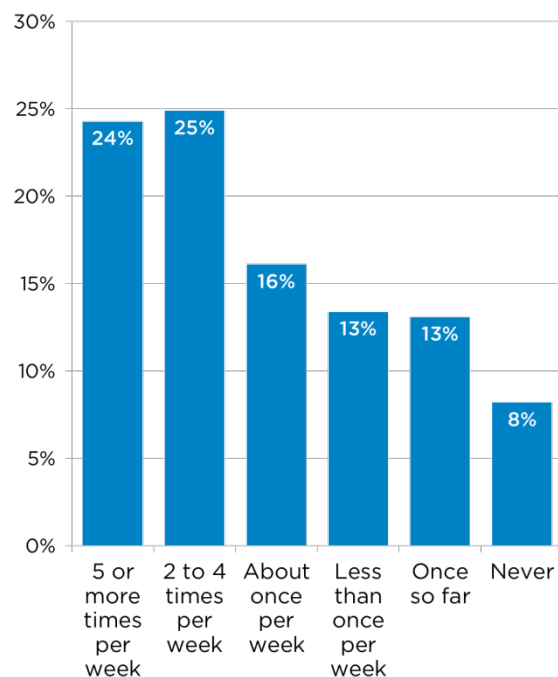


709 survey responses



653 survey responses *excluding responses from people who never visited the plaza

4. About how often do you visit Bute-Robson Trial Plaza?



5. What do you like to do in the plaza?

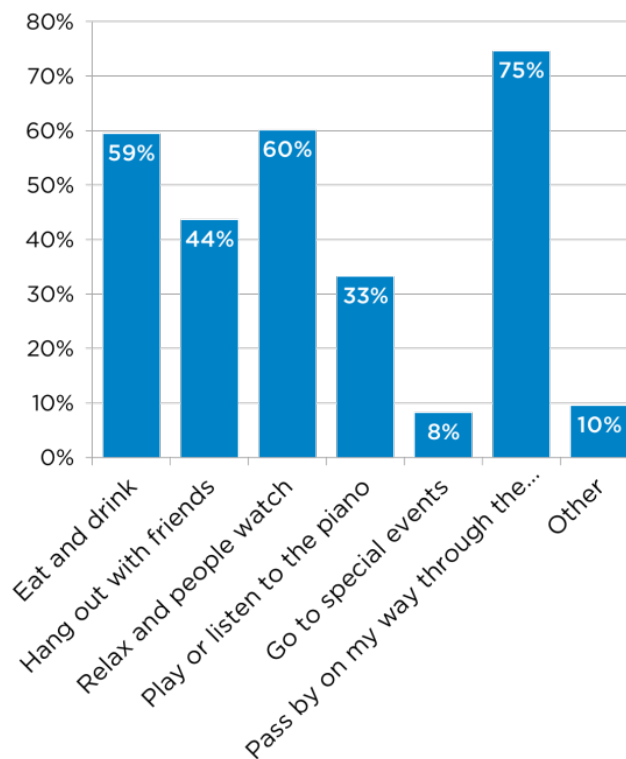
Common 'Other' responses

- Use Mobi bike share
- Work/ Study
- Read/ Sketch
- Hang out with children or pets

Things people wish they could do but can't currently

- Drink alcohol
- Charge phone and computers
- Nothing- it's perfect!

672 survey responses

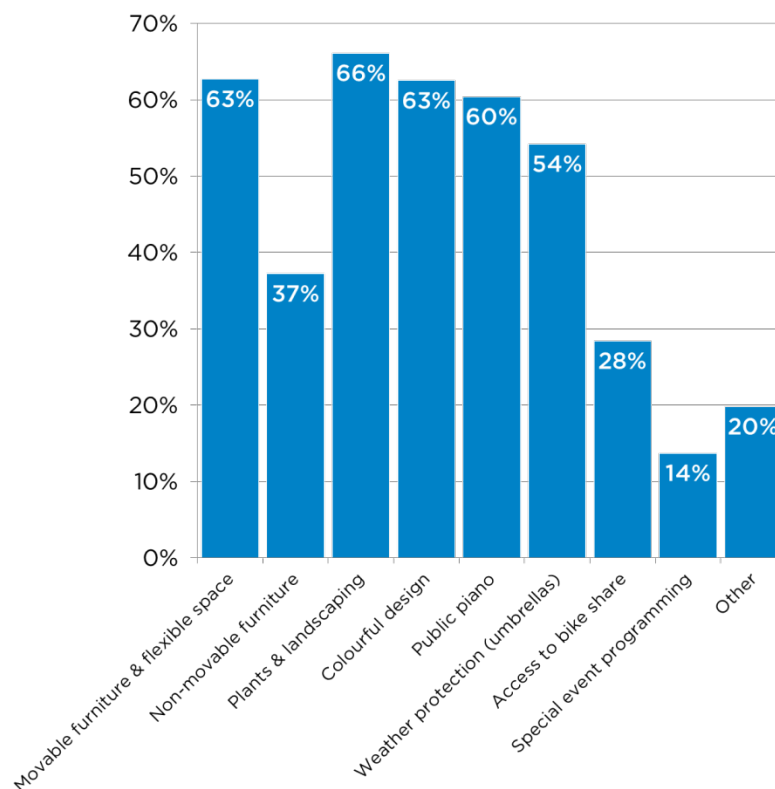


6. What do you like best about the plaza?

Common 'Other' responses

- Car-free
- Calms traffic in the neighbourhood
- Twinkling lights in trees
- Complementary retail; place to enjoy ice cream or baked goods from nearby stores
- The way tourists and locals come together
- Safe place for Haro Park seniors to enjoy outdoor activities

651 survey responses



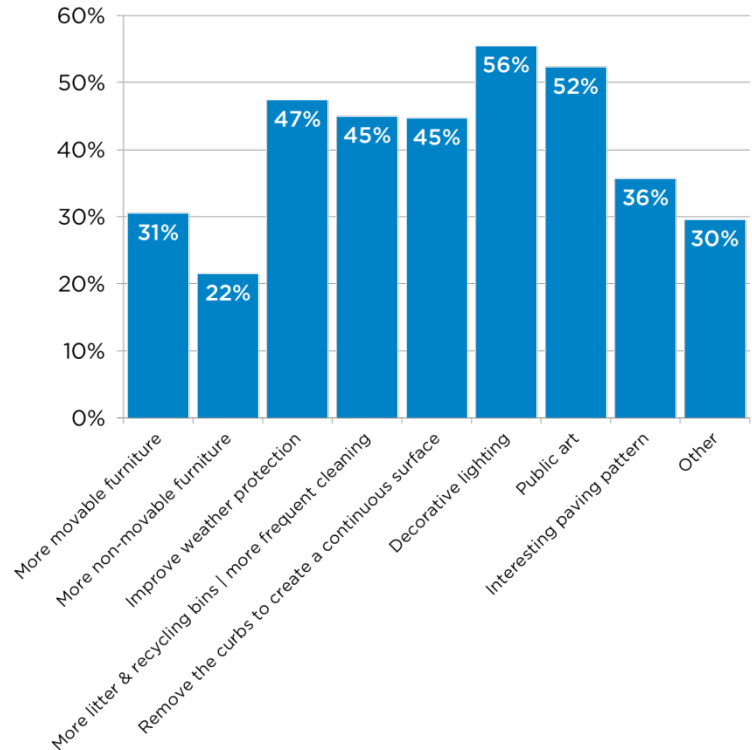
7. *What could be done to improve the plaza?*

Common 'Other' responses

- Make it permanent
- Enforce 'no smoking' rules
- Provide Wi-Fi and charging stations
- Provide more bike racks
- Provide public fountains and restrooms
- I like it the way it is

Plus many detailed suggestions on how to make it a great space year-round

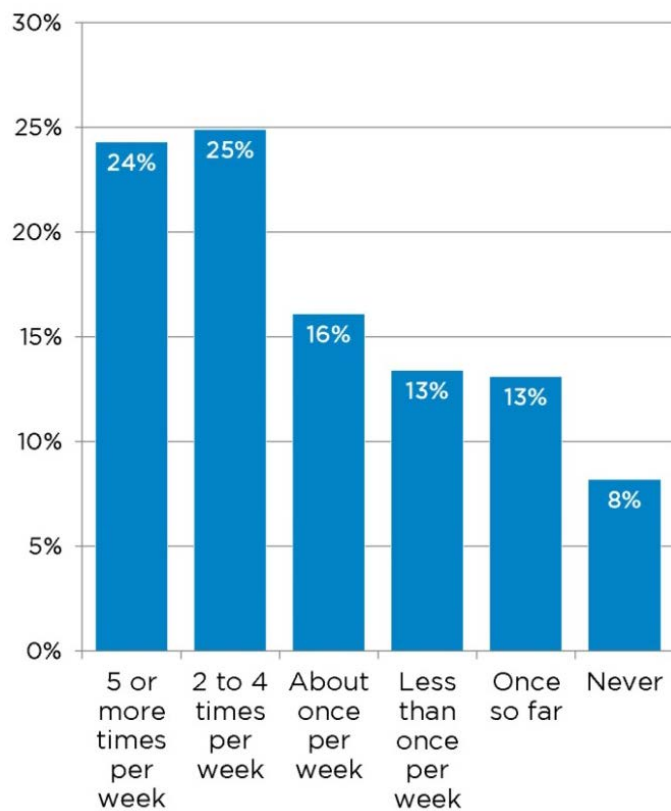
642 survey responses



8. *About how often do you visit the plaza?*

Most respondents were frequent visitors to the plaza

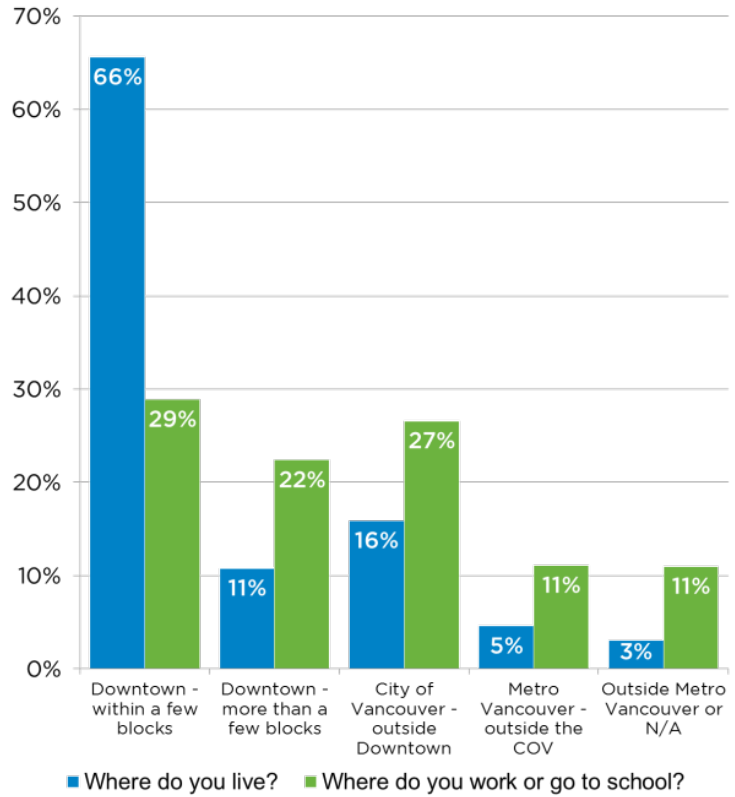
746 survey responses



9. *Where do you live or work?*

Most respondents live nearby, and work within the city limits

703 & 674 survey responses



APPENDIX C: Bute-Robson Trial Plaza – Letter of Support from Robson Street Business Association



Oct. 11, 2017

Margaret Wittgens
Director, Public Space and Street Use
City of Vancouver – Engineering Services
507 West Broadway
Vancouver, BC V5Z 0B4

Dear Margaret,

The Robson Street Business Association (RSBA) serves approximately 180 businesses and property owners along Robson Street between Burrard and Jervis, including the adjacent side streets. It is our mandate to work on behalf of the members to promote the economic development of the area through various marketing, promotional, beautification and advocacy initiatives. As such, I am writing to you to express our support for the continuation of the Bute Robson Trial Plaza.

Since the launch of the pilot plaza on July 1st, it has been an active and vibrant public space enjoyed by the community from early in the morning to late at night. It has provided much needed public seating, as well as a place to gather and relax. The surrounding businesses have complemented the space well, many of which are open late at night, which has provided an increased perception of safety and community and also allowed the space to function with minimal programming.

This past summer provided optimal weather conditions that certainly contributed to and supported the popularity of the Bute Robson Trial Plaza. As we move into fall and winter, Vancouver's weather is less ideal for outdoor activities and keeping the space open during this time will provide important insight about its continued use and potential to be a permanent, year-round plaza.

While we support the plaza remaining open to pedestrians, there are a few issues that need to be addressed. Over the past few months, garbage left by visitors has been a significant challenge in the space and a plan for multiple daily cleanups is required, as is placement of proper garbage and recycling receptacles. Enhanced weather protection will also be needed that facilitates continued use of the space, but doesn't encourage undesirable activities.

Through a collaborative effort with the City of Vancouver, the RSBA is looking forward to developing a winter-friendly design and plan for the long-term success of the Bute Robson Trial Plaza.

Sincerely,

Teri Smith
Executive Director, RSBA

cc: Jennifer Sheel, Paul Krueger, Will Dunn

Robson Street Business Association
Suite 412-1155 Robson Street, Vancouver, B.C. V6E 1B5
T (604) 669.8132 F (604) 669.018

APPENDIX D: Active Transportation Policy Council – Motion of Support for Bute-Robson Plaza

The following motion was passed by the Active Transportation Policy Council on November 8, 2017.

Bute and Robson Streets Plaza

MOVED by Benjamin Bolliger

SECONDED by Lisa Slakov

WHEREAS

1. The Active Transportation Policy Council supports car-free, accessible spaces to increase opportunities for delightful active transportation;
2. The City of Vancouver has been piloting a car-free public plaza at Bute and Robson Streets over the summer of 2017;
3. The car-free design has resulted in the previously underused space being activated in all weather conditions, at various times of the day, by people of all ages and abilities, and various modes of active transportation.

THEREFORE BE IT RESOLVED

THAT the Active Transportation Policy Council urges City Council to make the temporary car-free public plaza at Bute and Robson Streets permanent; and

FURTHER THAT the permanent design and activation plan ensures accessibility, and that all modes of active transportation can use the space at as much and as often as feasible on a year-round basis, and in a variety of weather conditions.

CARRIED UNANIMOUSLY

APPENDIX E: Parklets and Curbside Patios

The *Transportation 2040* plan included direction to establish a parklet program to enable the community-initiated conversion of on-street parking into public spaces. VIVA tested this approach through a number of pilots in recent years, and in 2016 an official program was established.

Staff are continuing to identify opportunities to streamline and improve processes. In 2017, the City launched a 3-year pilot study to test new approaches to enable more public parklets and private patios, for example by using modular design elements, and enabling curbside patios that are away from the building. These measures will allow more restaurants to have patios, test innovative features to support a vibrant patio culture, and make better use of public space. The study will inform both the official Parklet Program and the Patio Review, also launched this year.

Specific locations implemented to date are highlighted in the table and map below. Business participation and site feasibility are crucial to a successful pilot and more conversions are expected in 2018.

# on map	Address	Sponsor	Name	Type	Install Date	Notes
1	3010 Main St	JJ Bean	Parallel Park	Parklet	2011	Damaged 2016 Replaced 2017 (#9 below)
2	1032 Robson	Café Crepe	Urban Pasture	Parklet	2012	Refurbished 2017
3	683 E 44 th Ave	South Hill BIA	Hot Tubs	Parklet	2012	Removed 2017 due to wear and tear
4	198 E 21 st Ave	BS AS Holdings Ltd.	French Quarter	Parklet	2014	Refurbished 2017
5	1938 Commercial Dr	Prado Café	Commercial Drive	Parklet	2014	Refurbished 2017
6	1926 W 4 th Ave	Rain or Shine	Sunny Slopes	Parklet	2015	Refurbished 2017
7	4288 Main St	Meet the Parklet	Meet on Main	Parklet	2017	
8	833 Bute St	Robson BIA		Pilot	2017	Parklet with modular platform Part of Bute-Robson Plaza
9	4241 Fraser St	Pizza Carano	Fraserhood	Parklet	2017	
10	3010 Main St	JJ Bean	JJ Bean	Pilot	2017	Uses modular elements; replaced #1
11	12 Powell St	Bao Down	Bao Down	Pilot	2017	Detached patio with no platform
12	151 Cambie St	Six Hundred Four	Six Hundred Four	Pilot	2017	Parklet with no platform Showcases local art
13	1168 Hamilton	Flying Pig	Flying Pig	Pilot	2017	Detached patio with platform Uses modular decking

