

Gastown Complete Streets Transportation Area Plan

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What's Happening in Gastown?

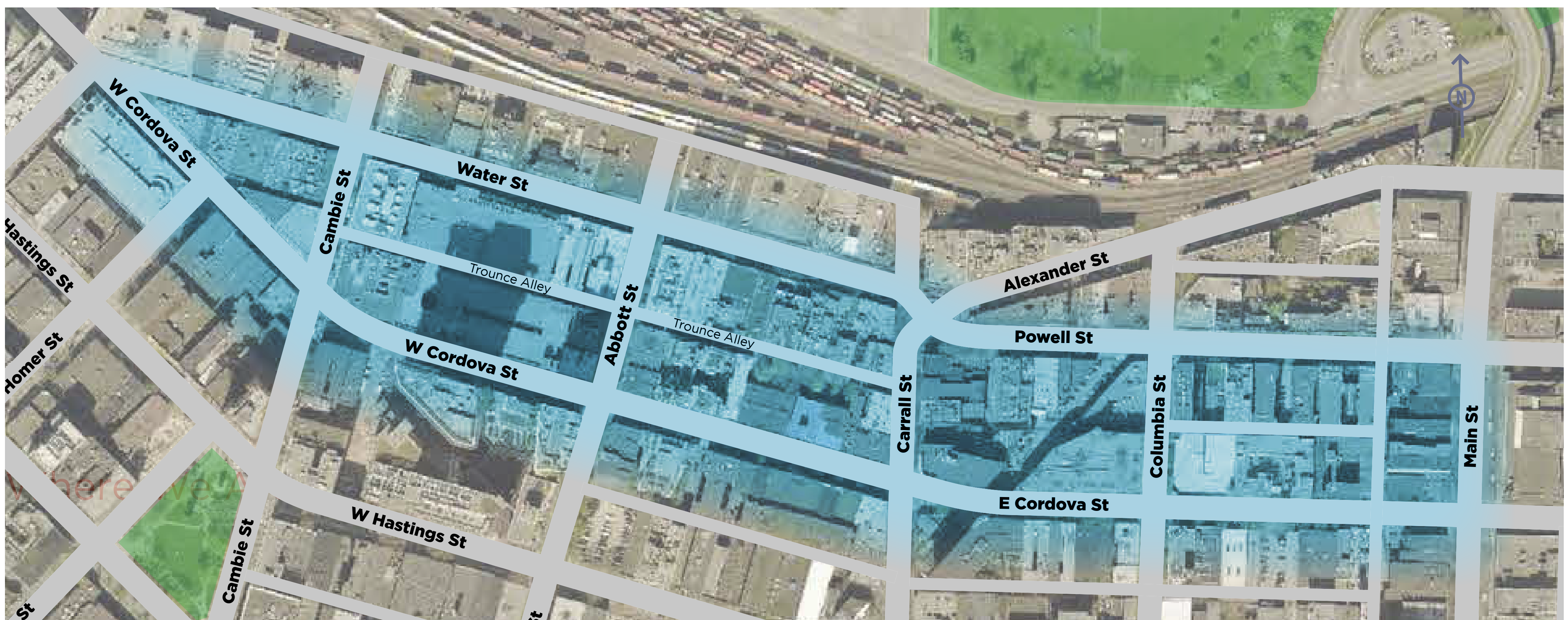


Gastown's streets require major repair. This means we have a once in a lifetime opportunity to holistically plan the area's streets.

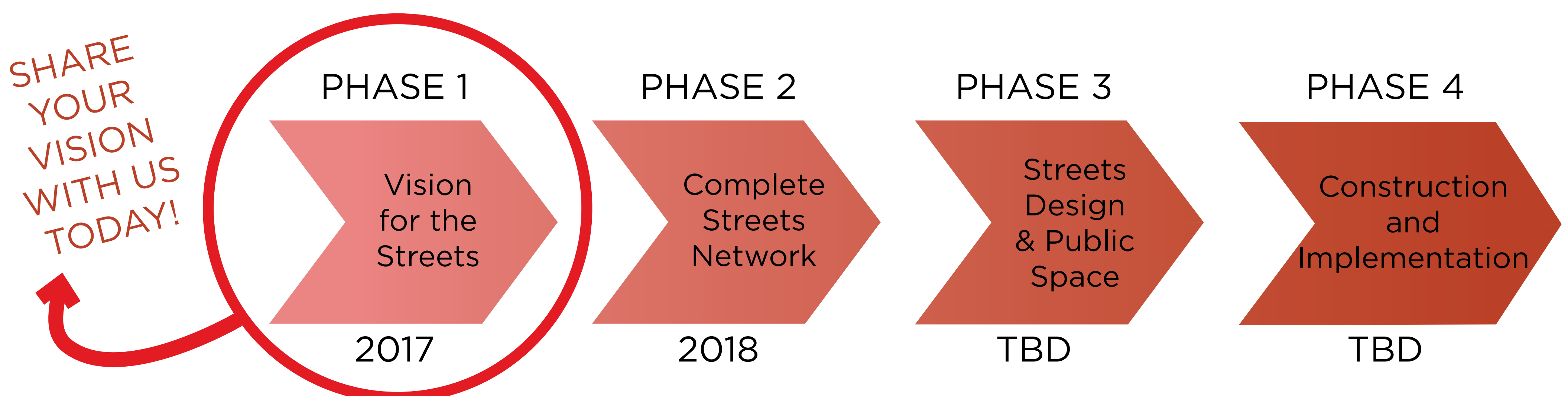


Following from the Transportation 2040 (2012) and the Downtown Eastside Plan (2013), come our four project goals:

- Explore Vancouver's first **car-light or pedestrian priority district**
- Address a major gap in the **all ages and abilities cycling network**
- **Enhance transit** service for bus and future streetcar
- Celebrate and **acknowledge Gastown's complex history** and work towards **reconciliation**



In **Phase 1**, we want to learn about your experience of Gastown's streets and develop a vision to guide the planning process.



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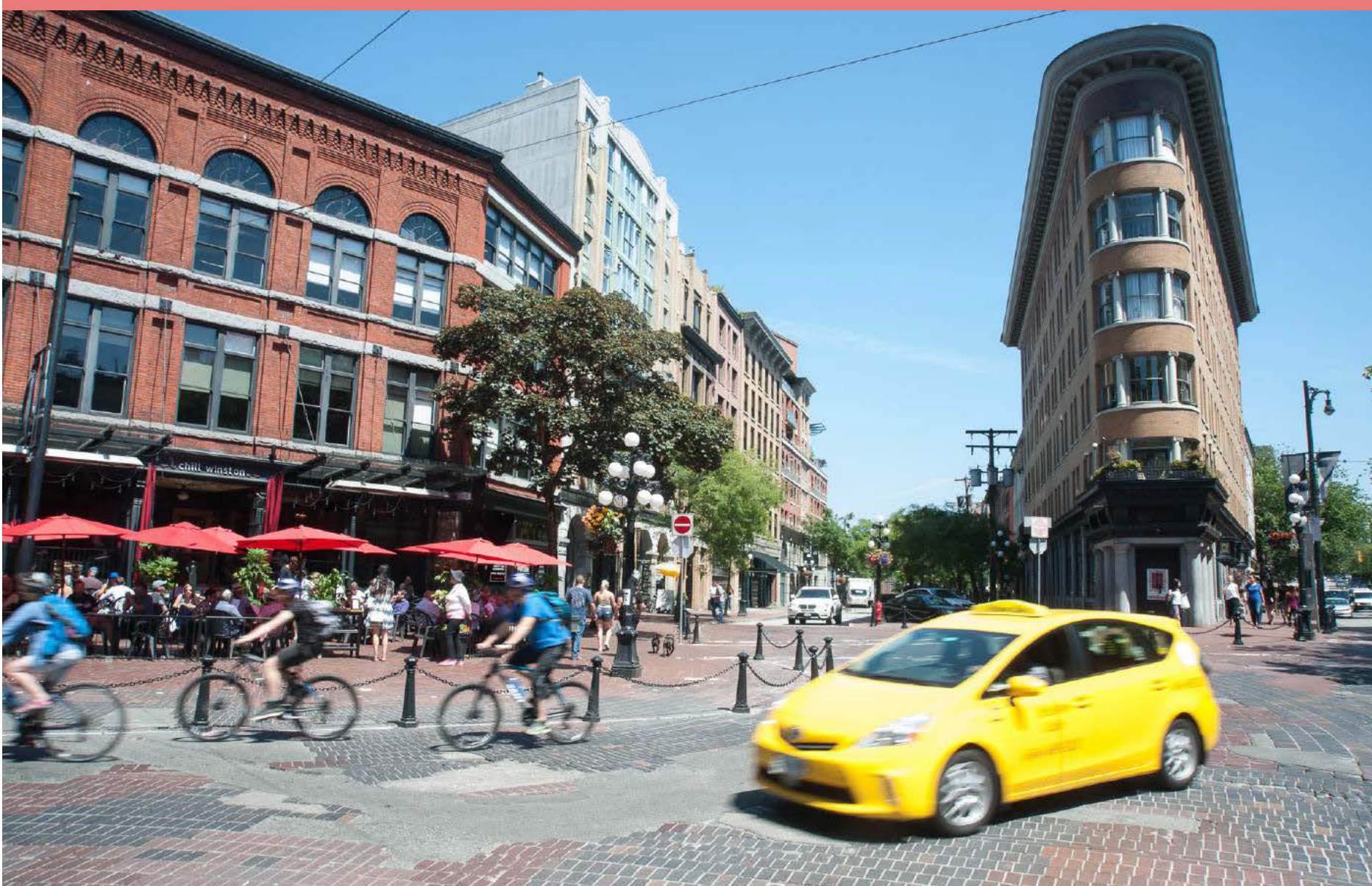
A Long History

Gastown is a beloved historic destination visited by thousands of locals and visitors every year. It is within the territory of the Musqueam, Squamish, and Tsleil-Waututh Nations and it is the birthplace of Vancouver.

It is a diverse, mixed-income neighbourhood with a vibrant business district and critical resources for some of Vancouver's most vulnerable residents.



Maple Tree Square Yesterday and Today



(1896 and 2017)

Gastown has also been at the centre of many of the city's defining moments: the Great Fire of 1886 when members of the Squamish nation paddled across the Burrard Inlet to rescue residents; neighbourhood protests in the 1960s over plans to build a freeway into the city; and the riot in 1971 between protesters and the police.

We aim to create a transportation area plan that acknowledges and respects the complex history of Gastown's streets.

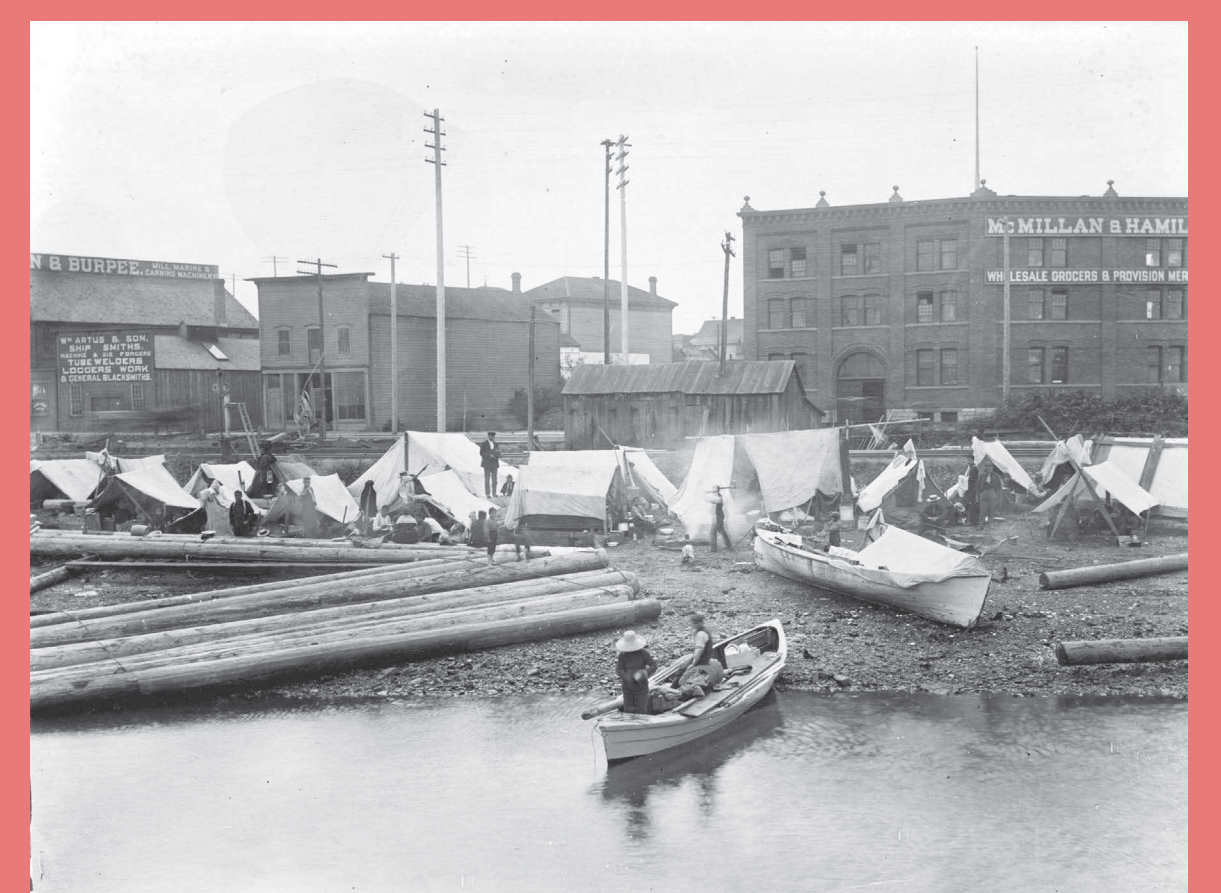
From the City of Vancouver Archives



First Nations canoe in Burrard Inlet (ca. 1898)



After the Great Fire, at Cordova Street and Carrall Street looking west (1886)



First Nations camp at foot of Alexander Street (ca. 1890)



Rioters at Woodward's Store during Powell Street Riots (1935)

Policy Context

The planning process for Gastown streets is informed by:



Transportation 2040 direction:

- Make two-thirds of all trips in Vancouver by foot, bike, and transit.
- Transition Water Street to a car-light or pedestrian priority street.
- Make cycling safe, convenient, comfortable, and fun for people of all ages and abilities



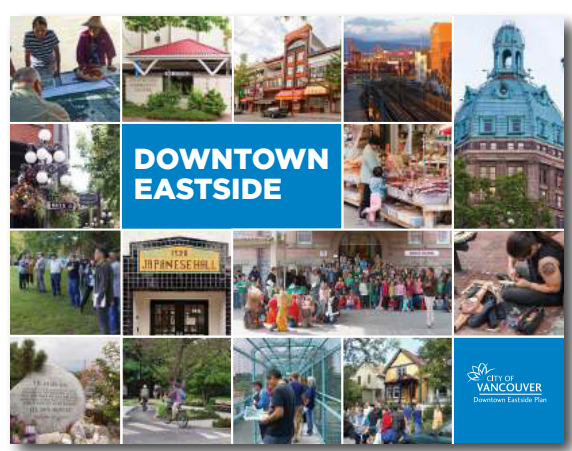
1974, COV Archives

National Historic Site character defining elements:

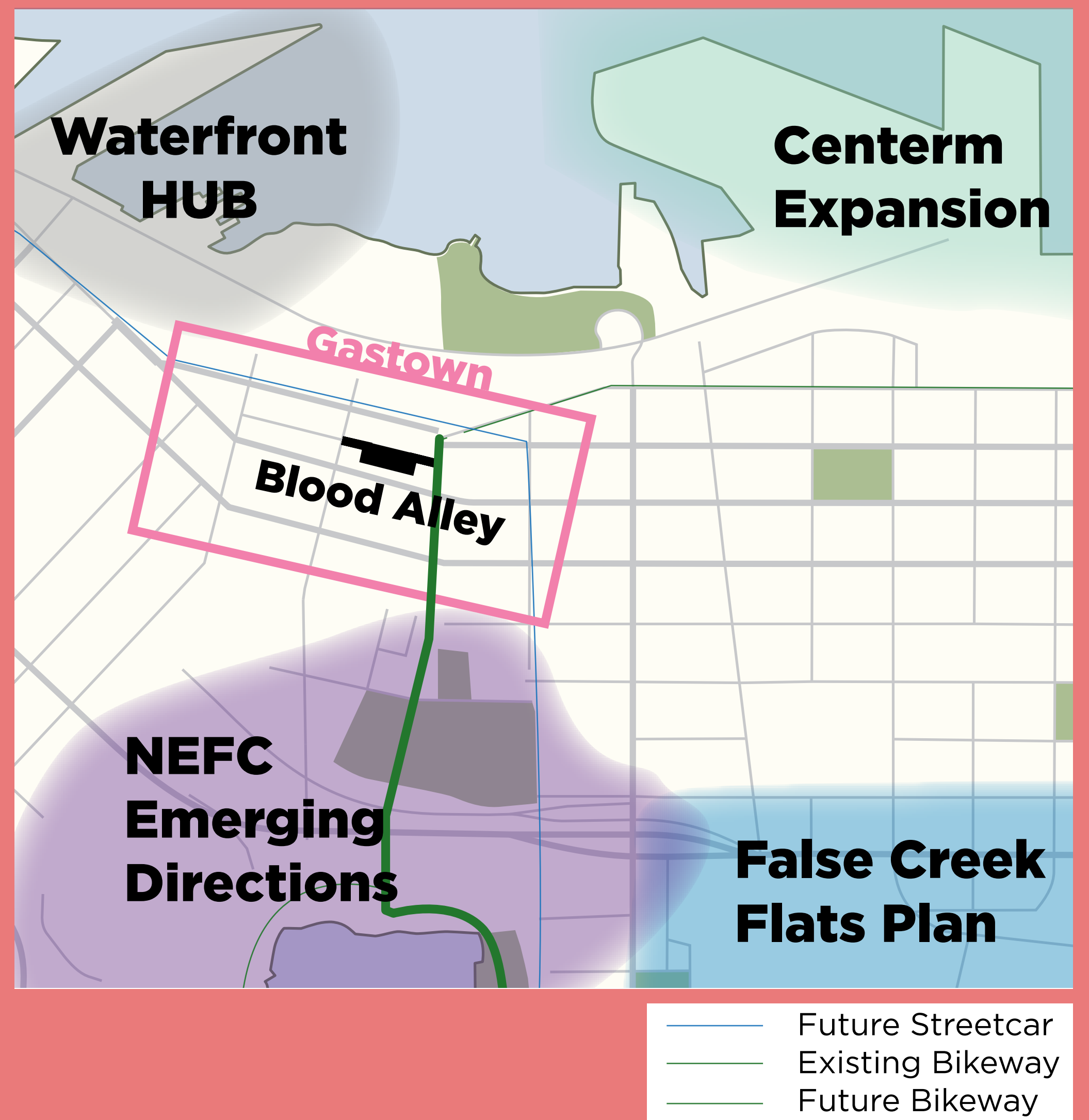
- Grid pattern and heritage lane elements like overhead wires
- Elements of 1880s-90s buildings
- Streetscape pieces like cobblestone paving, bollards, lamp fixtures, and "Gassy" Jack Deighton statue

Downtown Eastside Plan plans:

- Enhance the streetscape and public realm on Water Street
- Explore new walking and cycling routes along Water Street
- Support streetcar route along Cordova Street and Water Street
- Improve bus stops and passenger waiting areas



Planning for the future of Gastown will need to coordinate with other policies and projects:

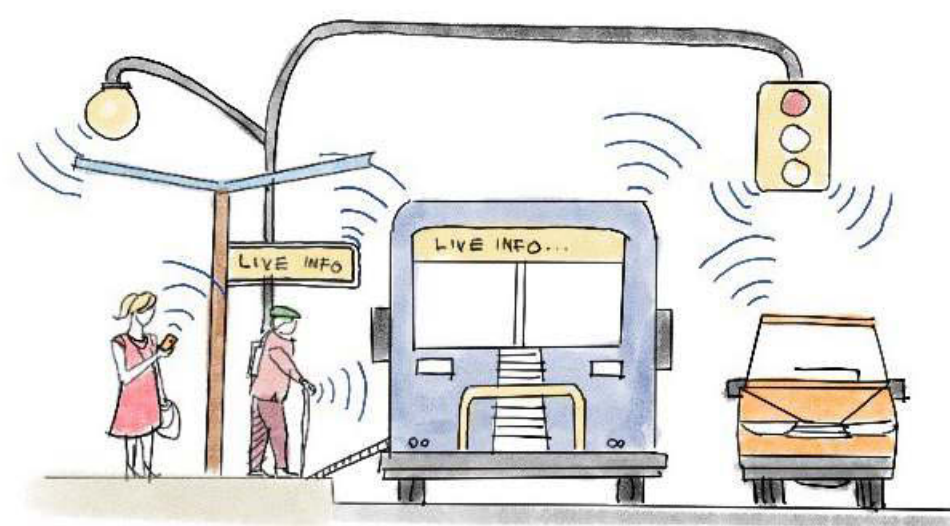


The Complete Streets Principles



Transportation

- Mobility
- Deliveries & Emergency
- Safety
- Curbside Management
- Accessibility
- All Users & Modes



Adaptable

- Flexible
- Smart
- Reliability



Placemaking

- Land use
- Vibrant
- Delightful
- Weather Protection
- Sociable
- Contextual



Green Infrastructure

- Storm-water Management
- Street Trees
- Habitat

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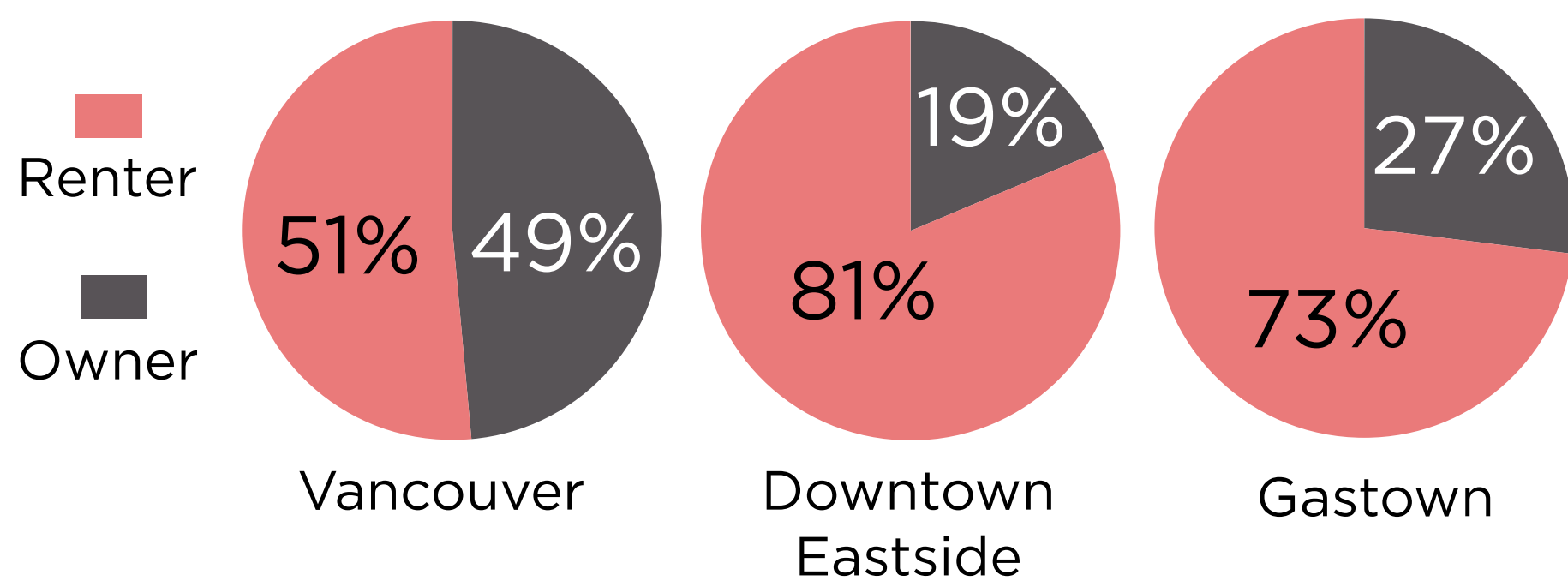
Diverse and Dynamic Community

Gastown is a diverse neighbourhood. Since Vancouver's early days, residents and businesses have maintained strong connections with nearby Downtown Eastside communities like **Chinatown**, **Powell Street (Japantown)** and **Hogan's Alley**.



1945, City of Vancouver Archives

Owners and Renters



Commercial Businesses

Gastown businesses get up early and stay up late providing a variety of services. Customers include community members, Vancouver residents, and international visitors.

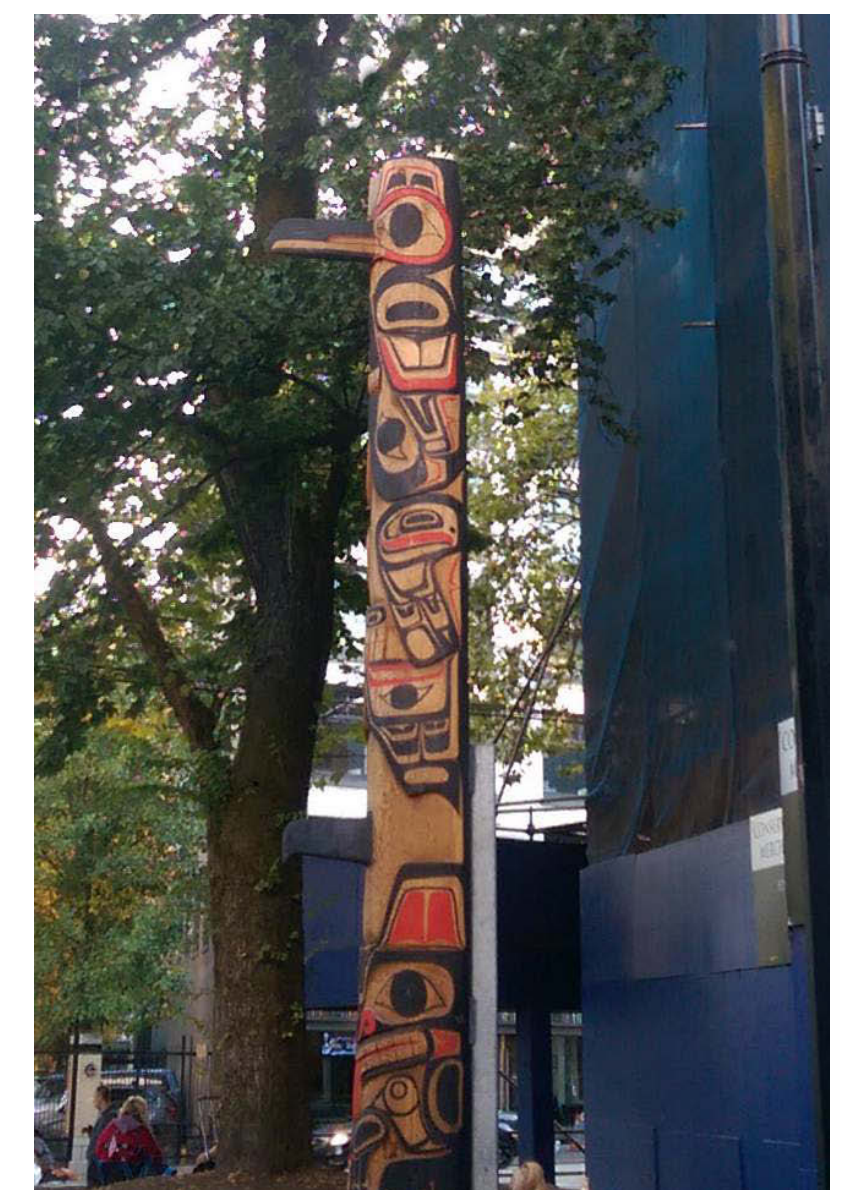
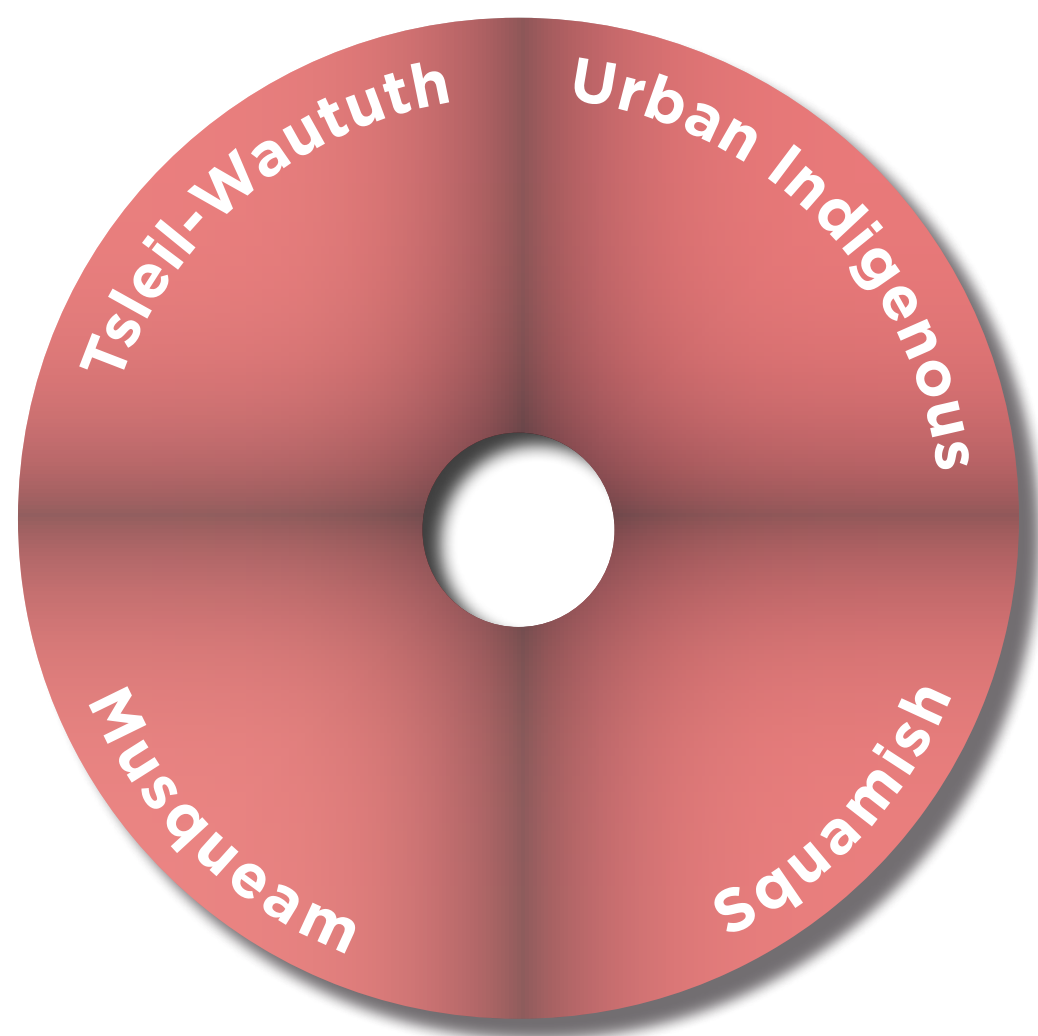


In Gastown, 29 Single Room Occupancy (SRO) buildings serve low-income residents.

City of Reconciliation

Coast Salish Territory

The Burrard Inlet has been home to Coast Salish nations since time immemorial. Gastown is located in the territory of the **Musqueam, Squamish, and Tseil-Waututh** nations. In 2016, **6% of Gastown's population identified as Indigenous.**¹ In 2017, 20% of Vancouver's sheltered and unsheltered homeless population identified as indigenous.²



¹2016 Census
²2017 MetroVan Homeless Count



Vancouver is a City of Reconciliation and has committed to **Council to Council** relationships with the three nations. The City of Reconciliation framework will guide **meaningful and continuous engagement and understanding** for this project. In other communities, the reconciliation has been included in urban redesigns through:

- indigenous place making projects
- street and space (re)naming
- indigenous design principles
- space for vendors
- community events
- ongoing public learning and dialogue

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Local Transit

Current Transit Routes



- Bus Route
 - Rapid Transit Route
- Transit Routes**
- 3 Downtown/Main
 - 4 Powell/Downtown/UBC
 - 7 Nanaimo Station/Dunbar
 - 8 Fraser/Downtown
 - 14 Hastings/UBC
 - 16 29th Avenue Station/Arbutus
 - 17 Oak/Downtown
 - 20 Victoria/Downtown
 - 50 Waterfront/False Creek South
 - 95 SFU/Burrard Station (B-Line)
 - 209 Upper Lynn Valley/Vancouver
 - 210 Upper Lynn Valley/Vancouver
 - 211 Seymour/Phibbs Exchange/Vancouver
 - 214 Seymour/Phibbs Exchange/Vancouver

Future Streetcar and Transportation

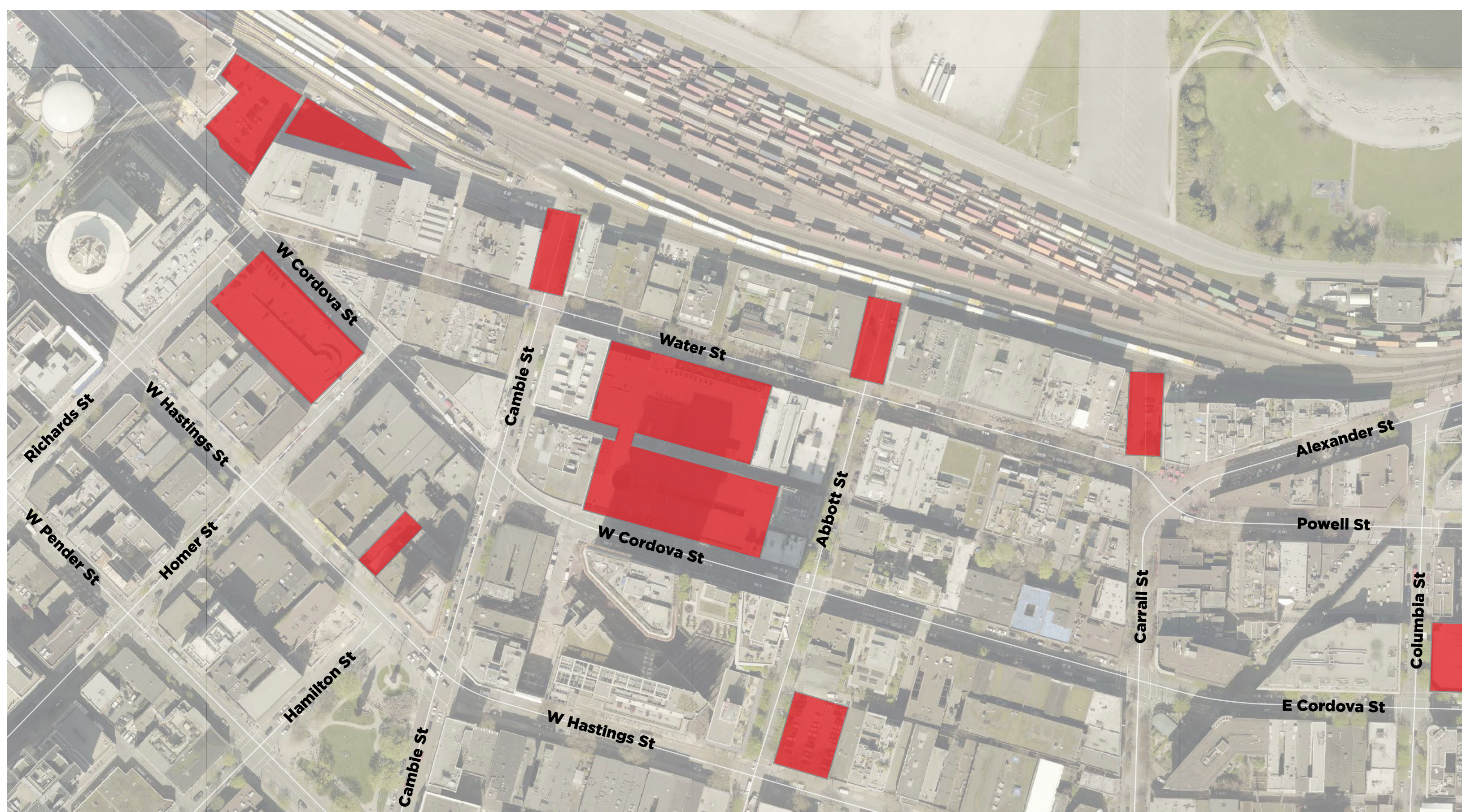


The Downtown Eastside Plan directs the City to improve transit in the area. In addition to enhancing bus transit in the area, this project reserve space for a possible **streetcar**. If a street becomes car-free, the streetcar could potentially still travel along the street.

New **autonomous, connected, electric** and **shared vehicle** technology may change our infrastructure needs. In addition to being response to current conditions, the future should also be considered.

Current Parking Conditions

Publically Accessible Street Level Parking



In addition to meter parking, locations for visitor parking are spread throughout Gastown

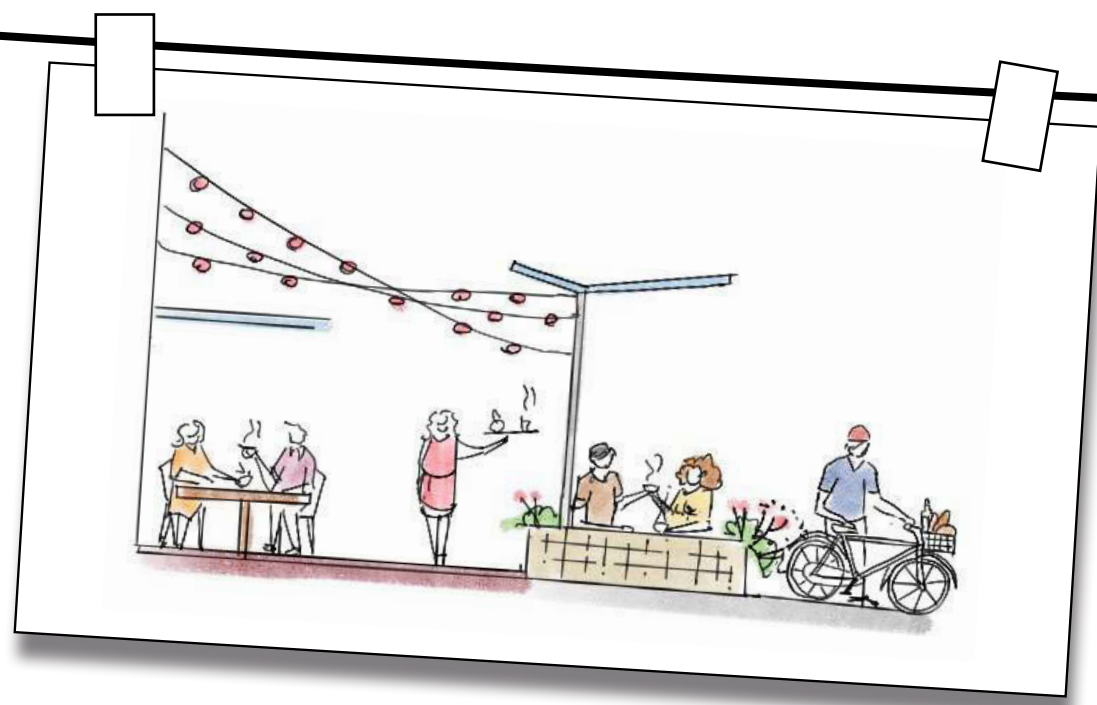
■ Current Parking Hubs

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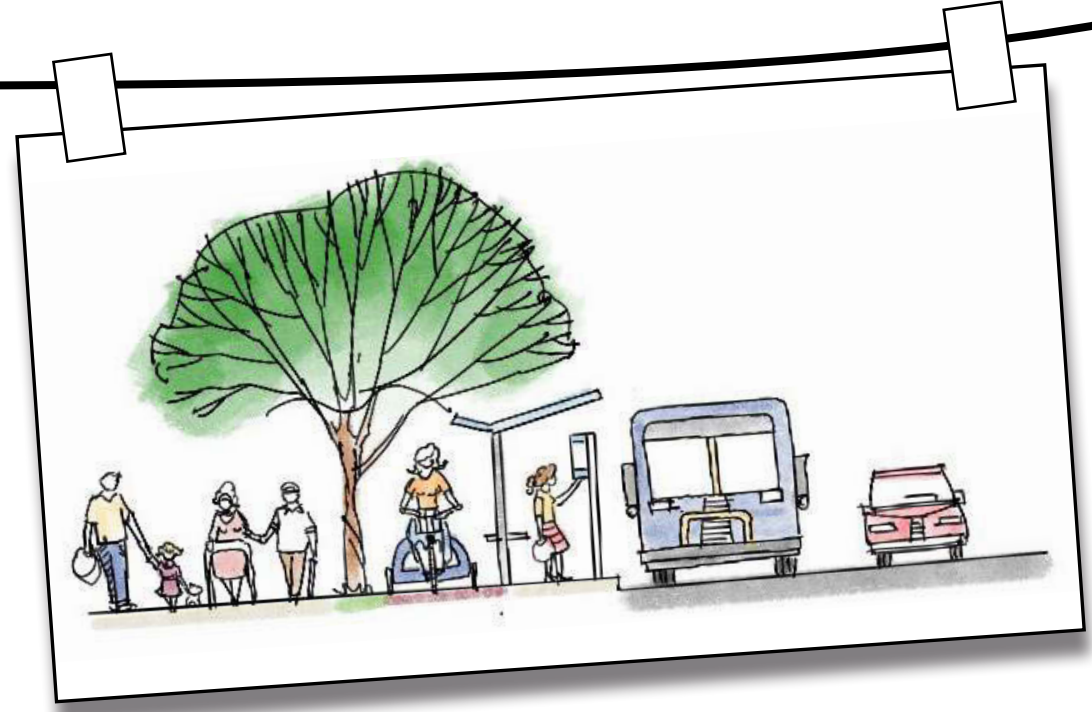
Conversations in the Streets

We asked visitors and residents how they experience and travel Gastown's streets. We heard:

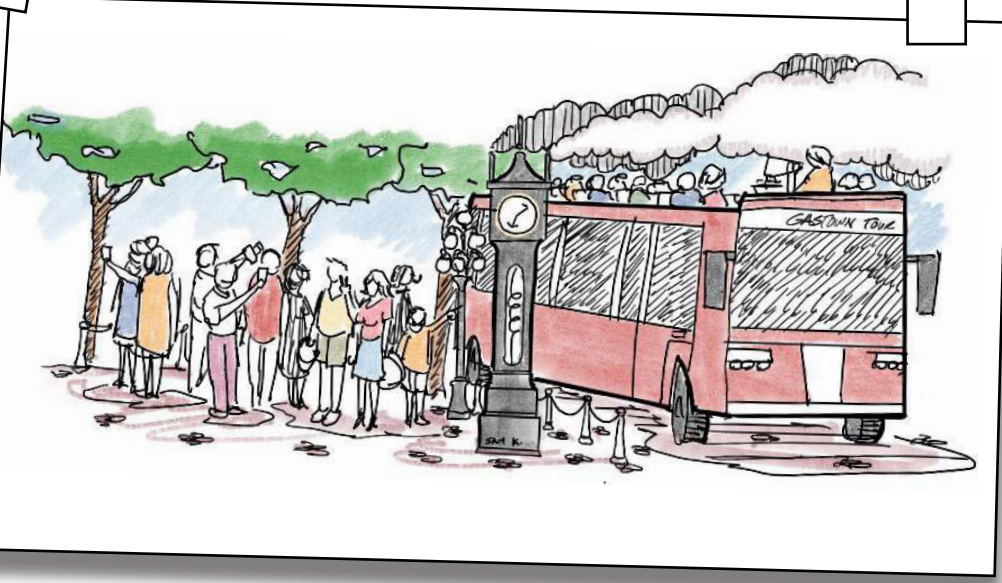


I like the idea of a pedestrian area on Water St. I worry a lot about being pushed out of the neighbourhood and the City.

The roads and sidewalks need repair - it isn't comfortable for walking.

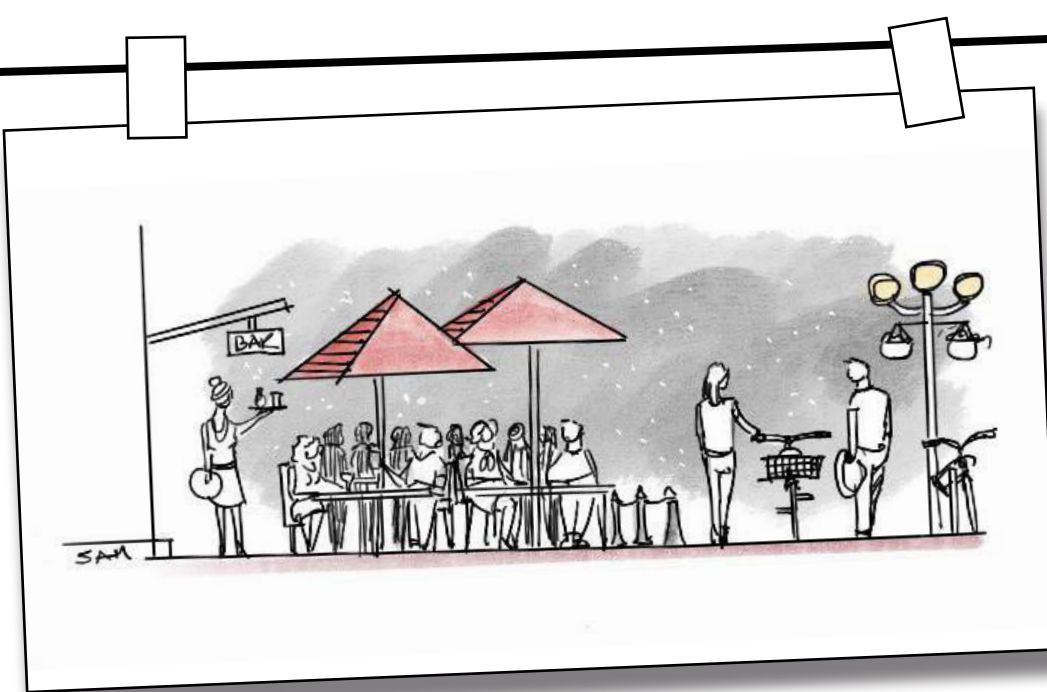


My most special memories of Gastown are in the fall and winter, at night when the cobblestones are wet and reflect the string lights, shops and all the movement and strolling on Water Street.



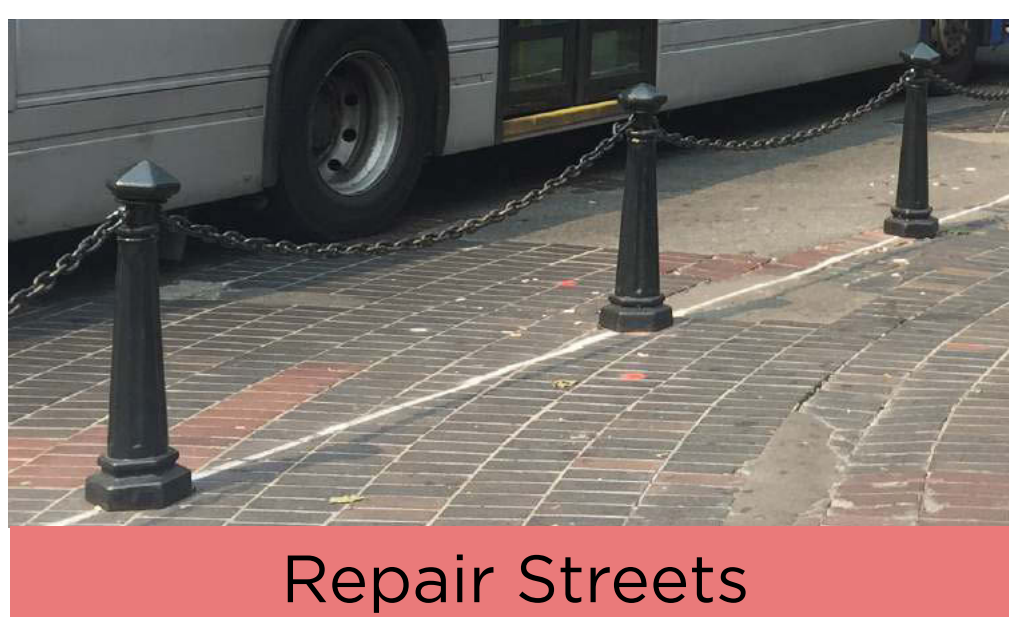
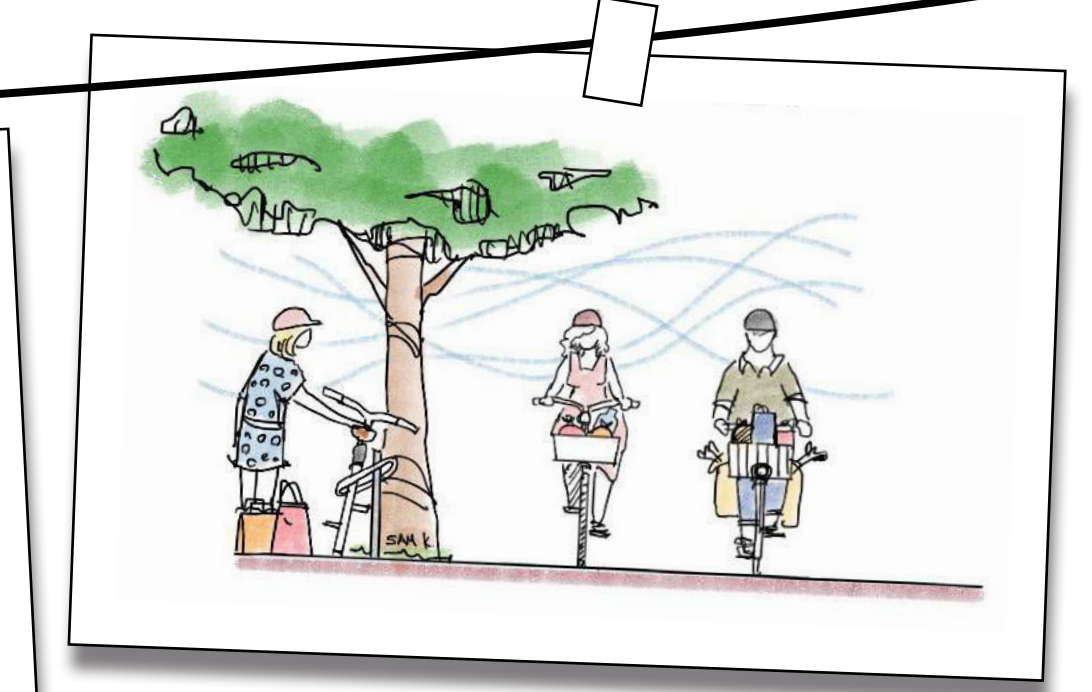
We see how often a single car having trouble turning or trucks stopping can back up traffic quite far. We see a lot of road rage in the area, people even get out of their vehicles and they often involve pedestrians and cyclists as well.

I think small spaces like Jim Deva plaza are great, where people can really hang out. I think laneways could be these kind of spaces in Gastown.



I like the idea of a pedestrianized Water Street and I love the cobblestones. I don't like the delivery trucks and refrigerators making noise in my apartment.

I have lived here for 20 years and I like the idea of car-light. I don't walk down Water St. in the summer because it is too crowded.



Repair Streets



Improve Cycling Connections



Improve Accessibility



Improve Walking Safety



Keep Community Spaces



Maintain Heritage Character



Keep Alleys Active

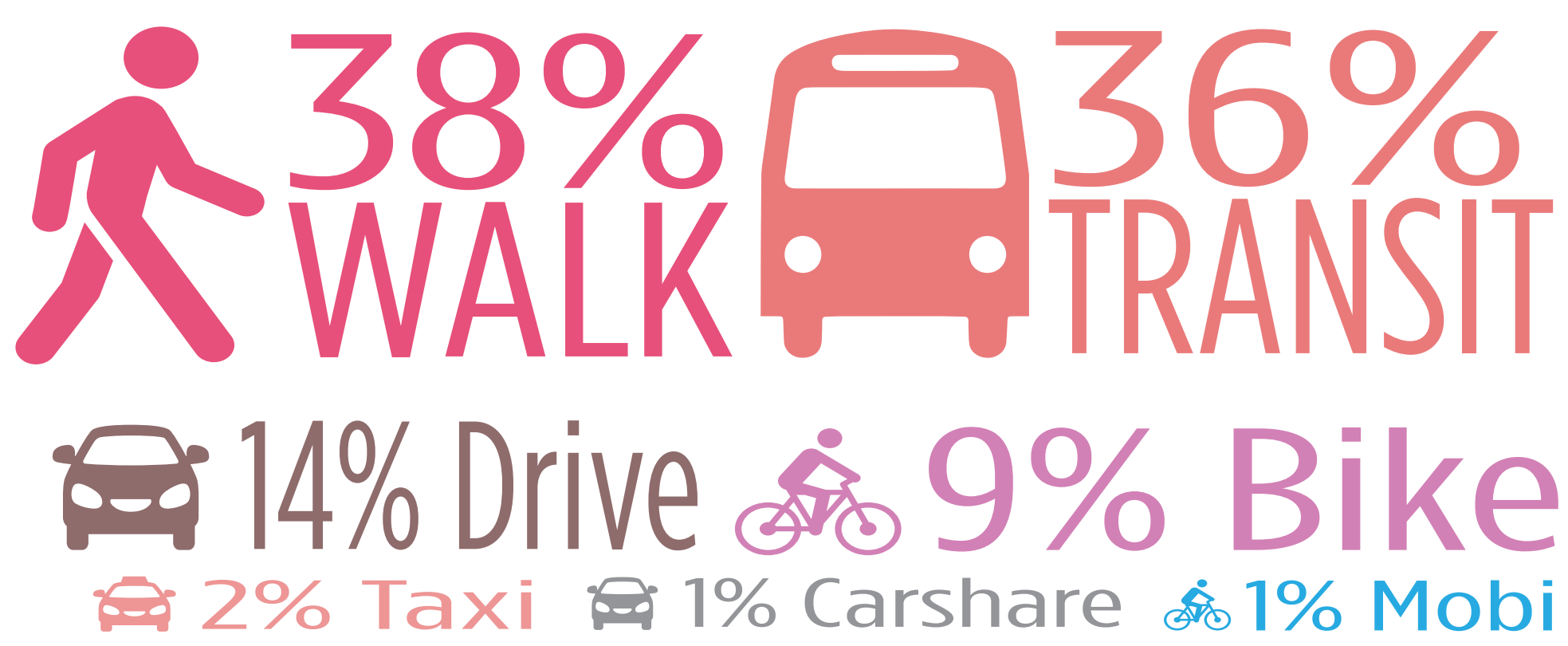


Reduce Vehicle Noise

Keeping Gastown Moving

In an independent intercept survey this August, visitors to Gastown let us know about their experiences:

Arrive By...



84% of visitors travel to Gastown using sustainable modes.

Go to...



- **69%** of Gastown & Strathcona residents walk to Gastown
- **80%** of visitors to Gastown felt comfortable walking through the area
- Only **60%** feel comfortable walking through the area with a child or senior



24% of visitors also came to hang-out and people-watch.

The majority of visits happen in the afternoon (**28%**) or evening (**20%**).



10% of those surveyed were traveling through Gastown to another destination.



- **46%** of Vancouver residents have cycled through Gastown
- **20%** of those that have not cycled, feel too unsafe or uncomfortable



- Transit is the most popular way (**37%**) for Metro Vancouver residents to travel to Gastown
- City of Vancouver residents living furthest from Gastown were the most likely to take transit (**45-59%**).

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Access + Inviting Spaces

 Help us find the balance for Gastown...



MOVEMENT + GATHERING + RECONCILIATION + HERITAGE + COMMUNITY
CYCLING + BUSINESS ACCESS + ACCESSIBILITY + WALKING + RESIDENTS + TRANSIT + SUN
PUBLIC SPACE + TOURISTS + DELIVERY + REPAIR ROADS + PARKING + ALLEY + COASTSALISH + TRAVEL THROUGH
LATE NIGHTS + SAFETY + RAIN + PAST + RENTERS + EARLY MORNINGS + BLOOD ALLEY + WATER + OWNERS + SERVICES
FUTURE + VISITING + COFFEE + PLACE MAKING + TOUR BUS + PATIOS + OWNERS + MAPLE TREE SQUARE + SHOPPING + MOBI + LIVING + WASTE COLLECTION + CELEBRATE
HORSE & CARRIAGE + POWELL + BUSKING + EV CHARGING + HANGING OUT + STREETCAR + CONNECT + FAMILIES + NOISE + TROUNCE ALLEY + PRESENT + CAR-LIGHT + STEAM CLOCK + UNCEDED LAND + BOLLARDS
HIGH HEELS + GASSY JACK + TRANSPORTATION 2040 + SINGLE ROOM OCCUPANCY + SERVICES + LOCAL BREWS + RESILIENCY + UTILITIES + TRAVELING THROUGH + TAXI + CARSHARE + GROCERIES + OVERHEAD WIRES + STROLLERS + ROMANCE

...and where it fits in.



Gastown Complete Streets Transportation Area Plan

Making People a Priority

We want to make Gastown streets more inviting for people to walk, cycle and hang out, while still maintaining access to homes and businesses. To do this, we are exploring the possibility of 'car-light' areas in Gastown.

What car-light looks like in Gastown will depend on our collective vision for the streets. Here are some examples of how car-light has been achieved in other cities.

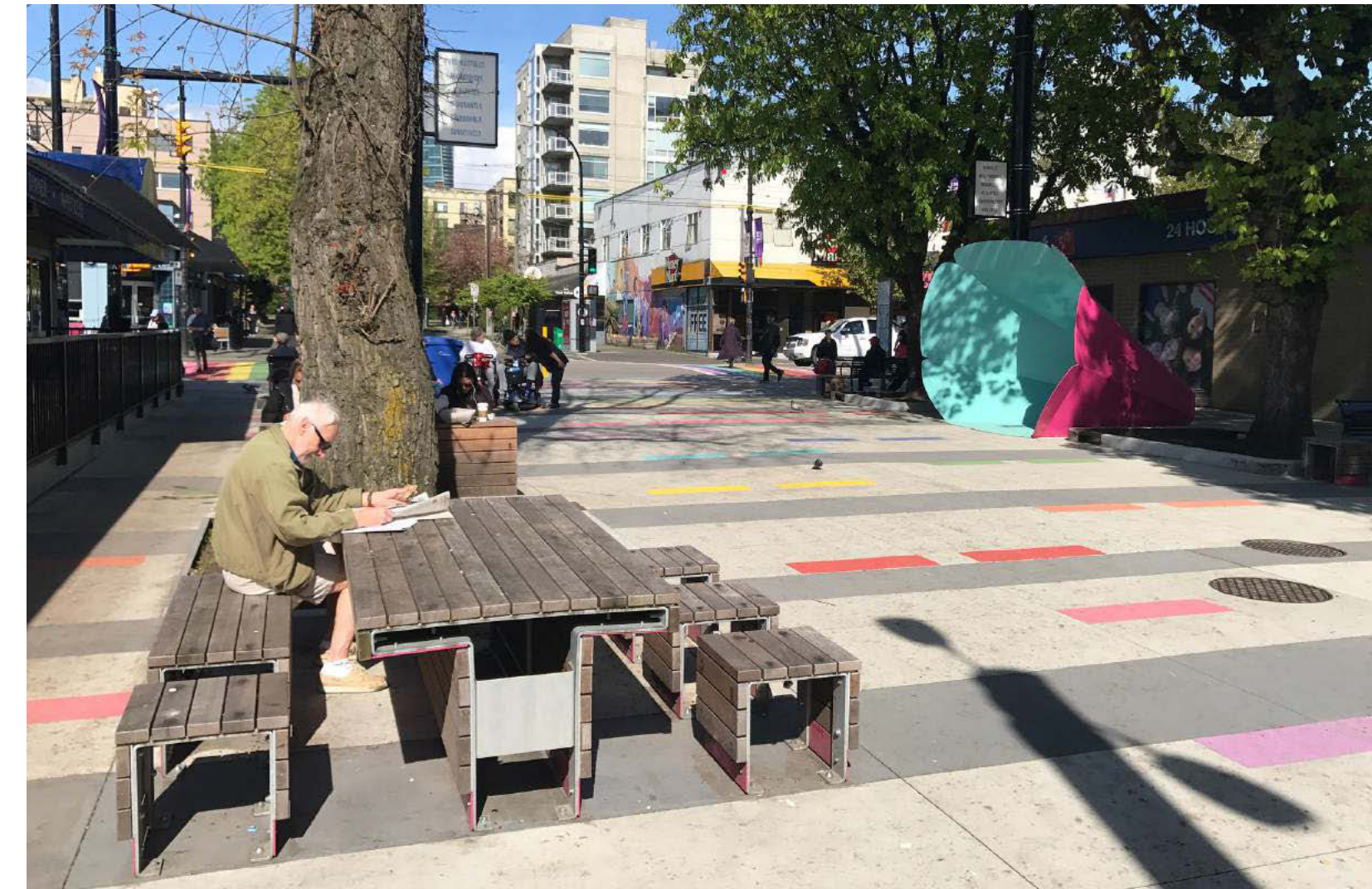


City Centre, Freiburg



After heavy bombing during WWII, Freiburg repaved its city centre with natural stone to maintain character while improving accessibility.

- 'Little streams' add character
- People **walking and cycling** share space
- Slow **streetcars** move people to and from the area
- Vehicles for **deliveries and street maintenance** outside peak times



Jim Deva Plaza, Vancouver



This plaza in the West End is closed to traffic and provides a community space for people to gather and hold events.

- People **walking and cycling** share space
- Movable street furniture and a space for buskers
- **Transit, deliveries and maintenance** on adjacent streets



Götgatsbacken, Stockholm



This is a historic street in Stockholm, which was recently made car-light.

- People **walking and cycling** share space
- **Transit** is nearby or underground
- Vehicles for **deliveries and maintenance** allowed from 11pm to 11am



Strædet, Copenhagen



New Road, Brighton



Gothenburg, Sweden



Attribution: Goran Höglund (Top) & Magnus (Bottom)

This street is more relaxed than the parallel car-free street Strøget. Patios and planters spill into the streets, and the street design encourages slow speeds.

- People **walking, cycling and driving** all share space at slow speeds
- **Transit** is nearby
- **Vehicles** traveling through to another destination are discouraged

Previously a back alley, Brighton changed pavement materials and added street furniture to make this a more people-friendly space.

- People **walking, cycling and driving** all share space at slow speeds
- **Transit** is nearby
- **Vehicles** traveling through to another destination are discouraged

Gothenburg has a small central district that is car-light. To maintain deliveries to businesses, the city has developed an innovative delivery-pool system.

- People **walking and cycling** share space
- Transit **nearby** or underground
- **Electric vans and cargo bikes** for day deliveries
- **Large service vehicles** at night

Tell us what car-light streets in Gastown should look and feel like.

Achieving All Ages and Abilities in Many Ways

All ages and abilities (AAA) routes make cycling **safe, convenient, comfortable and fun** for all ages and abilities including families with children, seniors and new riders.



Mixed traffic with low volumes



Separated path on a busy street



Shared space



Tell us what all ages and abilities cycling connections in Gastown should look and feel like.