
CITY OF VANCOUVER
COVID-19
MAKING STREETS FOR PEOPLE
UPDATE
Oct 6th, 2020
2 Powell



Update

Pandemic

Mobility Response

Public Life Response

Temporary Patios

Pandemic



PANDEMIC IMPACTS

Social and Health

- City-wide demand for more public space to support physical distancing and social connection
- Acute need in disproportionality impacted communities like the DTES
- Many community services need more space to continue to serve people



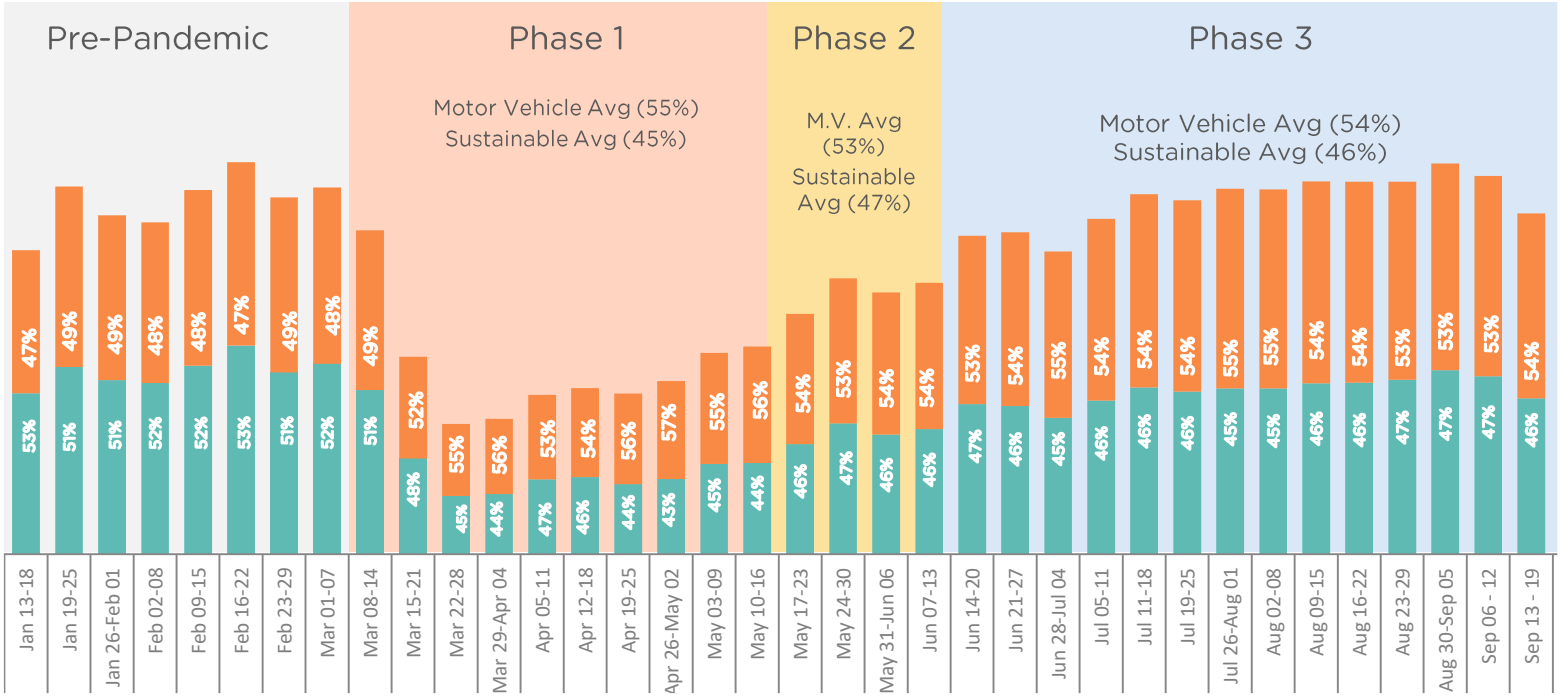
PANDEMIC IMPACTS

Local Businesses

- Closures
- Decreased revenues
- New operating procedures



Transportation Patterns in Vancouver



In Fall 2019, sustainable mode share was 54% and motor vehicle mode share was 46%.

Sustainable Modes Motor Vehicles

Source: City of Vancouver 2020

RESPONSE

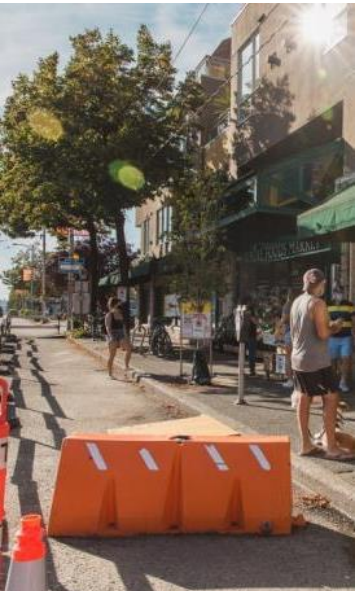
Council directed staff to be bold

- Flexible, Innovative and Expedited Patio Permitting (May 13)
- Alcohol Consumption in Public Spaces Pilot (July 29)
- Reallocate road space to people-focused public space (May 27)
  - Enable safe, shared street use for all modes
  - Support safe physical distancing
  - Create public spaces accessible to all, not only paying customers of surrounding businesses
  - Collaborate with DTES service providers, residents and businesses
  - Implement prioritization for bus transit
  - Long-term 11% road space reallocation target

Mobility Response & Recovery

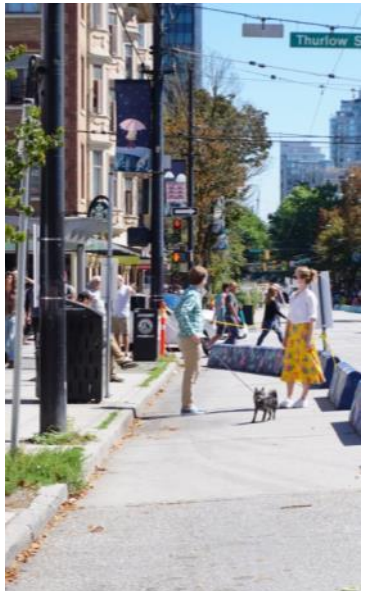
ROOM TO QUEUE

16 SITES



WIDEN SIDEWALKS

ROBSON ST



BEACH AVENUE

2 KM



SLOW STREETS

40+ KM



TRANSIT PRIORITY

4 CORRIDORS



Local Business & Public Life Recovery

SOCIAL SERVICES PARKLETS

10 SITES



POP-UP PLAZAS

11 SITES



PUBLIC ALCOHOL PILOT

4 SITES



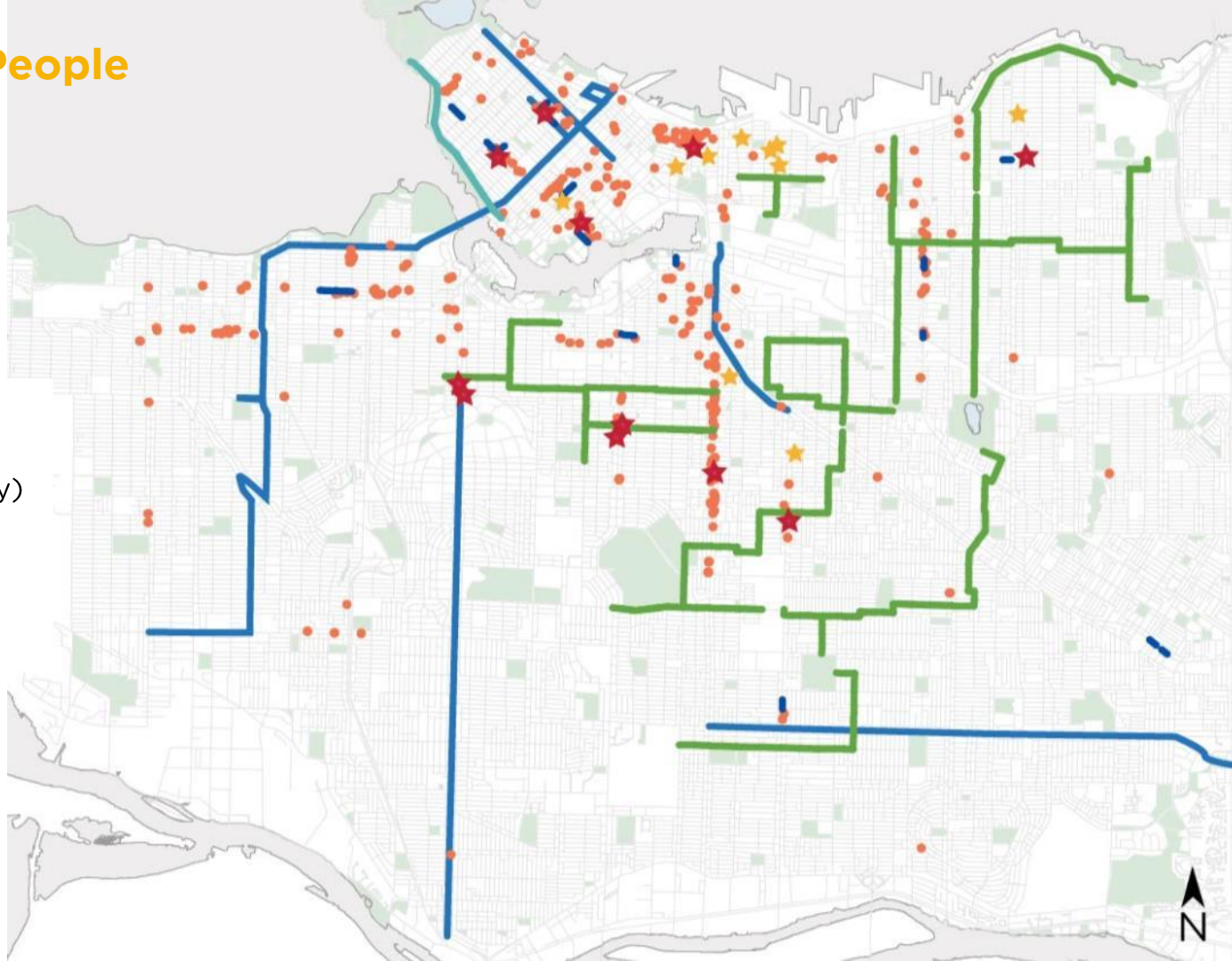
TEMPORARY PATIOS

400+ SITES



Making Streets for People

Locations



Making Streets for People

Cost to Date Summary

Program	Cost to Date ($)*
Slow Streets	80,000
Beach Avenue	210,000
Room to Queue and Social Service Parklets	90,000
Pop-Up Plazas and Robson St. Upgrades	155,000
Public Alcohol Pilot	6,000
Traffic Management Materials	350,000
Total Cost to Date	**891,000**

*Excludes some staff time, some costs from external partners for materials, and cost for removal.

Program	TransLink Funding ($)
Transit Priority (Implementation Underway)	345,000

PROCESS

Tactical Approach

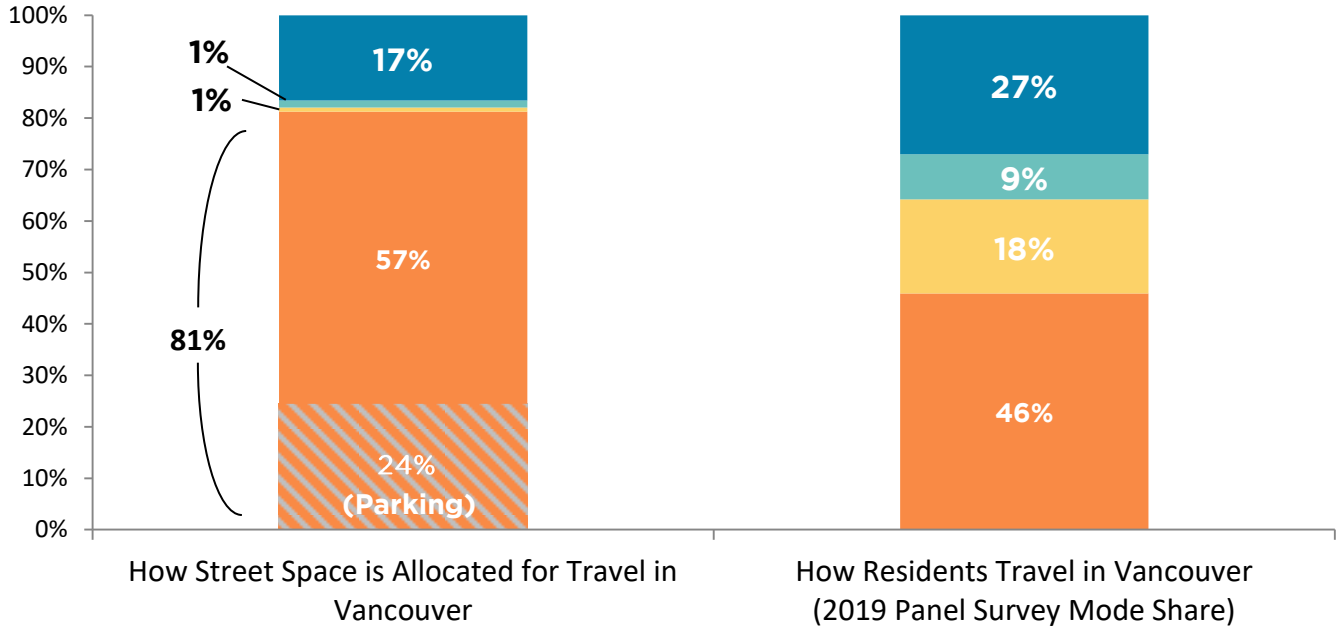
- Try, learn, respond, iterate
- Work with public life and mobility partners on implementation and stewardship:
  - BIAs
  - Individual Businesses
  - Community Organizations



Moving Forward

Sustainable Modes Share of the Road Space

The Climate Emergency Action Plan will recommend further sustainable transportation actions that work toward the long term 11% Road Space Reallocation Target.



* The 81% portion of the traversable street dedication is shared between multiple vehicle modes including goods movement and service vehicles, as well as vehicle parking space. The shared use portions of transit and bike mode, are also captured here. The account includes laneways.

Moving forward

Long-term Re-purposing of Road Space

Climate Emergency Action Plan



Vancouver Plan





ENGAGEMENT

How We Are Learning

- Surveys on ShapeYourCity.ca
- 3-1-1 and VanConnect
- Monitoring
- Advisory Committees
- Stakeholder meetings





ENGAGEMENT
Online

> *I love walking but crowded sidewalks are uncomfortable. More space for people make shopping, walking, talking, everything more enjoyable*



Making Streets for People Survey

3322 Responses

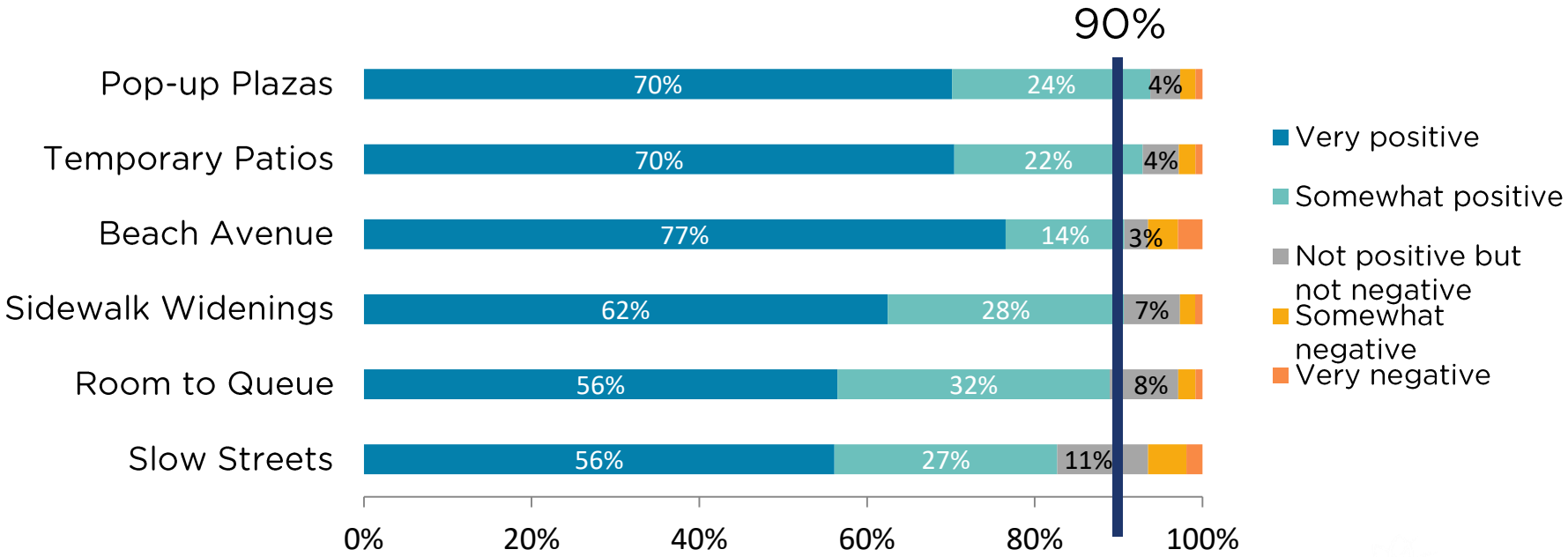


Surveys for individual projects:

- Pop-up Plazas
- Slow Streets
- Alcohol Consumption in public spaces pilot
- Beach Avenue (Room to Move)

What We Learned

Overall, how was your experience using these programs and spaces?



What We Learned

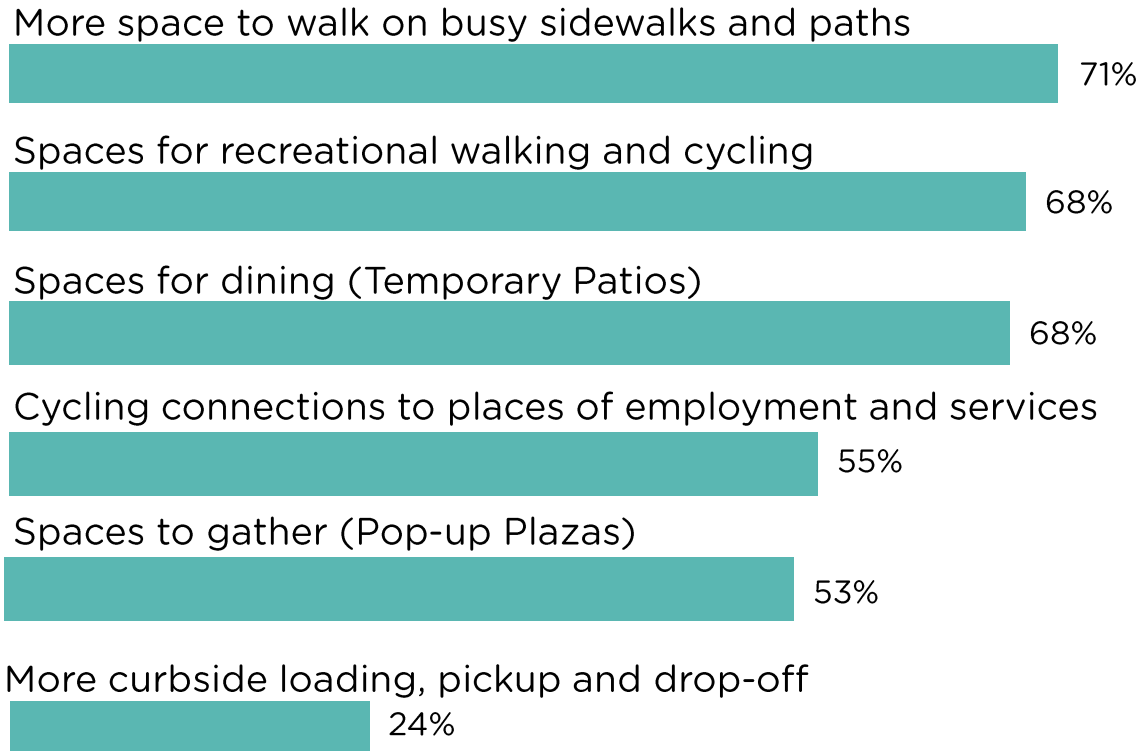
How did these programs impact your ability to move around and connect socially outside?

- Most people (84%) felt the public life and mobility response programs made it easier for them to move around, some (9%) felt there was no change, and for others (7%) the programs made it worse

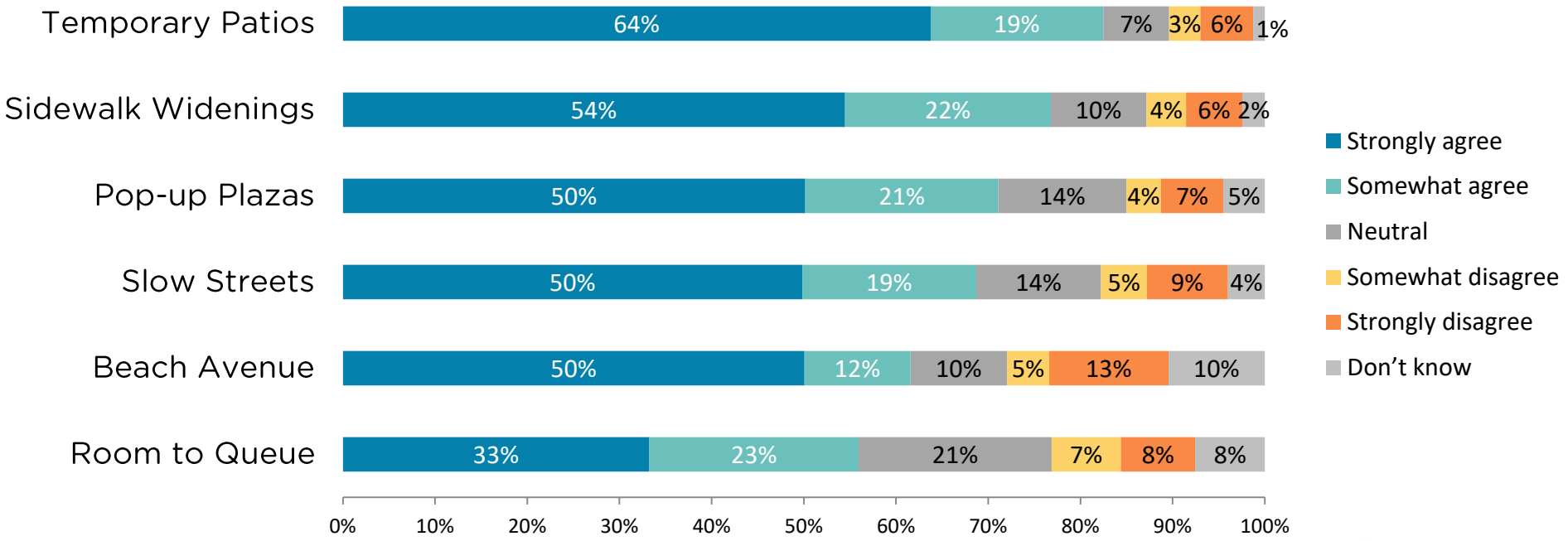
Were these programs successful?

- Most people (77%) felt the public life and mobility response programs were successful, whereas 5% found them unsuccessful

Thinking about longer term re-purposing of road space, what would you like to see more of, if any?



Overall, do you agree or disagree with continuing these public life and mobility programs on a longer-term basis beyond the COVID-19 pandemic?



Engagement

Who we heard from

Over-representation

- People living downtown and in the north/west and north/east areas of the city
- People of European ethnicity (75% vs 48% census)
- People with higher incomes ($80 – 150K plus)
- 30 – 65 + years of age

Under-representation

- South Vancouver residents
- People of Asian ethnicity
- Those with incomes under 60K, especially those with incomes under 40K
- People under the age of 29, especially those 19 and younger

Next Steps

Mobility & Public Life

Moving forward, improve programs by building better partnerships with:

- Racialized communities
- People with disabilities
- People living with homelessness
- People with lower incomes
- Gender diverse people and LGBTQIA2S+ people



What we heard

What people liked:

- More room for physical distancing
- Opportunities to gather outside with friends and family
- Space for exercise
- Space for kids to play
- Opportunity to safely access businesses and services
- Brings streets to life
- Creates more space to walk and pass each other on the sidewalk

"It's amazing to see the patios popping up and showing creativity decorating them. It adds charm to the city, and an experience that we haven't had before. An improvement to consider every summer!"

"Walking is the best exercise - wider sidewalks make it easier to enjoy walking."

"So widening the sidewalk and reducing road space is a win to me. Makes being a pedestrian much more enjoyable and less stressful. You can be much further away from the nearest passing car."

What we heard

How we can improve:

- Create better separation between people cycling and people walking
- Provide more education on how initiatives should be used
- Provide more of a buffer between patios and busy streets
- Remove obstacles on the sidewalks like sandwich boards
- Reduce Slow Streets vehicle volumes
- Manage vehicle congestion
- Remove less parking

"I live on a 'slow street' and I think it's great conceptually, but those little barriers aren't stopping cars from driving way over the speed limit - it happens daily."

"There needs to more assertive traffic calming and I think there needs to be dedicated space for people that is separated from cars."

Good idea however I don't like that I have to use part of the roadway. I don't feel safe with just a fence. Please install better safety features.



Mobility Response

- Room to Queue
- Beach Avenue
- Slow Streets
- Transit Priority

Room to Queue



Room to Queue

What We Did

- Widened sidewalks in front of essential services
- Created area for passing or queuing by cordoning off the curb lane
- Installed 16 across the city
- Highest use between April-May

Next Steps:

- Work with businesses to assess how much longer these spaces are needed



Before



After

City Avenue Market, Commercial Drive

Room to Queue

What We Heard

- Most people felt that Room-to-Queue **improved their ability** to safely navigate sidewalks and wait in line
- Many people felt **it helped them feel more comfortable** supporting local businesses
- Many people felt that while this was necessary during the pandemic, it **would not need to continue**
- Some people felt that it is **not always accessible** for people with disabilities and seniors and they are not weather protected



"Warranted for pandemic, should end it slowly though."

"These spots are probably great candidates for widening sidewalks in the future."

"Helps me feel safe by socially distancing from others and creates expectations for those that don't like to socially distance.."

Beach Avenue (Room to Move)



Beach Avenue

What We Did

- Installed a 2km cycling path on Beach Avenue to complement Stanley Park temporary infrastructure
- Created more space along the seawall for people walking and using mobility aids
- Built Vancouver's busiest summer bike route with an average of 8,000 trips per day



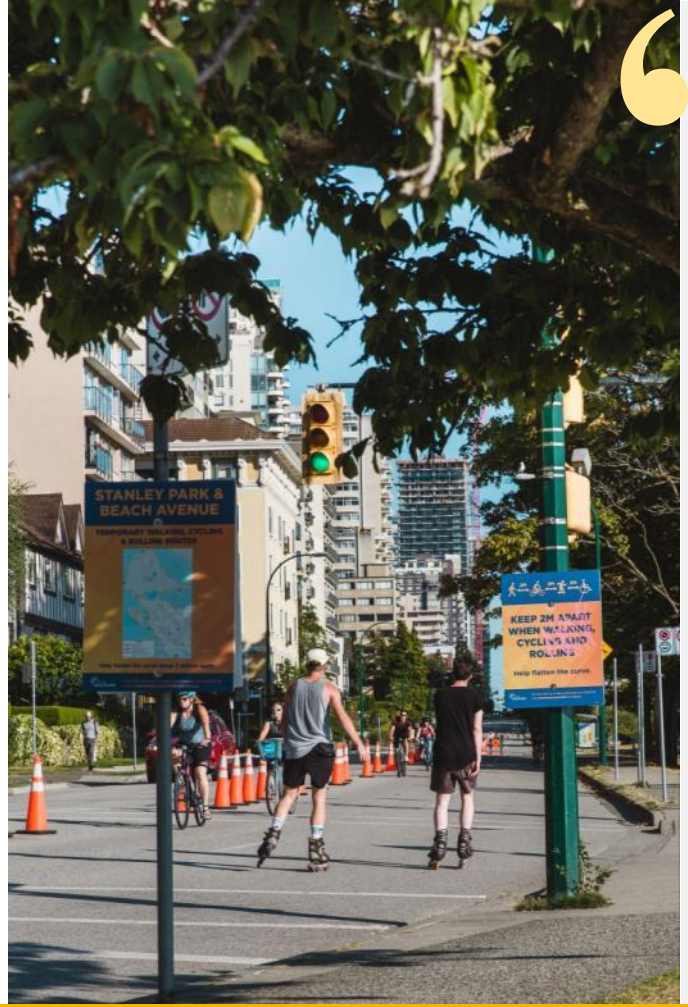
Record **12,700** cycling trips on July 5th, 2020



Beach Avenue

What We Heard

- Agreement that better separation between people walking, cycling and driving is important
- Many people would like this to be permanent, some preferred only in spring/summer and some requested the pre-COVID-19 condition
- To many, slowed traffic made walking and cycling safer
- While many preferred the seawall as pedestrian-only, others preferred cycling on the seawall
- Some people reported having mobility issues that required easier car access



"Great way to widen a very busy bike corridor. There was always some conflict on the narrow sidewalk and near misses."

"As a person who relies on cars to get around because of disability I find this very difficult. It also causes a lot of vehicle congestion creating more pollution and putting pedestrians and cyclist at risk."

"As a pedestrian who lives in the area, I feel much safer being able to cross the street and use the beach and paths. Keeping the bikes up on Beach Ave and limiting traffic should stay."

Beach Avenue

Next Steps

- Staff are exploring a modified interim design that reduce maintenance efforts and improves access for walking, cycling, and transit
- Additional feedback survey on current design open until October 12
- West End Waterfront Parks and Beach Avenue Master Plan will continue conversations about the future of these spaces



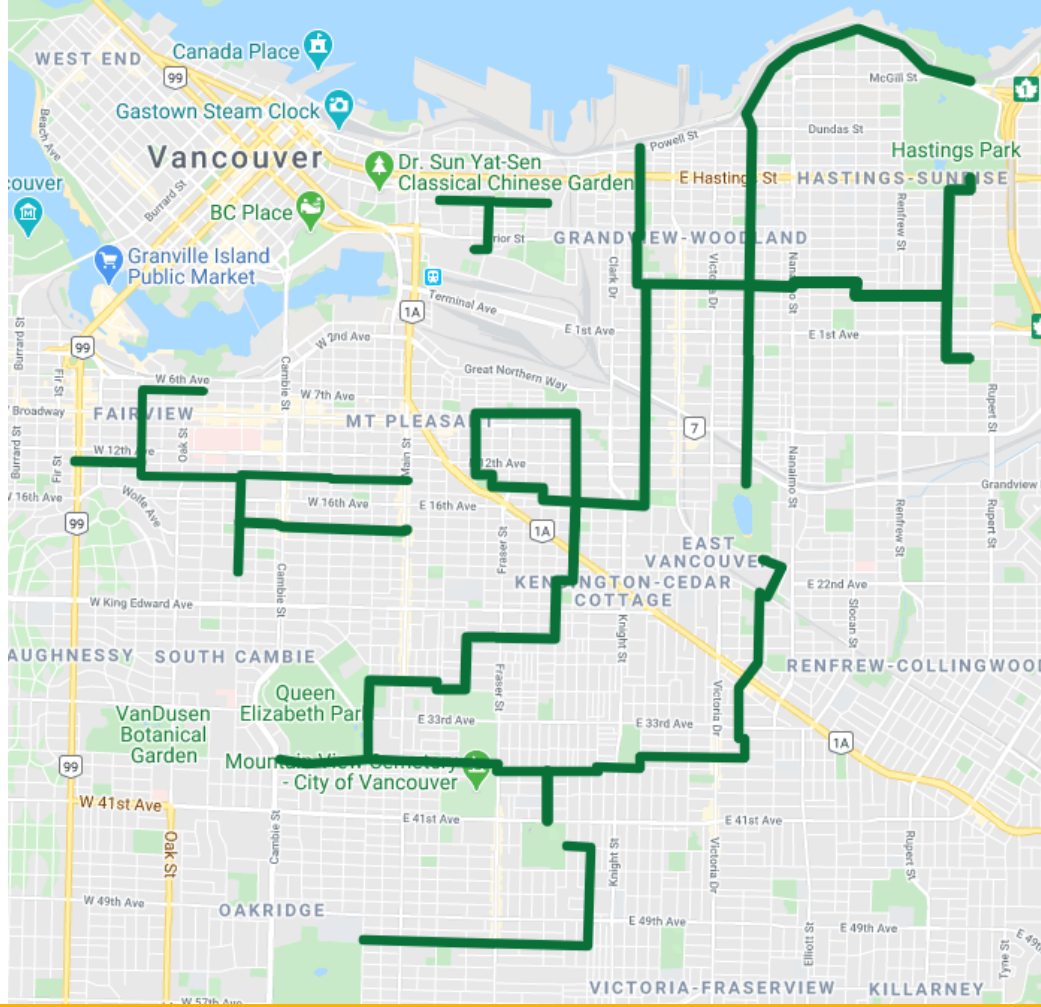
Slow Streets



Slow Streets

What We Did

- Installed 40+ km temporary traffic calming on local streets
- Traffic calming to support physical distancing, exercise, and access to local destinations
- Routes were selected by considering areas of the City with fewer mobility options and greater need for access to green space

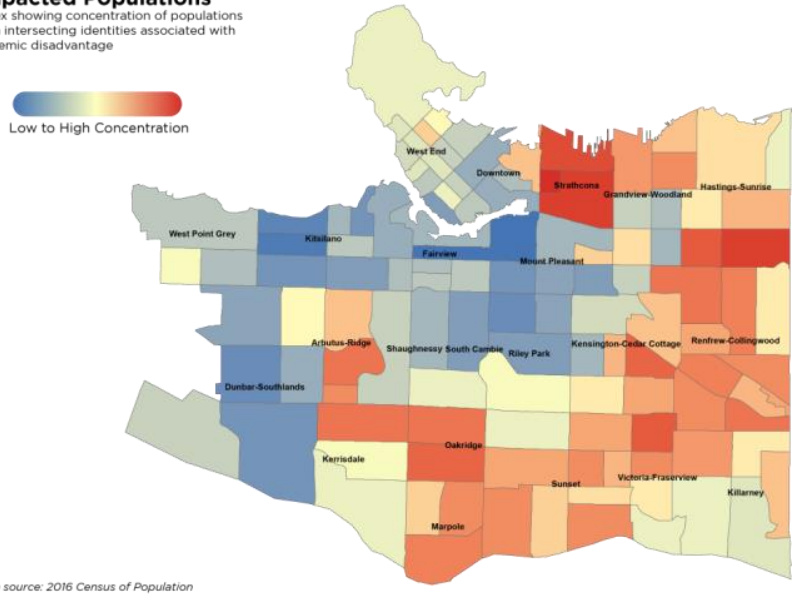


Slow Streets

What Shaped Routes

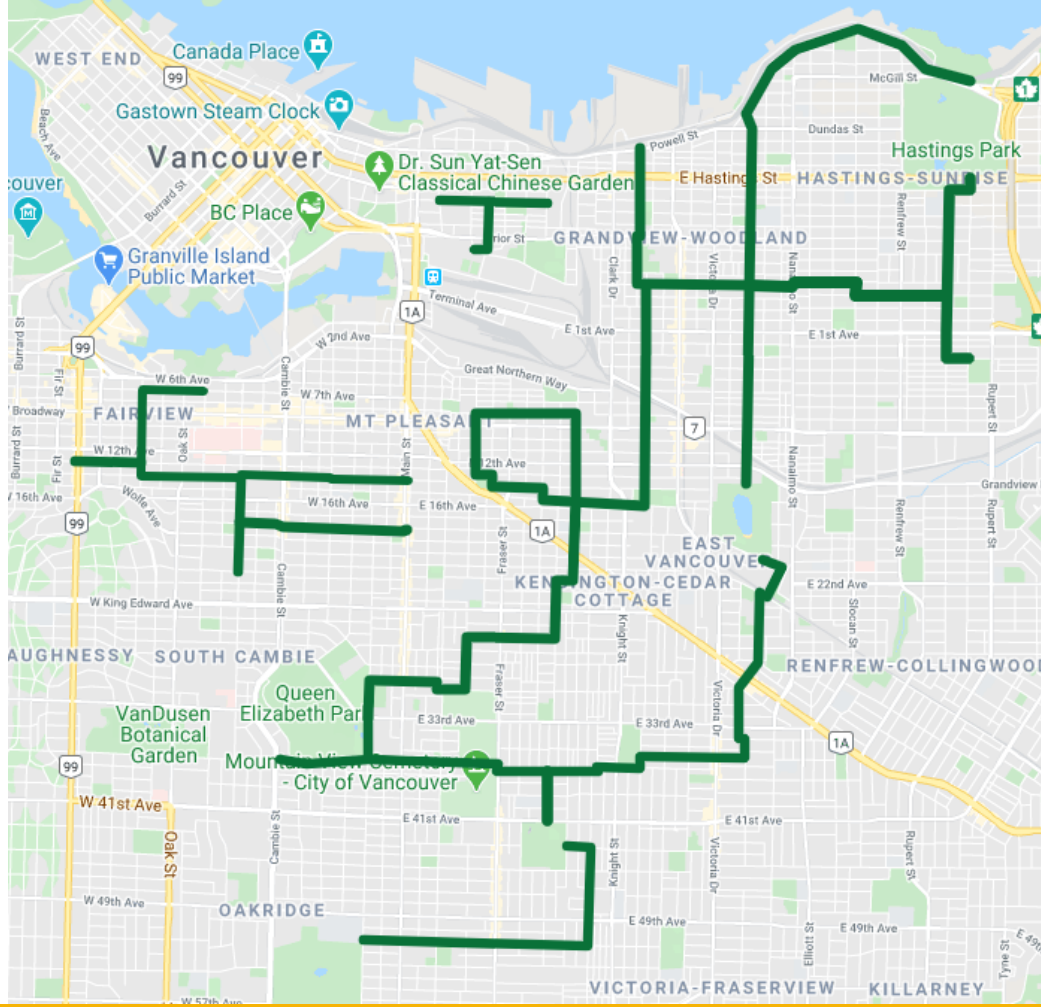
Disproportionately Impacted Populations

Index showing concentration of populations with intersecting identities associated with systemic disadvantage



Data source: 2016 Census of Population

Variables used: Visible Minority, Indigenous Identity, Rent Burden, Household Income, Single Parent Family, Limited English, Seniors



Slow Streets

What We Heard

- Most people liked Slow Streets and would like to see more
- Most people felt they should be improved. A common complaint was that the barriers were too easy to move and protection for people walking and cycling was limited
- Some people felt that Slow Streets made driving more difficult and that they are not necessary



"... have more in South Vancouver, Joyce Collingwood, and especially areas where seniors and young children live..."

.

"This is great and should have been done long ago independent of COVID...I would go even further to completely close some streets except for residents."

"I live on a 'slow street' and I think it's great conceptually, but those little barriers aren't stopping cars from driving way over the speed limit - it happens daily. Kind of feels performative."

Slow Streets

Next Steps

- In Fall 2020, upgrading temporary traffic calming on selected Slow Streets

- Goals of Upgrades:
  - Lower motor vehicle volumes
  - Make routes more comfortable





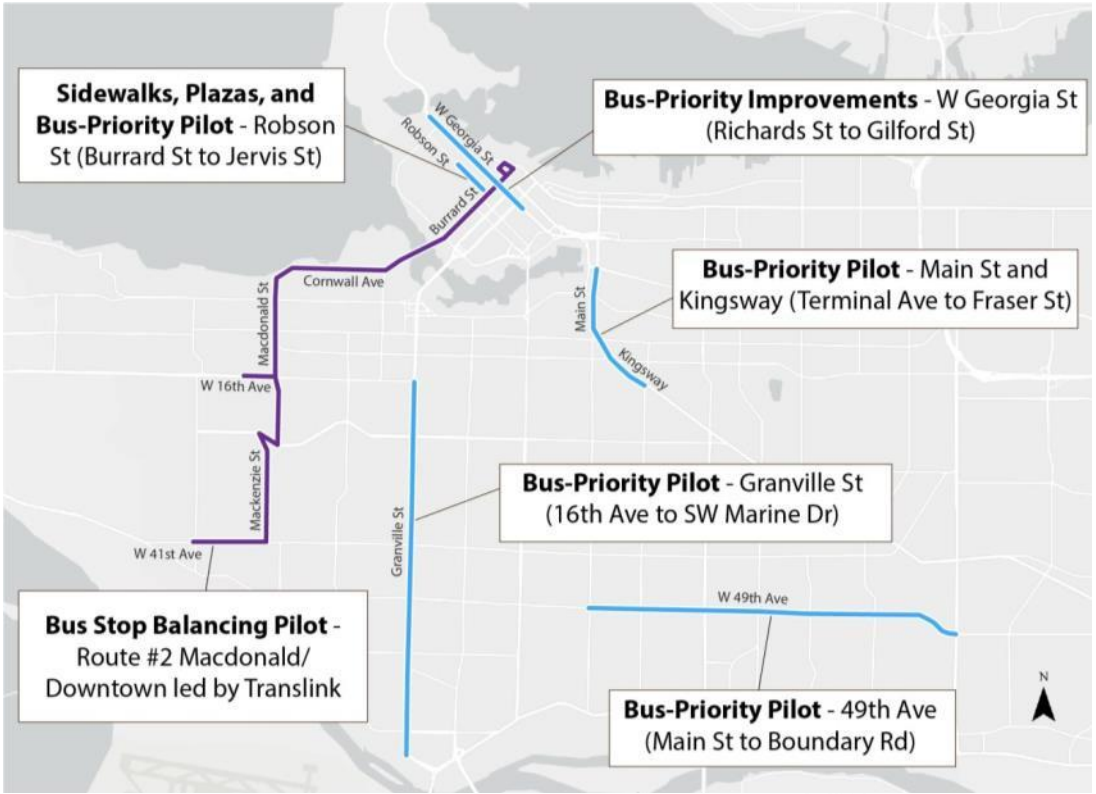
Prioritize Transit



Prioritize Transit

What We Are Doing

- Improvements to five key busy routes:
  - Peak period bus lanes
  - Bus bulbs
  - Turn restrictions
  - Changes to bus stop spacing
  - Bus stop balancing
- Support transit ridership recovery and improve reliability



Prioritize Transit

Next Steps

- Implement remaining transit priority corridors in Fall 2020
- Work with TransLink to monitor & evaluate corridor improvements including bus stop balancing pilot
- Incorporate lessons learned into ongoing transit priority implementation





Public Life Response

- Social Services Parklets
- Pop-Up Plaza Program
- Alcohol Consumption Pilot

Social Services Parklets



Social Services Parklets

What Are We Doing

Partnered with community service providers, in and outside of the DTES, to create public spaces.

Why? Urgent response & recovery services needed to:

- Support ongoing health & safety of residents in DTES+ during COVID-19 pandemic
- Support local social services to stay open, with modified operations



Social Services Parklets

Our Partners

- Social Planning (ACCS)
- DTES Task Force (PDS)
- VPD & VFRS
- EOC

10 Parklets

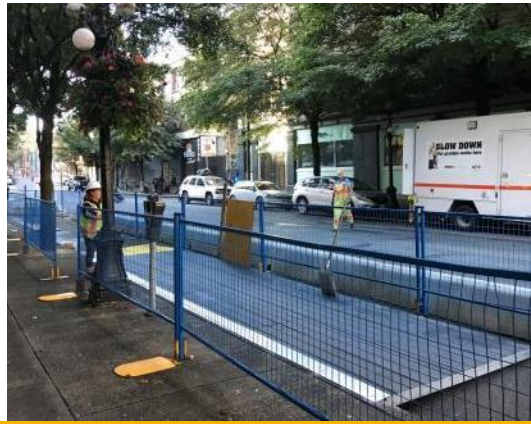
Community Organizations:

- Vancouver Coastal Health:
  - ✓ Downtown Health Centre
  - ✓ Pender Primary Care
  - ✓ Vancouver Recovery Club
  - ✓ Kilala Lelum Health Centre
- DTES Women's Centre
- Evelyne Saller Centre
- Gathering Place
- John Howard Society
- Union Gospel Mission
- Portland Housing Society









Social Services Parklets

What We Learned

These spaces are urgently needed	• Occupancy restrictions severely limit the delivery and speed of services • Pre-pandemic, most organizations already urgently needed additional space
These spaces can serve multiple purposes	• Medical services • Peer-to-peer education and support • Access to food services and spaces to eat • Safe spaces to gather and connect with community
We need to learn as we go	• Collaborative and iterative design – co-created by partners and patrons • Modifications and improvements often made multiple times to reflect user needs
We are committed to working with community	• Building direct partnerships with frontline service providers for ongoing community work

Social Services Parklets

Next Steps

- Continue to work with partners to identify needs for new spaces or services
- Work with partners to assess how existing parklets are working and identify needed improvements
- Implement new spaces and/or improvements, such as semi-permanent parklets and weather protection

"The parklet has been used for our patrons to eat and rest. Currently Gathering Place is seeing upwards to 600 people a day for meals and 20 people per hour from 9 am-8 pm for indoor drop in space. Given the limited capacity, the outdoor parklet has allowed us to continue to offer folks a place to sit, eat and rest."

"The parklet and feedback about the parklet has been very positive. Community members are enjoying the space to eat meals, connect and often times for some rest and a place there are welcome to sit. The parklet is always full and it is so special to witness a welcoming space for our patrons."

"I walked out to check on it this morning and people are eating, drinking coffee and just enjoying the morning. It feels nice; it feels like community."



Pop-Up Plazas











Pop-Up Plazas

What We Did

Partners

- **11 plazas**
- **8 BIAs as stewards, plus local small business partners**

Goals

- Provide space for physical distancing and social connections
- Improve access to local goods, businesses, and services
- Deliver net new public spaces that may become longer-term, or permanent
- Ensure new public spaces are inclusive and comfortable through shared stewardship and engagement with community partners

*Extra outdoors space [...] has **made me feel safe patronizing local businesses** that I wouldn't otherwise feel safe patronizing during the pandemic.*

*These plazas have facilitated **social connection with friends**. Plazas limit vehicle traffic, making the outdoors feel more safe and accessible.*

*My mother, who is severely hearing impaired, would not normally be able to enjoy a patio at a restaurant because of neighboring vehicle traffic and because of ambient noise caused by tightly dispersed tables. Plazas create sufficient room for my mother to be able to enjoy dining on a patio because she can hear and participate in the conversation, this has a **strong positive effect on her mental health.***

Pop-Up Plazas

What We Heard (So Far)

Highlights:

- 87% of survey respondents are supportive of these becoming permanent public spaces
- Provides more outdoor gathering space
- Improves mental health and reduces social isolation
- Enables people to support local businesses
- Provides traffic calming and makes streets pedestrian-friendly
- Allows for safe social distancing

Pop-Up Plazas

Next Steps

- Evaluation process to determine whether to retain, decommission, or bring back plazas seasonally.
- Evaluation criteria include:
  - Overall Support (community, partners, local businesses)
  - Issues & Operational Considerations (impacts, functionality)
  - Character, Urban Design, and Use
  - Equity, access and inclusion (ensuring the space is aligned with COV EDI goals as well as PLR equity goals)
- Fall 2020 to 2021:
  - Notify community of next steps
  - If plaza to remain: work with steward partners to improve the space.

> In as many cases as possible, it would be wonderful if these could become a ***more permanent fixture to the neighbourhoods.*** *They provide such character while also being accessible and* ***enabling us to further support local businesses.***
>
> *I'd love to see them a little bit* ***winterised,*** *at least with some rain protection. Many of us* ***older folk will need somewhere to visit one another*** *outdoors over the winter.*
>
> *These are a jewel of Vancouver. I want one in* ***EVERY neighbourhood.***

Public Space Projects

Tactical Approach to Capital Projects

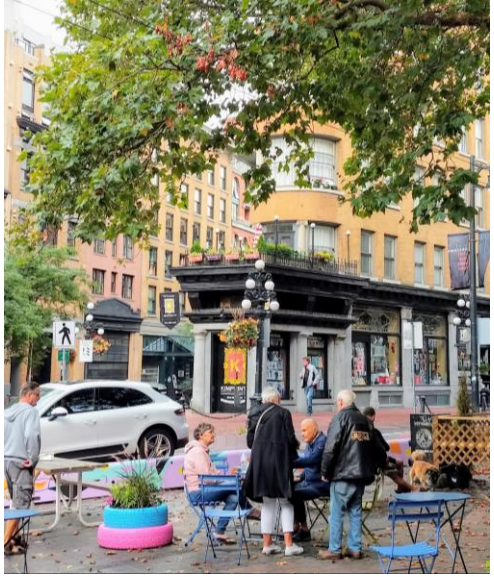
Partnered with BIAs to plot improvements on:

Robson & Alberni Public Space project:

- Widened sidewalks for walking, queuing, and additional seating
- Created temporary bus bulges to improve transit on Robson St.
- Bute-Alberni Pop-Up Plaza

Gastown Streets & Spaces project:

- Created a Pop-Up Plaza on Carrall St. to provide additional public seating and more room for temporary patios







Alcohol Consumption in Public Spaces Pilot



Alcohol Consumption in Public Spaces Pilot

What We Did

The pilot is a Council-directed motion to test open alcohol consumption.

Partners

Worked with three BIAs to implement and manage four pilot sites:

- šxʷƛ̓ənəq Xwtl'e7énk Square (DVBIA)
- Lot 19 (DVBIA)
- Bute-Robson Plaza (RSBA)
- 17th & Cambie Pop-Up Plaza (CVBIA)

Goals

- Provide people the option to socialize and drink outside in outdoor, open spaces where transmission rates for COVID-19 are lower flu-transmission rates are lower;
- Provide people with additional public space options – in particular, those who have limited options for small social gatherings;
- Support local businesses by providing spaces for patrons to enjoy take-out and to queue;
- Destigmatizing non-disruptive public drinking for people and communities who experience disproportionate and inequitable levels of policing and surveillance

Alcohol Consumption in Public Spaces Pilot

What We've Heard (So Far)

- Over 400 surveys completed to date (Aug 10 – Sep 22)
- Overwhelming of respondents supported the initiative

Themes:

- People want this expanded to more sites (including parks, beaches and other plazas)
- People want to be "treated like adults"
- People drink in public spaces anyway
- People are being responsible and respectful

Stakeholder and Partner Updates

- 3-1-1 has received three concerns (before pilot launched)
- VPD has received no incidents or calls related to the pilot
- VCH report to come, but to date, no expected impacts to health services
- Minor maintenance and vandalism (but expected for general plaza stewardship)

Next Steps

Provide more fulsome report of the pilot in the fall after Oct 12



Temporary Expedited Patio Program (TEPP)

Overview

1. Update of TEPP (Summer 2020)
2. Considerations for Extension and Winterization
3. TEPP Extension (Council Motion)
4. Proposed Winterization Process
5. Decisions Today



Temporary Patios

Overview – Summer 2020

- Launched June 1st
- Interdepartmental initiative
- Streamlined application and review process:
  - Public patios (two business days)
  - Private patios (five business days)
- No application & permit fees
- Reallocated parking and sidewalk space for patios
- Amended Zoning and Development Bylaw to allow certain uses to operate outside of a wholly enclosed building (e.g. breweries)
- Approved temporary expansions of liquor service areas

415

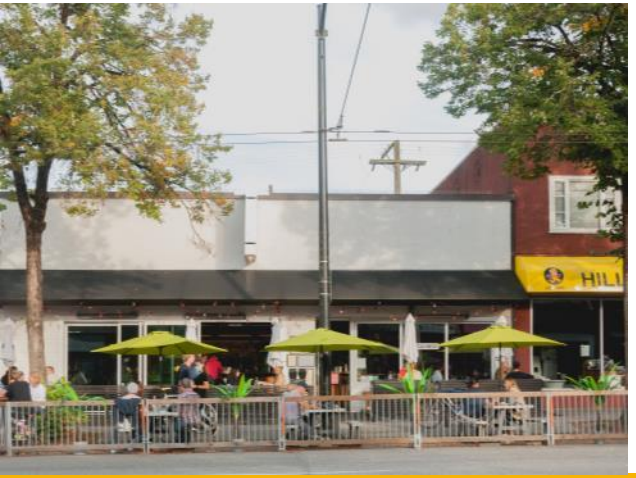
Total Patios

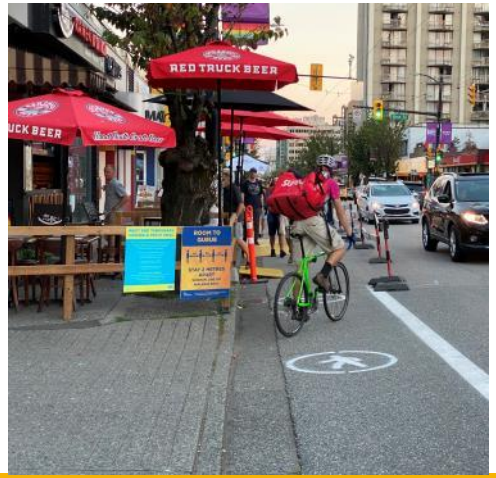
336 patios in **Public Spaces**

- Sidewalk (Large & Small): 67
- Curbside: 269

79 patios in **Private Spaces**



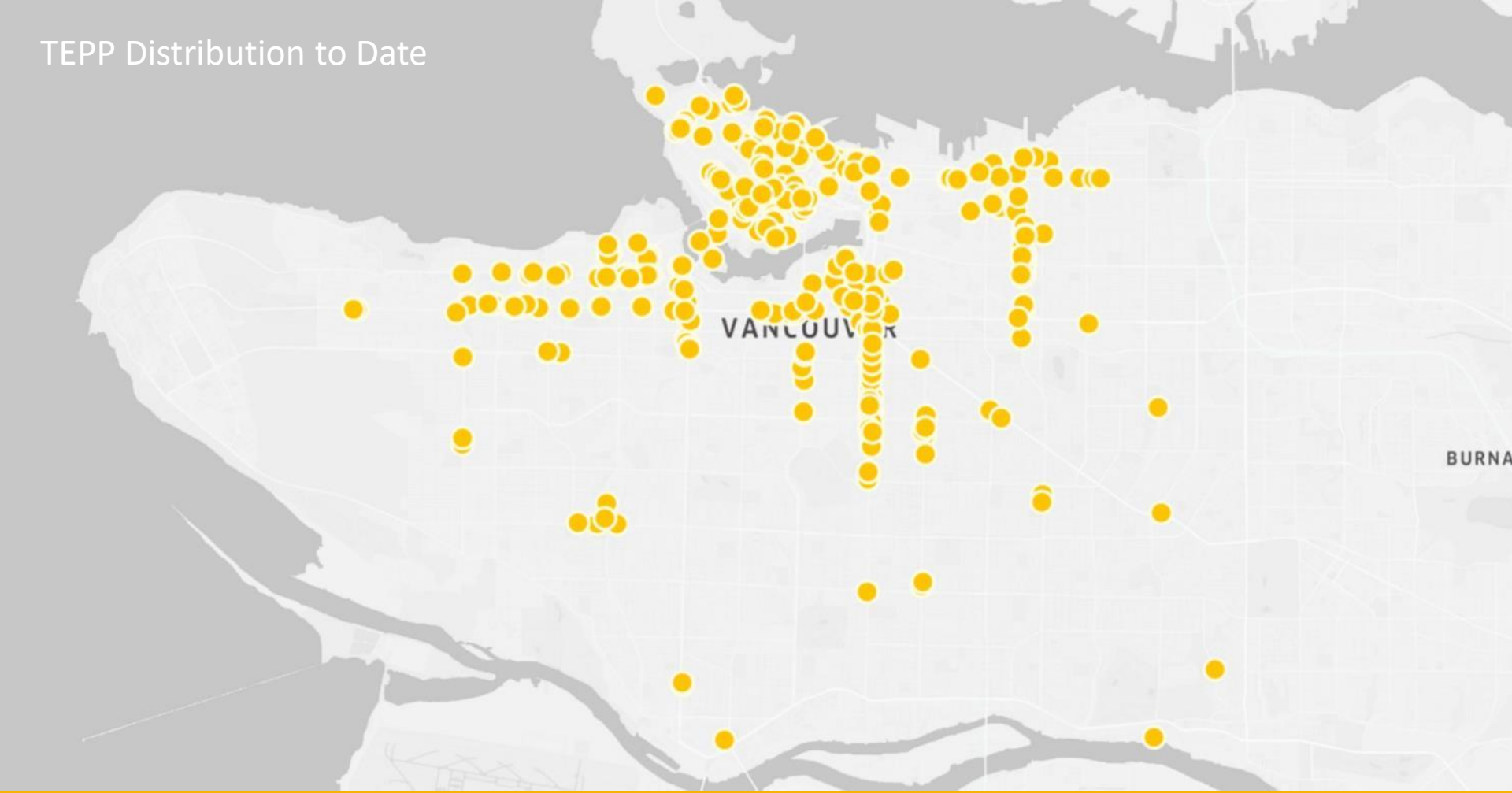








TEPP Distribution to Date





Business Quotes

"Love the patio, it has helped the street come alive."

"This has been a godsend. Everyone has been very positive about the patio, our customers and building residents love it."

"This program has saved the business. Thank you!"

Strong Interest to Continue TEPP

Overwhelmingly positive response from the public and businesses:

- **98%** want TEPP to be a regular program
- **93% want extension** into fall and winter, of which:
  - Strong interest in weather protection (43% curbside, 15% sidewalk)
  - Many would extend patio ‘as-is’ (35%)



Council Motion (Sep 16, 2020)

A. THAT Council direct staff to **extend the Temporary Expedited Patio Program** (TEPP), that included free permits for local businesses, beyond October 31, 2020 into this coming Fall and Winter;

B. THAT extension of the TEPP into this Fall and Winter **include allowance for the provision of heat sources** (with priority for electric but acceptance of propane options for this COVID response period) as well as use of roof shelters or awnings or secured tents for weather protection (in consultation with Vancouver Fire & Rescue Services and consideration of accepting sign-off of structures by an independent engineer or architect) that still provide for free airflow to support healthy dining;

Council Motion (Sep 16, 2020)

C. THAT staff share the economic recovery, public and mental health imperative to continue the Temporary Expedited Patio Program into this coming Fall and Winter with the Province of BC, and request a continuation of the blanket extension given by the Province to the TEPP for **expanded outdoor liquor service** within current operators' existing allowable liquor seat allocations;

D. THAT Council direct staff to investigate the **inclusion of roof shelters or awnings or secured tents for weather protection** on the pop-up plazas that were launched in neighbourhoods across the City, and have provided valued, free commons-style gathering and eating spaces, in order to enable them to continue to be enjoyed by the public this coming Fall and Winter;



Temporary Patios

Extension Through Winter Considerations and Risks

- Patios initially approved for a temporary summer implementation:
  - Requirements relaxed with those conditions in mind
- Extending the patios and adding winterization introduces new safety and operational considerations
- Compliance with approved patio permit is essential in order to address road safety and operational concerns
  - Risk-based follow-up with those that are non-compliant (e.g. curbside patio width, blocking of fire connection)
- Extends financial impact of programs (lost revenue, program costs)

Extension Through Winter Considerations and Risks

Risks	Impacts	Mitigation
Road safety	Road safety (pedestrians, cyclists, vehicles) and visibility issues from curbside patios (e.g. tenting)	• Requirement to review all applications Compliance monitoring and enforcement
Operational risks	Reduced efficiency of snow and leaf clearance, drainage, plus other street operations	• Compliance monitoring and enforcement • Adjust patios as needed
Competing needs for road space	Impacts transit and goods movement (MRNs)	• Continue to engage with TransLink • Adjust patios as needed
Health	COVID transmission in poorly ventilated patios	• Consult with VCH and PHO on sheltering and ventilation practices
Fire safety	Fire and life safety issues	• Provide heater and material guidelines • Non-propane, non-gas solutions (VFRS) • Continue consulting with VFRS
Financial risk	Significant program costs and revenue impact	• Reprioritize to address requirements based on Council direction
Public safety of new winterization	Collapse of pop tents or blowing of umbrellas/tents into oncoming traffic	• Provide guidelines • Review applications for wind, snow load • Consult with VFRS
Permit operations risk	Impact on staff, unable to meet SLA due to demand	• Adjust SLA based on resourcing

Financial Impacts

Lost fee revenues

- Public patio fees
- Private patio fees

Program costs

- Staff time
- Materials and equipment
- External fees

Impact on other revenues

- Risk to existing patio revenue
- Lost parking revenue

Fees charged as part of regular programs

- Winterization trades permits (electrical, gas)
- Sign and awning permits

Financial Impacts

TEPP – Cost Estimates (May – Sep 2020)

Department	Core Team	Policy Support	Consulting	Total
Development Building & Licensing	$92,894	$12,805	$42,000	$147,699
Planning, Urban Design & Sustainability	$47,398	$5,981	-	$53,379
Engineering Services	$520,000	$64,000	-	$584,000
Sub-total	$660,292	$82,786	$42,000	**$785,078**
Management & Corporate Support (Senior Mgmt, Legal, Comms & Finance, etc.)				$51,030
Total				**$836,108**

Program resourced through staff from DBL, ENG, PDS by:

- Reallocating staff from lower demand programs through COVID
- Reducing service levels on other programs and permit processing turnaround times
- External resources
- Staff over-time

Three Options for Program Extension

Option 1	Extend TEPP to Mar 31, 2021, including fee waiver	• Consistent with Council direction provided on Sep 16,2020 • Each patio subject to review and may require adjustments or removal on a case-by-case basis • Details for the program beyond Mar 31, 2021 to be brought back at a future date, as directed by Council on Sept 16, 2020.
Option 2	Extend TEPP to Oct 31, 2021, including fee waiver	• Align TEPP with Provincial timelines to relax liquor regulations (Oct 2021) • Each patio subject to renewal and may require removal or adjustments on a case by case basis • Details for the program beyond Oct 31, 2021 to be brought back at a future date, as directed by Council on Sep 16, 2020.
Option 3	Extend TEPP to Oct 31, 2021; reinstate fees on Nov 01, 2020	• Align TEPP with Provincial timelines to relax liquor regulations (Oct 2021) • Each patio subject to renewal and may require removal or adjustments on a case by case basis • In order to manage the revenue impact of the program and to recognize the ongoing use of public space, reinstate fees effective Nov 01, 2020

Financial Impacts

	Net Financial Impact			
	TEPP Revenue	*Revenue risks (other existing programs of small, large patios and merchandise displays)*	*Program costs (incl. staff time, materials, equipment)*	***Totals***
Option 1 Extend TEPP to Mar 31, 2021, incl. fee waiver	~~$400,000~~ (waived) $0	$400,000	$900,000	**$1,300,000**
Option 2 Extend TEPP to Oct 31, 2021, incl. fee waiver	~~$1,100,000~~ (waived) $0	$800,000	$1,350,000	**$2,150,000**
Option 3 Extend TEPP to Oct 31, 2021; reinstate fees on Nov 01, 2020	($1,100,000)	$0	$1,350,000	**$250,000**

*Fee waiver includes fees associated with patio permits. Other fees associated with winterization trades permits (electrical, gas), sign/awning permits are not temporary and therefore charged per usual process

TEPP Extension | Proposed Process



Stage One

Confirmation of Extensions

Stage Two

Winterization Changes

Stage Three

Compliance Monitoring



1 Confirmation of Extension

Purpose Receive notification of desire to operate winter patios from operators

Assumptions

- All currently approved TEPP applications that are in compliance are eligible
- Public Patio Owners must submit request to extend throughout the winter using the Online TEPP Extension Form and include mandatory supporting documents
- Public Application will be live by Oct 23
- Due to the increased staff time associated with winter patios, all SLAs will need to be revisited



2 Winterization Changes

Purpose Enable winterization

Assumptions

- Publish guidelines for winterization
  - ❑ Website
  - ❑ Online application form
  - ❑ Information Guide with visuals
  - ❑ Provide references to third party safety guidelines and requirements
  - ❑ News Release and social media
- Patio operators may apply for trades or awning permits directly through existing permitting processes



Supportable Winterization (Public Property)

Curbside Patio

- **A** Umbrella
- **B** Propane heater
- **C** Solar or battery-powered lighting



Supportable Winterization (Public and Private Property)

Large Sidewalk Patio

A Permanent Awning (requires Sign/Awning permit); Umbrella (1m Fire Clearance)

- Tents: Locations must meet Fire Bylaw / Provincial Fire Code (1m distance) **(Applies to private patios only)**
- Flame-resistant curtains on two small sides and must be compliant with Provincial Health recommendations

B Solar or battery-powered lighting

C Hard-wired heating, wired lighting, and plumbed/fixed gas installation on building (requires gas and/or electric permit)

- Portable Heating Devices (Gas/Electric)
  - Propane/Gas (not allowed under) patio coverings
  - Electric allowed under patio coverings



3 Compliance Monitoring

Purpose Track compliance and notify violators

Assumptions

- Staff will be launching a compliance process to monitor safety risks and formally notify non-compliant operators
- Compliance and monitoring approaches to be developed
- Especially important in winter months and weather conditions
- Compliance with approved patio permit will be a condition of extension
- Risk-based approach

Decisions Today

1. Referral of the Zoning and Development By-Law Amendment to allow Temporary Patios for Businesses on Private Property to Public Hearing
2. Extending Temporary Expanded Service Areas (TESAs)
3. Extension of Temporary Patio Program through COVID-19 Recovery


CITY OF VANCOUVER
COVID-19
Thank you
UPDATE
Oct 6th, 2020
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