

Public Input Report

Flats Arterial Community Panel

April 2019



This report has been published to communicate public views about the work of the Flats Arterial Community Panel, expressed at two public workshops and online. This report was drafted by the Flats Arterial Community Panel project team, and has been produced at the request of Vancouver City Council and Vancouver Park Board.

To learn more about the Panel and to read the first volume of this report detailing the Panel's history, process, and final recommendations, please visit the project website:
fcfcommunitypanel.com

Cover photo credit: Alison Boulier

Acknowledgement

The Flats Arterial Community Panel team gratefully acknowledges that this project was located on is the unceded, ancestral, and traditional territories of the x^wməθk^wəyəm (Musqueam), s_kwxwú7mesh (Squamish) and sə́lílwətaʔt (Tsleil-Waututh) Nations.

The area we've come to know as False Creek Flats once was an expansive ecologically-rich tidal mudflat the x^wməθk^wəyəm, S_kwxwú7mesh, and sə́lílwətaʔt stewarded since time immemorial and accessed for traditional uses and sustenance.



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Project Background

The [False Creek Flats neighborhood](#) of Vancouver plays a vital role in the local and regional economy. Near to downtown and the Port of Vancouver, the area is home to residential neighbourhoods and more than 600 businesses.

The City of Vancouver recently completed the [False Creek Flats Plan](#) in consultation with residents, businesses, and key stakeholders. The Plan is a long-term vision for the area to ensure the region remains productive, sustainable, and connected to the rest of the city.

As part of the False Creek Flats planning process, there were many discussions about a new arterial street through the Flats that would either go over or under the Burrard Inlet Rail Line. The purpose of this arterial street would be to create better connections between East Vancouver and the city core and improve safety at the rail crossing, as Prior/Venables is currently the only remaining major road in Vancouver to cross a rail line at street level. There were many discussions throughout the planning about the route for the new arterial street, as well as the trade-offs arising with each proposed route option.

No clear preference for one of the proposed arterial route options surfaced during the False Creek Flats planning process, a result of the complex trade-offs presented. The City of Vancouver and the Parks Board decided to convene a Community Panel to explore the arterial options, which would create a representative group of residents and businesses who are randomly-selected to learn, listen and recommend a solution.

The Flats Arterial Community Panel was officially tasked with recommending a grade-separated

arterial route that reliably and efficiently connects the Flats neighbourhood with the broader city while also improving safety and active transportation opportunities. The 37 Panelists met over the course of eight meetings beginning in January and concluding in April 2019. For more about the Panelists, the selection process, proceedings, and their recommendations, view the final report at fcfcommunitypanel.com.

Public Input

As part of the Panel's public involvement process and learning program, the Panel team hosted two public workshops on March 5 and April 2, 2019. At these workshops, the community and stakeholders were invited to meet with the Panel, give feedback on their work, and identify any critical missing information.

Those who couldn't attend the workshops were invited fill out an online form to express their views.

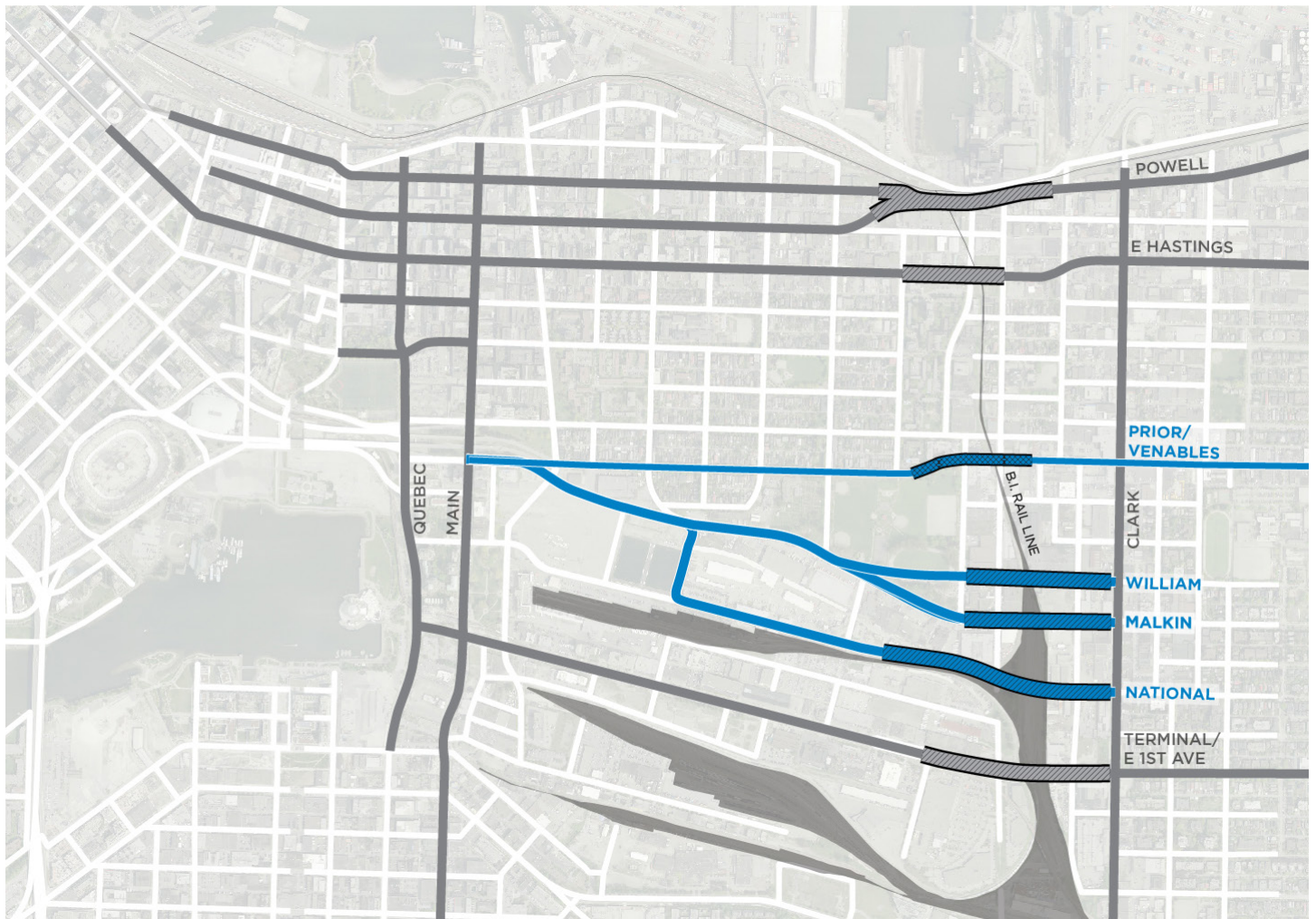
Input from the workshops and the online form are summarized over the following pages.

In addition, the public was invited to submit ideas, reading material, reports, videos, websites, and articles they wanted the Panel to consider. Many Panelists monitored the submissions webpage, and a summary of submissions was regularly sent out to all Panelists. This report includes a simplified version of public input received via the 'Submit an Idea' form on the Flats Arterial Community Panel website.

Results of the workshops, online forms, and submissions were regularly reviewed by Panelists to inform their work.

Arterial Route Options

The Flats Arterial Community Panel considered four main arterial alignment options: National Avenue, Malkin Avenue, William Street, and Prior/Venables. The Panel also considered several variations within these main alignments, not highlighted on this map, that shift the path of the route.



Public Workshop #1

Evaluating Advantages & Drawbacks of Proposed Routes

Date: March 5, 2019

Location: Vancouver Aboriginal Friendship Centre

Attendees: ~100

Attendees at the first public workshop gave feedback on the [advantages and disadvantages](#) that Panelists identified for each proposed arterial route.

The workshop began with a brief introduction to the routes. Panelists then presented an overview of their initial list of advantages and drawbacks. Attendees then participated in two rounds of table discussion, where each table considered two of the four route options.

Results of this workshop and the corresponding online form were summarized by the project team, then reviewed by Panelists at their subsequent meeting.



PRIOR/VENABLES: Advantages

General

- Simplest of the options
- Prior is the only logical option for the hospital, thousands of jobs on Produce Row, food safety, and the lowest cost.
- Underpass is more favourable than the overpass

Transportation Performance

- The sidewalks could be widened for safer pedestrian movement.
- Importance of direct route to hospital.
- This is the most efficient road option; Short transportation, close to harbour and downtown.
- Opportunity to draw traffic and attention to Chinatown and False Creek Flats development along Main street.
- Transit access is good. Direct access to transit, which is quite relevant to all socioeconomic demographics; ensuring easy and equitable access to all ages and abilities
- The city is growing and Prior has to take its fair share of traffic as does First and Hastings streets.
- No turns, as Prior offers a straight route
- Offers direct connection between Strathcona and Grandview-Woodland, without unnecessary turning.
- Narrower lanes are safer.

Cost and Constructability

- Cost is a significant advantage overall
- More money can be used for new parks and routes for people to walk and bike
- Cost effective and lowest cost option, but should this be the deciding factor? This arterial re-alignment is driven by the need to have railways run trains to/from port. Focus should really be on what is best and not cheapest.
- This route would cause the least amount of logistical/construction disruption because it's building on the status quo.
- More money for mitigation would be important if Prior is chosen.
- Consider using \$ saved on park improvements.

Business

- Preserves all Produce Row business
- Presence of Produce Row on its current, central location → food security!
- Less impact on Produce Row, park and businesses, meaning costs are not shifted to businesses along Produce Row
- Saves Charles St businesses

Community Livability

- Convenience and better amenities for the community
- Least impact on existing amenities

Parks, Recreational Space, Community Gardens

- Does not impact gardens, park, and eagles.
- Saves Cottonwood Gardens. Cottonwood Gardens are absolutely irreplaceable and cannot be moved - programs like environmental youth alliance need to be expanded not threatened. Places that are unique and have this much character are rare in Vancouver and must be preserved wildlife habitat and pollinators.
- Trillium park unaffected.

Public and Other Community Facilities

- St. Pauls - important to not have arterial cut through it. Need to allow St. Paul's to plan and start building now → they need to be able to rely on the planning they are establishing now → no changes later on - has access to emergency department.
- The Hospital has clearly stated that alignments other than Prior will seriously affect land utilization and livability and workability of the new campus.
- The hospital has also stated that arterials are not a favourable road network for emergency access.
- Preserves the National Works Yard.
- The benefits for St. Paul's Hospital is a strong, perhaps the strongest argument for leaving Prior as an arterial: will allow the hospital to carry on its plan and leave all of its land for health care services.

PRIOR/VENABLES: Drawbacks

General

- An overpass is more invasive of the neighbourhood.

Transportation Performance

- No consideration of current problems for residents accessing public transit on Prior.
- There is limited opportunity to widen Prior St west of Park, in support of walking and biking: residences on both sides with narrow sidewalks along this section of Prior St are dangerous. Pedestrian deaths have occurred along this section of Prior already.
- Prior does not provide any alternative to Union path for bikes. Union/Adanac is already very busy for bikes and could force more bikes onto Union, away from local businesses.
- Increased traffic through the area.
- Prioritizing flow through traffic over the resident community who have wanted slow streets for years.

Cost and Constructability

- No info on Port's development plan already funded and planned - has major impact on what can/should be done in this plan
- Please clarify: "2. the lack of land acquisition potentially affecting future land use needs because it will be more expensive to acquire land in 20 years."
- Please clarify: "3. additional costs associated with other routes because of a low benefit to cost ratio suggesting other routes may be a better option."

Business

- "Forced to move or adjust their business model" is very modestly expressed - the increase in traffic flow would severely affect businesses.
- Loss of business/sales for all retail business before, during and after construction.
- Overpass for La Casa Gelato and other businesses will directly affect business and security, as overpass height provides direct access to roof of buildings and obscures view of businesses.

- Reduces access to local businesses; This option will detract from walk-in and drive traffic for retail businesses in the area
- Impacts small businesses and burgeoning industries that are creating more foot traffic, tourism and other new uses in a historically industrial area.
- Kills the community feel vibe that businesses have worked hard to create, including Casa Gelato, LandYachtz, and Luppolo Brewing.

Community Livability

- Increases difficulty of road crossing for school children and other residents.
- Increases air and noise pollution and health and safety impacts to Strathcona residents.
- Causes more congestion in residential areas.
- There are numerous HRA [Heritage Revitalization Agreement] buildings and protected streetscape building that will be damaged.
- Too much impact to many Benevolent Associations along Prior.
- Isolates residents on the north side of Prior resident from using Strathcona Park.

Parks, Recreational Space, Community Gardens

- Further parks impacts and community garden impacts would occur at Hawks if the Prior St option is chosen - where 4000 trucks/week will be making a left turn onto Hawks.
- Advantage of not cutting through the garden is lessened by the loss of accessibility to the gardens due the high traffic on the arterial of Prior/Venables, which deters residents from crossing.
- Loss of huge amount of trees we need.

Public and Other Community Facilities

- Arterials are not preferred option for emergency vehicles.

PRIOR/VENABLES: Other Comments

General

- The differences between the underpass and overpass need to be clarified.

Transportation Performance

- Wouldn't expanding the road to 30 meters make this option less affordable after all? Wouldn't road expansion lead to the loss of tree-line and homes and businesses? The road currently from sidewalk to sidewalk is 16m now. Where is the other 14m coming from?
- Prior St should be calmed and not closed. Regardless of the route selected.
- Have Prior as transit (bus or LRT) and emergency vehicles, bike, and pedestrians only, closed to private autos.
- What other streets are being blocked off? This information is not clear.
- If Prior is calmed, Prior could instead be enriched as a pedestrian and bike friendly corridor. Prior could have a dedicated bike route taking some of the east/west cycling traffic that is overcapacity on Union/Adanac.
- Impact on Hastings and Powell needs to be mitigated. Having the nearest route (Prior) means less impact on Hastings and massively increasing traffic on Hastings and Powell.

Cost and Constructability

- Penny wise, dollar foolish.
- Propose extending underpass past Hawks and redevelop surface to extend existing parks, and integrate with neighbourhoods to the North. Route bike paths and pedestrian to surface, keeping traffic underground.
- In an ideal universe, where money was no object, underpass/tunnel would run the entire distance from Clark to Main.

Business

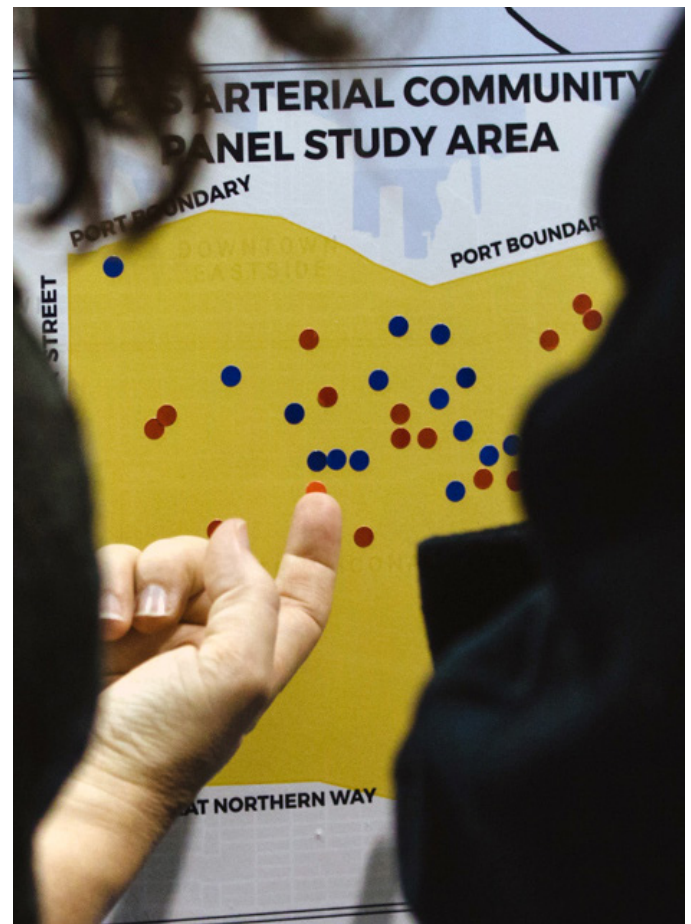
- If overpass how will trucks access Produce Row? Left turn from Prior onto Hawks?
- How can small businesses benefit from increased traffic in the area? Are there opportunities for cars to drive up to businesses and pull away from the road?

Community Livability

- Feel like community drawbacks weren't addressed enough.

Parks, Recreational Space, Community Gardens

- Prior community does not want the park touched.
- Include Strathcona Linear Park, which could be integrated into Strathcona Park.
- Making an underpass and creating "street level" into an extended green space across Prior and into Strathcona Linear Park - as an outdoor educator who works in the area this would be such a benefit to the children of the community.



Credit: Alison Boulier

NATIONAL: Advantages

General

- It is preferable to have the road further south and less detrimental impact on an already vulnerable area and Downtown Eastside. New and replacement buildings (residential and businesses) nearer to the new St. Paul's Hospital and arterial route will add gentrification and increase land / housing costs.
- National is currently a no-man-land: unused road space and using it as arterial would be a more efficient use of road space.

Transportation Performance

- Good public transit to new St Paul's hospital, as well as car access. Best route for bus access to hospital and City yard and Produce Row workers
- The potential for new linkage and connectivity - stitching Strathcona to Flats
- Potential to have complete street
- Could bike path or pedestrian connection also link hospital and parks? Could be big advantage
- Existing thru street away from pedestrian and cyclists
- Civic does address a much smoother curve

Cost and Constructability

- If highest cost, still might be better option because it allows for more planning and more add-ons options.
- If the money is going to be spent anyway on upgrading the city facilities, then the cost factor may be not be as significant.
- The way the panel has written National advantages is a little misleading. For example, "the most expensive allows us the most long-term reimaginings" - this could be true for all options ("long term re-imaginings").

Business

- Least impact on businesses
- National is an industrial road and as arterial road, it is beneficial to businesses.

Community Livability

- Least impact on residents
- Keep noise and traffic and pollution in one industrial area
- National route is better for residents of Atlantic Street because it mainly impacts one block of Atlantic Street only.
- Even if bus is rerouted to National, it is acceptable to residents of Strathcona.

Parks, Recreational Space, Community Gardens

- Least impact on parks
- Huge advantage of not disturbing gardens and habitat

Public and Other Community Facilities

- Fire Hall - needs to move regardless (it's too small). Use the \$ from land to move them out to Langley/Surrey where those cities use this site now

NATIONAL: Drawbacks

Transportation Performance

- National is the least direct route
- S-curve is a safety risk, creates noise, and it is just bad practice. Accidents cost \$ and time, traffic jams and more hazard pile-ups (favour Nat-Cha Straight)
- Complete street
 - Considering the distance from neighbourhoods and lack of public access to the eastern section of National - would it be a viable complete street? Would people (pedestrians) and bikes have a reason to be here?
 - Width of Right Of Way is narrower, which would challenge active transportation design (could potentially include active transportation on an adjacent street instead)
- Transit must be expected to serve both local residents and a large workforce that commute daily to their jobs
- Clark traffic and arterial spacing
 - What happens when traffic backs up at Clark and National? So much congestion.
 - Will Clark get more lanes to handle higher traffic volumes - No thru roads?
 - It does not evenly distribute the arterials at all; National is far too close to 1st Ave arterial, which would lead to gridlock and clogging issues on Clark's t-turn
- Due to so many other so many other streets intersecting, there may be more non-local traffic cutting through
- National's overpass is far too long to accommodate emergency/disaster situations
- Bus access for seniors, families, young children, and others with mobility issues.

Cost and Constructability

- Way too much money.
- Cost estimation of National alignments is too high
- Funding partners

- National will never be funded; The price tag of National would be vetoed by CN Rail
- The City will not tell you the truth that the funding is not in place for National. Private industry will not supply the funding and the City can only kick in 17%. It is also not a good return for a \$3 Billion hospital.
- Where will funding come from?
- How do we know that whatever we choose (especially for half a billion dollars in National's case) doesn't get vetoed by rail operators?
- Price tag of National makes it vulnerable for placating voters in an election year; if raising taxes or diverting funds is risky, then Council could easily listen to the masses and throw all the work done by the panel out the window for any of the other options

Business

- S-Turn affects the parking lot & receiving bay of North American Produce
- National options affects the building of the largest Producer Distributor in BC
- All options are negative for business potentially since they will be subject to through traffic without stopovers.
- National will have future impacts to industrial/commercial lands from a commercial and redevelopment perspective

Community Livability

- I use National now to walk along from the train so I avoid the smell from the "turf" from Trillium Park. That would interfere with my pleasant walk and force me closer to the stink of Trillium.
- S-curve creates noise near the park and hospital
- Missed opportunity to improve Prior/Venables using cost savings from not building most expensive alternative
- The route will hugely impact the residents of Atlantic Street.

NATIONAL: *Drawbacks continued*

- In the long term residents of Strathcona will regret forcing spending millions on alternate routes only to find Prior still heavily used combined with the negative impacts of any of the other options

Parks, Recreational Space, Community Gardens

- The green “flowering” plants were already taken out from the south side of Trillium Park where bees were loud and plentiful. If National is used, it means we would need more \$ for pollinators.
- Reduce the S-curve by cutting off the passive area of Trillium Park in an attempt to save the community garden which was always considered temporary (it’s on a right of way)

Public and Other Community Facilities

- Concerns about emergency vehicle access
- St. Paul’s Hospital
- Would impact access to St Paul’s access and its quiet green space
- National is not optimal for the new hospital because it cuts right through it
- The hospital has said that National will not work for them.

NATIONAL: Other Comments

General

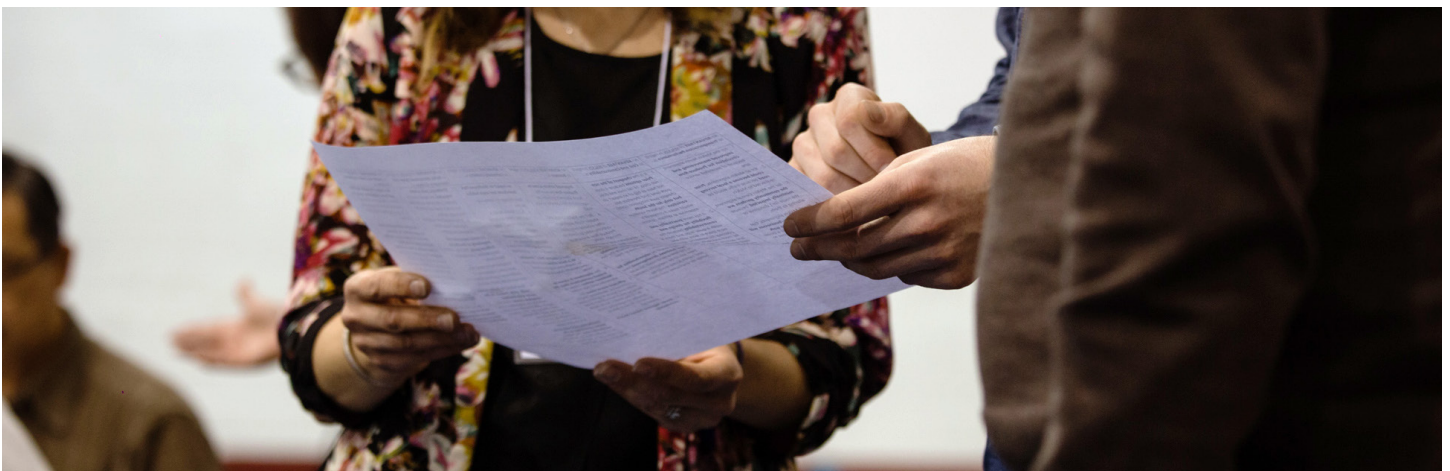
- The City should not take money from other needed community services
- Everybody will just continue using Prior as an arterial anyway.
- Planning
 - Is there a way to better incorporate the National-Charles option to the Northeast False Creek Plan? - To talk more about the cohesiveness between this area and other parts of the city
 - City chose to build civic services on this route knowing this area was cheap/no cost to civic government - really long term plan failure. Missed the boat and created the excessive costs now identified to replace facilities (some due for replacement anyway). (Cost too high - include new land costs).
- Use and restrict to commercial and supply chain and emergency vehicles.
- City costs are wildly inflated, especially costs of land acquisition/mitigation. Why? Does the City want to discourage this route by jacking up the estimate?
- There are no independent cost studies. The city analysis seems inflated for National. The fire training is highly valuable land and could be sold to recover costs of moving.
- Private industry will not pay for National.
- Does the City need to have this prime real estate? Underused.
- If there must be a road, National is the only option no matter the cost. This road is for the Port and railroad. They should bear the cost. Keep this “super road” away from the community. This route should not slice the Vancouver East community in half.
- Far more opportunities for future development than any of the Malkin/William or Prior/Venable options. The City has an opportunity to use City-owned land in Land Trusts: for housing (social housing, co-op housing); and for artist studio spaces. Both are goals of the City - to provide more opportunities for land ownership by community housing providers (ie. Fraser lands, Olympic Village lands) - and for the Creative City Strategy - put more land & building ownership into the hands of artists and cultural organizations.

Transportation Performance

- Will there be any bus lanes, HOV lanes along the route
- New high street cycling route being built, need to show context of other plans that may have caused the limitations so that people understand why the project is not considering other options

Public and Other Community Facilities

- Civic facilities are the least important stakeholder.
- St. Paul's should have major input into options



Credit: Alison Boulier

Malkin: Advantages

Transportation Performance

- Most direct route, no dangerous S curves.
- Malkin will serve the community's transit needs pretty well being still close to most of the residents of Strathcona
- Nicely spaced from the other arterials
- Doesn't change transportation much
- Active transportation opportunities with wider right of way
- Making roads more efficient, good connectivity

Cost and Constructability

- The cost of Malkin is more reasonable compared to the rest

Business

- Fair to businesses because they've known about it for about 10 years already – they've got some expectations; but displacement of much of Produce Row is still a concern
- North variation has minimal impact to Produce Row (3-4 businesses). Most of the business are on other streets.
- Create many business opportunity (retail) when it becomes an arterial
- Produce company could relocate to new location with better infrastructure (i.e. - Marine Drive)
- The dead end Malkin becomes a through street, and further development is possible

Community Livability

- Better access to Strathcona Park from area residents; enables safe crossings of Prior
- Overpass going over the park (as is the case for William) be an opportunity for public space making, like the Granville Bridge by Vancouver House
- Safer park access & better lighting

Parks, Recreational Space, Community Gardens

- Opportunity to move the south portion of Cottonwood gardens to the north. This frees up space for truck movements on Malkin and a more pleasant gardening experience. Even allows modest expansion of Cottonwood area.
- Malkin-north and other alignments' proximity to eagles should not be a major issue considering that they can thrive at the city dump
- There is potential for good mitigation measures to make the park and gardens still work?
- If north route was chosen, land compensation by turning Hawks into park land would make up for loss of park/garden along Malkin North.

Malkin: Drawbacks

General

- I see no advantages to Malkin option. All Malkin routes would damage Cottonwood garden and Produce Row.

Transportation Performance

- Lengthy traffic delays due to truck congestion
- Concerns for hospital delays due to traffic
- Will increase congestion on Produce Row
- North alignment with separated service lane for commercial access would not be wide enough for access
- Not a good idea to have increased traffic on Malkin Ave - i.e. sharing the road with hospital vehicles
- For Produce Row: adding travel time, increase vehicle emissions, added traffic congestion
- Complaints that there is so much congestion already on Malkin that it isn't viable as an artery for additional traffic
- Impact to Produce Row—I can't see how those massive trucks could coexist with commuters

Cost and Constructability

- Lowest cost consideration is too idealistic because of complication in property acquisition

Business

- Construction delays = businesses shut down?
- If you look at how the ice cream store on Prior is one of the only businesses impacted and compare that to Prior or the public facilities on National, then it becomes clear that Malkin's drawbacks for business impact is quite high
- Already so many businesses on Malkin. Less land on this route to develop for industry, therefore route more beneficial for an area with land to develop, not Malkin.
- Loss of industrial lands, hard to recapture this elsewhere in city
- Overpass would cause at least one business on Malkin to close
- Produce Row

- We need clearer understandings of the mitigation proposals by the City for Malkin-North if we are to even consider it acceptable to Produce Row.
- Because the City is unable to answer how the access road for Malkin-North would really work, there could be a lot of business displacement simply due to fears and uncertainty of what the impact will be for their businesses on Produce Row
- Vancouver has green grocers on every other corner. These would disappear as their source of produce would have to come from the suburbs if Produce Row is forced to move
- Strategic importance of Produce Row being close to harbour and downtown
- Construction period would negatively affect Produce Row
- I feel like the impact on business would be devastating—industrial land is expensive and hard to find, and relocation of Produce Row doesn't seem realistic.

Community Livability

- The route will hugely impact the residents of Atlantic Street.
- Value of refuge like Cottonwood to the community, to youth programs
- Would impact green spaces and programming for high risk children and youth, parents and elders. Community gathering.

Parks, Recreational Space, Community Gardens

- Biodiversity
 - Duck pond, nesting trees, education area and partnerships with environment and youth.
 - Community open beekeeping. Bees are already all dead last year and mortality of bees in all areas by Vancouver areas.
 - Loss of ecosystems and biodiversity and habitat

Malkin: Drawbacks (continued)

- Potential loss of greenspace, old trees and eagles. This is HUGE, looking at the big picture of the City.
- Any route on MALKIN would be detrimental to the eagle habit having trucks moving overhead of the nest with noise, pollution, and physical trucks moving by.
- Trees
- Reducing already low urban canopy
- Loss of all trees due to root damage according to Park Board Staff
- Valued spaces
- Wild spaces - years of work.
- Green corridor - cottonwood, Strathcona, Trillium - Needs expanding!!
- Cottonwood garden is 28 years old and unique - new garden would be generic and not the same
- Harm to local artists
- Running through the gardens shows prioritization of commuters/vehicles over community programming/green space/recreation.
- Shows a disrespect for community history and commitment loss decades of volunteer work at Cottonwood and Strathcona.

Public and Other Community Facilities

- All the options - except Prior - will impact on St. Paul's since all options, except Prior converge in Malkin and will route through the northern portion of the hospital land. This has many service implications.

Malkin: Other Comments

General

- Concern that Malkin routes are pitting food businesses against community gardens and other park/green amenities
- Major impacts on important city infrastructure the new hospital campus and Produce Row are downplayed in the panel report and in the city resource guide.

Business

- Produce companies worry about the property tax increment because the demand for property would increase.

Parks, Recreational Space, Community Gardens

- Park impacts can be somewhat mitigated. For example, why do we care about eagles in this one community when they are doing relatively well in the rest of the city?

Public and Other Community Facilities

- All the options - except Prior - will impact on St. Paul's since all options, except Prior converge in Malkin and will out through the northern portion of the hospital land. This has many service implications.
- Unknown impact of St Paul's hospital on this route and vice versa

WILLIAM: Advantages

Transportation Performance

- Less traffic congestion eastbound on 1st Ave
- Community bus could mitigate transit drawbacks

Business

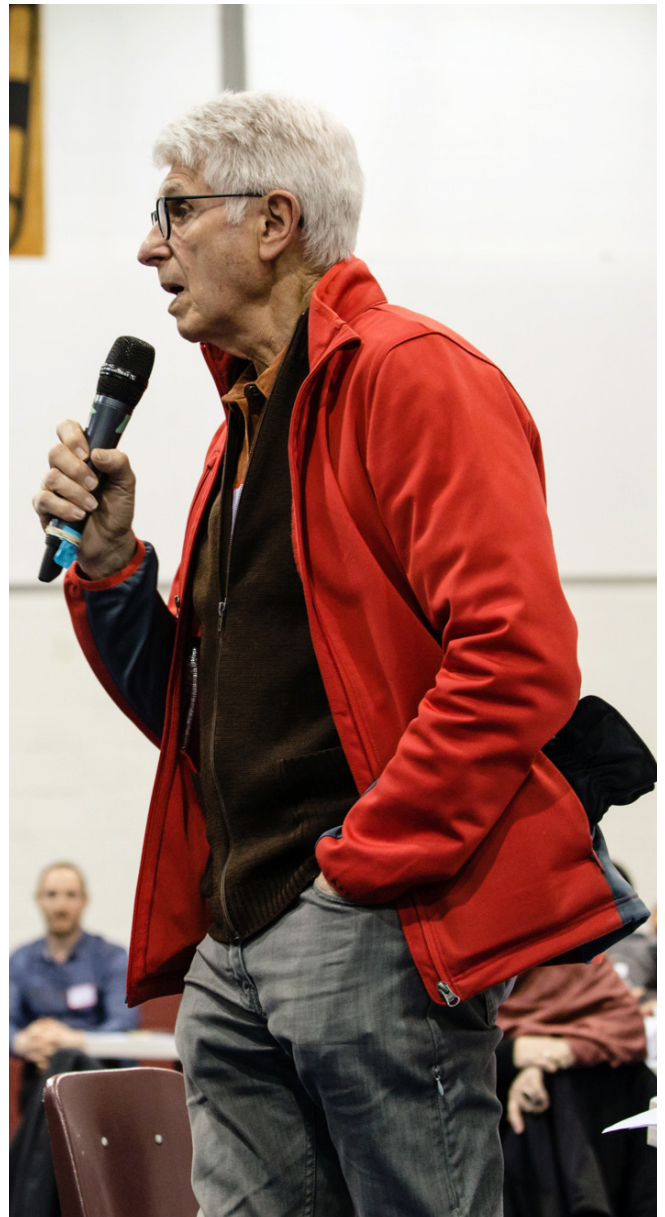
- No walk-in retail business will be affected; all warehouses on Williams
- Works best for Produce Terminal businesses
- Lower impact on businesses

Community Livability

- Least amount of impact on residential and community needs.
- Will not affect local neighbourhood traffic
- There would be advantages to Prior becoming a quieter more walkable street. For example the Strathcona Park would be used more.

Parks, Recreational Space, Community Gardens

- Having Prior more crossable would bring more people into the underutilized Strathcona Garden
- The park is large and it is not used to its full capacity. The small separation of the Cottonwood garden is not that bad of a drawback.
- Any of the gardeners in Cottonwood who lose a plot could be given a new plot in a reclaimed Hawks Ave if Hawks were made into an expanded Strathcona Gardens.



Credit: Alison Boulier

WILLIAM: Drawbacks

General

- No land to offset this loss in our community

Transportation Performance

- Overpass (with infill underneath) provides no benefit to transportation accessibility
- Having to turn left or right at Clark may encourage traffic to take side streets more often (heading east)
- Reduces transit access for individuals with mobility issues.

Cost and Constructability

- Too costly.
- Park Board has veto and if approved needs a major plan to negotiate - takes time
- Cannot imagine how much contention this route would bring

Business

- Small business impact/loss still significant
- Traffic to Produce Row still heavily impacted
- Dead ending of Glen Drive kills accessibility to buildings along Raymur, Glen, William and northeast of this area

Community Livability

- Park users are still beside a major road in this situation.
- Building an overpass will tend to create a 'dead zone' beneath it (similar to the area already under the overpass on Terminal). Another overpass near by will make this worse
- Air quality too close proximity to people/ children playing in the park. Medical consideration.

Parks, Recreational Space, Community Gardens

- Cottonwood garden not preserved; becomes an island; the park is fragmented, may impact safety of gardeners
 - Why would you place a community garden between 2 busy arterials? Safety? My kids will not be planting carrots there!
 - Devastating to those who created and continue to work on the community gardens.
- Greenspace

- If you agree to cut the park up it will never experience its full potential. All these years the park is under-used because it is unsafe. Move the route south and let the people come. It will be amazing. Imagine the rebuild of this park and how it will be enjoyed... potentially.
- Loss of green space in an area that is currently underserved makes no sense
- The parks and gardens are the largest green space in proximity to the DTES - people without homes and backyards rely on for access to nature
- Impact on tree cover
- Programming
 - 100s of youth including marginalized in EYA programs would be without programming
- Many indigenous youth use the parks as a hang out space in their free time
- Wildlife
 - William is very close the edge of the nest of the eagles and therefore the Parks Board may not approve of it.
 - Wildlife habitat would be decimated, park land lost and park access lost
 - Doesn't seem like an actual option. It violates conservation guidelines (eagles)?
 - Eagles need 160m from nest undisturbed for 8-9 months per year. The road can't be built and used. Its edge will be 30-40 m from nest. Read Raptor Protection Guidelines: it can't happen.
- Removing existing park land negatively impacts park users and biodiversity

Public and Other Community Facilities

- St. Paul's Hospital
 - Having an arterial go through the hospital campus
 - Not efficient for St Paul's
 - Takes away valuable land area from St Paul's.
 - St Paul's has flexibility with its plans to accommodate routes going through their land, given they are still constructing
- Hospital should be concerned about gases & obvious patient care.

WILLIAM: Other Comments

General

- Could the panel find out from Parks or CoV if there are any further discussions to relocate Fire Hall #1 to another area of East Van? If so, could the land that becomes available be repurposed into parks to mitigate the William option?
- Overpass location
 - Start overpass farther west of proposed overpass to not effect cutting through park or gardens. No disruption to park
 - Would overpass go over Glen? Increase length of overpass if so. And how would the grade of Raymur be affected to meet William? (This is applicable to Prior and Malkin options as well). If the grade of adjacent streets is affected - how does this impact the canopy? Is this part of the calculated tree loss?
- Think more about opportunities from each option. e.g. if Cottonwood Garden has to be moved, think how to make it better in another place.
- How does it impact adjacent areas outside of the Flats?

Transportation Performance

- What happens if traffic is congested and emergency vehicles can't get through?
- How will this improve traffic flow between Main and Clark?
- How does this help rail move goods into and through the city?
- Consideration should be given to connecting the areas north and south of the rail tracks.
- We need to have TransLink back to justify not having a secondary bus route going through Prior if we select Malkin or National

Cost and Constructability

- Worth spending a little more on a better future.

Business

- How many businesses have to relocate compared to other scenarios?

- Work space in the area needs to be protected.
- What is the disadvantage of the negative speculation over businesses moving?

Community Livability

- I would love to see more discussion of air quality and noise pollution - especially around park spaces. Also shadows around the overpass?

Parks, Recreational Space, Community Gardens

- Would Hawks become park land? This would be an advantage, but it seems Park Board would not commit to this
- Access to green space could improve care at St. Paul's

ALL ROUTES + OTHER SUGGESTIONS:

General

- Cost for society with pollution, crashes, health (both physical and mental) due to the arterial road for private autos.
- This is small minded thinking that doesn't include the greater Vancouver cohesiveness.
- Overall comment: we should always consider overall scope and where positive trade-offs might be made in other parts of the city (NEFC and False Creek Flats for example). Less piecemeal thinking.
- Options too restrictive and with some creativity to consider bolder options
- This could be the new epicentre of Vancouver. It comes with more people, transit, and infrastructure. Think outside the box. Transit, supply chain, and commercial vehicles have priority. People, parks, community could be above ground. Private vehicles should pay to play. Tunnel underground. All new development limits private vehicle access.
- Poor City planning should not be rewarded
- Nat-Cha Straight
 - This route was not on the choices. It will be the least disruptive to St Paul's Hospital. This route would go behind the hospital where the land is not stable leaving the north side of the hospital with more stable land to be developed. Nat-cha Straight should be considered
 - Needs to be given serious consideration as there are lots of advantages - particularly for St. Paul's Hospital
 - National Charles straight plan should be given more consideration
 - There is a concern that National is a genuine option, even if the whole Panel unanimously suggests it
 - This discussion is missing the National Charles STRAIGHT route - that is, having the route move down Station ST., then onto National. This route would avoid impact to Trillium Park, reduce impact to St. Pauls, reduce impact to Produce Row
- Why is Nat-Cha-Stra considered too close to Terminal? Find a new way to feed into existing traffic from artery to Terminal - cloverleaf?
- Has less impacts and connects better to Main St.
- Station Street essentially creates a 6-way intersection, not good, should remain off the table
- Consider possible further expansion by railways (could apply to all options).
- Consideration should be given to improving city, not just the immediate area (for all options)
- More thoughts should be given to future opportunities for each alignment (for all options).
- Climate-related concerns
 - The additional Greenhouse Gas emissions (GHG) from added travel time
 - Impact of long term climate sea level increase
 - Lack of assessment of GHG and climate impacts of construction and truck emissions long-term
- Missing society cost due to pollution, crashes, injuries, physical and mental health with private cars
- Lack of traffic info for Produce Row and where trucks are heading (past Clark)
- Lack of assessment for GHG emissions for construction & ongoing emissions of how it moves towards IPCC 80% reduction by 2030.
- Panel/City Processes
 - Regarding the panel process, one of the participants mentioned that there is no opportunity for opposing views (to the formal presentations) be presented to the panel
 - Lack of creativity to think outside of imposed requirements for options other than arterials
 - Bias from panelists on preference for National option

- Route proposals
 - High cost associated with relocation and construction under emphasized
 - Same issue with National, William and Malkin: T-intersections with Clark all require E-W traffic to be diverted N or S onto venables, 1st, Hastings, etc. So why not just use these streets?
 - Same issue with National, William and Malkin: All require expensive bridges, but you could construct a cheaper parallel bridge at Terminal, widen Terminal, and increase capacity to a route which is already a major artery and would not require any land acquisition.
- All the routes emphasize private vehicle and climate impacting traffic. Major consideration seems to be efficiency of traffic. This should not be a priority. A better idea is to not have an arterial route at all, but instead have light rail, trucks hospital transit.
- Overpasses are ugly for properties and residences
- Underpasses cut the city into sections and make certain areas derelict (thinking of the ones in the Prairies)
- It's critical that the panel look very thoroughly at the advantages and the actual viability. If they are completely unviable they should NOT be listed

Transportation Performance

- Opportunity to continue along National to the west and avoid the s-curve.
- Nat-Cha Straight would offer a direct bus route for City workers, hospital workers and Produce Row
- What will happen to traffic when it gets to Clark? e.g. will they have the option of carrying ten up William Street? (Malkin North)
- Ends at Clark- then what? Vancouver needs to be cohesive in the planning process - communities connected to communities.

Cost and Constructability

- The massive development the City will allow to capture DCLs [Development Cost Levies] and CACs [Community Asset Contributions] to pay for this.

- Is there a means to broaden cost analysis? I.e. cost to businesses forced to move, extra transport costs due to increased distances of warehouses to customers.
- Spend more and make it the best possible.. whatever the route is. Money is coming from elsewhere anyways. Get it and spend it.
- Costs - this panel process has not included an opportunity to get very detailed on costs and in the initial docs the City released to the public the figures for land acquisition to mitigation has increased significantly. Now 35-45 + 160-240 = 195-285. Before 75-105.

Business

- Produce Row hasn't been treated fairly or given adequate time compared to other presenters
- Advantages if Produce Row consolidates as a mini-hub, from perspective of urban logistics and use of electric cargo bikes for urban distribution purposes. The use of cycling logistics of more goods will be critical across the city, not just for Produce Row but the hospital and other businesses in the area.

Parks, Recreational Spaces, and Community Gardens

- Nat-Cha-Straight
 - Can use the Fire land to create more green space, expand the garden or buy the Mason residence.
 - Drawbacks to Trillium are mitigated by going straight
- Parks, Rec and Community Gardens #2 (expansion): As stated, the benefit of preserving existing parks and gardens is an advantage but I would like to highlight how the opposite is not equal
 - Removing and replacing wildlife habitat does not mitigate impact to biodiversity
 - Wildlife in Strathcona will be primarily displaced if existing parkland is removed - they will not necessarily migrate into newly created park spaces
 - Removing some park land and replacing if elsewhere is not a net-zero change. The disruption has a negative impact to existing programs and wildlife.

- Trillium is polluting the city. It's an exclusive park for permit users only. Should a synthetic park be put beside a hospital with sick people?

Public and Other Community Facilities

- Need more information on the hospital. Not only what the hospital says but what the hospital is not saying. Its impact is far too great on the community (sounds like the hospital wants everything catered to itself).
- St Paul's as a disruptor - the question is not "what did St Paul's say in the presentation" but what did St Paul's relocation cause as constraints of limitations?
- Hospital is a disruption to traffic volumes not adequately considered - applicable to all routes and totally overlooked
- The negative impact to the hospital is inaccurate in materials. To maximize sunlight, patients would be facing away from the arterial and towards the sun (south).
- Everyone at the table is feeling that the new civic facilities are spacious and need more information on how they are being used to make more informed decisions.



Credit: Alison Boulier

Public Workshop #2

Evaluating Draft Case Statements

Date: April 2, 2019

Location: Vancouver Aboriginal Friendship Centre

Attendees: ~75

The second public workshop focused on the [draft case statements](#) that Panelists outlined for each proposed route. The workshop began with an overview of the Community Panel process to date, followed by Panelists' presentation of the case statements. Attendees then participated in small table discussions, with each table considering one of the 9 routes and answering this question:

Knowing that the Panel's mandate is to recommend an option that's best for the neighbourhood, city, and region, what does the Panel need to keep in mind in determining whether or not to recommend this route?

Attendees then considered the other eight route options by reviewing the work of the other small tables and adding additional comments, as needed.

Results of this workshop and the corresponding online form were summarized by the project team, then reviewed by Panelists at their subsequent meeting.



PRIOR/VENABLES (UNDERPASS & OVERPASS)

General

- The City report on the removal of the viaducts said there would be little to no increase in traffic on Prior Venables. The City made promises to the Strathcona Residents Association without thinking through/fully evaluating what the impacts would be (in my opinion, as a former Strathcona resident, this was done to appease them for political gain, with the consequences pushed downstream). In the early stakeholder meetings, all the stakeholders came up with the idea of re-evaluating keeping it on Prior.
- This option disproportionately affects one of the city's oldest neighborhoods with a high resident density, that is growing every day. [Further:]
 - Given that the neighbourhood has fought for literally decades for the right to safely access one of the very few green spaces on the east side and was promised that the viaducts being removed would ensure traffic calming in the area, this is not only a violation of the trust the residents put in their city, but will be met with a strong response by residents that will almost guarantee the project will be held up if not eventually cancelled.
 - Prior brings a dramatic increase in noise and vehicle pollution into an area already coping with the negative effects of drug addiction, alcoholism, poverty, homelessness, and petty crime. This is an unfair burden.
 - Lower cost in the short term does not account for the long term health costs for the high number of children and elderly residing here.
 - There seems to be no consideration for the fact that housing along Prior butts right up to the roadway. These residences already suffer from a high incidence of arson, theft, and even cars hitting them due to traffic accidents.
 - This is a real danger to Seniors in this neighbourhood.
 - Finally, Strathcona will be forever doomed as a neighbourhood park. The recklessness of driving on Prior now, the narrow sidewalks on both sides of Prior, and the speed of traffic already makes it underutilized.
- Overpass or Underpass, this option is the best for a number of reasons:
 - The commitment to downgrade Prior was a political promise made by a previous Council in advance of an election. It was not based on any review of the options and cost/benefits.
 - Prior-Venables offers the best traffic management option because it is the only option without a T intersection at Clark Drive. All of the T intersection options will make traffic on Clark Drive a nightmare.
 - There is no need to provide for bicycles on an upgraded Prior Street because there is a major - and well used - cycle route one block north on Union.
 - This option has zero impact on Strathcona Park or the current activities on Malkin or National and considerable significant additional costs to relocate National Yards/ Fire Training Site and perhaps private business.
 - This is the least cost option and given the significant additional cost of the other options it should be given way more weight.
 - The case statements expect significant increases in traffic along this corridor. The original proposal and the traffic studies at the time suggested the viaduct traffic would go to 6th Ave, Pender, Hastings and Powell and that only a small amount of traffic would use Prior. Even the last modelling shown by the City indicated less, not more traffic.

Transportation Performance

- Traffic
 - The "Prior/Venables" in favour rationale fails to mention the most obvious benefit - that it eliminates the railway level crossing and the traffic snarls created by a passing train.
 - Has the City done an extensive study on where traffic and truck traffic will go once viaducts come down? How will truck traffic respond to the changes to street geometry?
 - Will increase traffic volume through a residential neighbourhood instead of

diverting to already existing routes through Vancouver that already have traffic and/or have recently been upgraded to handle heavier flow.

- Shutting down the Georgia viaducts will lead to decreased traffic coming through Prior.
- What is long-term viability for flow on a narrow road? Is it future-proof?
- Challenge the idea that transit can only travel on arterials.
- Prior is the most direct route and less impact on Clark.
- Prior has the least impact on adjoining neighbourhoods in terms of congestion, e.g. Grandview/Woodlands.
- This street should be kept as is and not be used for the arterial route. It is narrow, heavily trafficked at present and leads to a very slow moving option from raymur to victoria, commercial to hastings or south on commercial. To add more traffic to this route would increase risk to pedestrians, pollution to residents etc. In addition, residents were confirmed this route was not on the agenda for arterial development.
- Conditions already exist; people know what to expect; traffic volumes trending downwards into downtown over the last few decades; predictability for business and hospital
- Existing route with known history and maintains public transit access for residents.
- How will east/west access be accommodated?
- Lack of access to Kiwassa.
- Safety
 - Please keep in mind the road safety audit done on Prior St in I believe 2016, which stated that Prior St is NOT suitable for an arterial roadway, since the street is not wide enough and widening the street just at the overpass does not make Prior St safe. Prior is too narrow to safely accommodate sidewalks & bikes.
 - Get the statistics on current accidents on Prior. How will increased traffic impact this?
- Calm Prior to local traffic with controlled

railroad crossing.

Cost and Constructability

- No objections from St. Paul's.
- Simplest; cheapest and the route exists there now.
- Lowest cost allows City to use funds elsewhere. Partners could be willing to fund smaller amount.
- Will the City commit funds to improve Strathcona if this option is chosen?
- Please keep in mind that this option, while the cheapest, is still a significant investment into a bad option.
- Represents further taxpayer funds spent on damaging our neighborhood.
- Railroad companies will veto larger crossings.
- Money saved would allow for upgrades/ updates to other infrastructure. eg. Parks, schools, daycare, other streets, affordable housing, land bridge...
- Option most likely to have partners (ie. reduce cost)
- I think cost should not be a factor. This is amortized over many years. Look at the Canada Line as an example.

Business

- Will destroy FreshPoint food distribution and also the Ice Cream business [Casa de Gelato] - people all over town come there for their ice cream.
- Closing of businesses
- Small business needs easy access and parking.
- From Vernon to Glen, no access for cars without impacting residents

Community Livability

- Too close to Downtown Eastside, increased traffic, land/property value, gentrification will impact DTES
- This is one of the least acceptable solutions to the residents of this neighbourhood, (speaking as a resident since 1985), because of park access, health concerns, safety, and noise and air pollution.

- The lives of people living in this area were decimated at the construction of the viaduct, do not revisit historical mistakes.
- Disregards the Hogan's Alley community that was supposed to be restored through this project.
- Safety concerns for families, school children, and seniors (especially those in housing complexes along Prior and on Campbell) crossing the street. Enough people and pets have been killed on Prior—it's not safe!
- The contemporary data on the toxicity of vehicular pollution is not addressed at all.
- Somewhat ironic that there is this incredible concern for safety which is justifying the overpasses, yet when it comes to community safety you include an option that is totally unsafe.
- What is the City going to do about homeless individuals that will come to the area?

Parks, Recreational Space, Community Gardens

- How will this route reduce GHG emissions in pursuit of the COV's climate change mitigation goals?
- Maintains/preserves Strathcona Park and the 2 community gardens (Strathcona Garden and Cottonwood Garden).
- Doesn't require a decision from the Park Board.
- Because Prior is too narrow for an arterial we would lose the northern edge of the park.

OVERPASS-specific statements

- Walkway under an overpass could improve park access
- An overpass would have to be very long which would affect the new seniors' housing highrise now being built.
- For the overpass, an 11 story seniors tower is being built currently right at Prior and Raymur. The overpass could reduce air quality for this vulnerable population and have other impacts.
- Would the overpass present barriers to residents of Strathcona wanting to use Strathcona park? I think this is very important, given the low access to green space in the

neighborhood.

- Overpass for La Casa Gelato and other businesses will directly affect business and security, as overpass height provides direct access to roof of buildings and obscures view of businesses.
- The overpass is more difficult for active transportation because it is a steeper grade and requires doing uphill first.

UNDERPASS-specific statements

- Is building an underpass really as inexpensive as they estimate?
- Extend the underpass westward, perhaps as far as Hawks Ave, and extend Strathcona Park over top to better connect to the neighbourhoods to the north. This expands (retains park space) and improves connectivity.
- Make the underpass at Prior only 2 lanes! Transit, emergency [should be] priority, single occupancy vehicles not prioritized
- Underpass is more disruptive and negatively impacts local businesses and artists
- How to mitigate flooding in the face of climate change related extreme weather events?
- Can the impact to Strathcona Park be mitigated, for example, by connecting the park to Union over a sunken Raymur-Prior intersection?
- An underpass provides better connection options. The water table here is very high. I think less than 5m below finished grade, based on my memory of grades and inverts for the excavation for the seniors parkade.
- While SLIGHTLY better than the overpass, this route doesn't solve the core problem that Prior is a terrible arterial, and has too many disadvantages to support it as an option.
- I favour an underpass because it partially solves the issue of access to Strathcona Park. It would provide a street level deck from Campbell Ave. to Raymur that will significantly enhance access to the Park. And the existing light at Hawkes provides another option.
- An underpass would be slightly wider than an overpass.
- An underpass reduces the tendency for vehicles to speed downhill into the residential areas along Prior.

WILLIAM

General

- Every Flats Arterial alternative maintains the existing conflict between trucks maneuvering on Produce Row, and the diesel pollution of Cottonwood Gardens. My objectives are to maintain the economic viability and jobs of Produce Row, to retain and improve Cottonwood Gardens, to separate trucks along east Produce Row from through traffic, and to provide a renewed, congruent Strathcona Park. [Further:]
 - Both problems are solved if the south plots of the Gardens, closest to Malkin, are moved north. Particularly at the west end, closest to Hawks St., there is room to do so without having to remove mature trees.
 - The Malkin option still would have maneuvering trucks block the arterial. The William option allows trucks coming from Clark to turn south on Raymur, while through traffic continues on William to connect to lower Malkin at Hawks.
 - However, most of the park land loss is regained if Hawks is closed and becomes a bike and pedestrian corridor, instead of a 39 ft. ROW street that is, overwhelmingly, a parking lot. Closing Hawks would join the two pieces of Strathcona Park, and Strathcona Community Gardens. That's a healthier relationship than Strathcona Park has with Malkin, a strip of asphalt dedicated to diesel truck maneuvers.
 - While extending William through Strathcona Park adds vehicles on its south edge, those are vehicles that currently use Prior St. on the park's north edge. So the route change calms Prior, lowers its status to a neighbourhood connector (a key objective of many Strathcona residents) and makes Strathcona Park more accessible to the Strathcona community.
- I think options of 'threading the needle' through the cottonwood trees instead of insisting on a 'great street' solution is the best option here. The potential for dodgy areas for anti-social activities on both sides of the arterial is a concern, due to how vacant this area is after business hours.

Transportation Performance

- Impacts on vehicular circulation/ volume in the area (all routes)
- There is no option that leads to a T intersection at Clark Drive that makes any sense as there is no where for the traffic to go. And the closer the intersection is to 1st Avenue, the worse it will be. Clark Drive cannot handle more traffic during rush hour, either northbound or southbound. Traffic restrictions east of Clark Drive will limit access to the light industrial area east of Clark and for residents east of McLean. We will be forced to go to Commercial Drive to get in and out of the neighbourhood. And the Grandview Woodlands plan proposes adding even more people who will have to get in and out.

Business

- Reduced Food Security/ increased Costs.
- Produce warehouses will move to suburbs; Increased pollution
- Positive impact on businesses not on route; Saves 15 Charles St businesses
- Keeps the greater majority of Produce Row's businesses in operations
- The produce owners on Malkin would also have difficulties with truck access. It would also destroy a number of businesses on the east side of the park

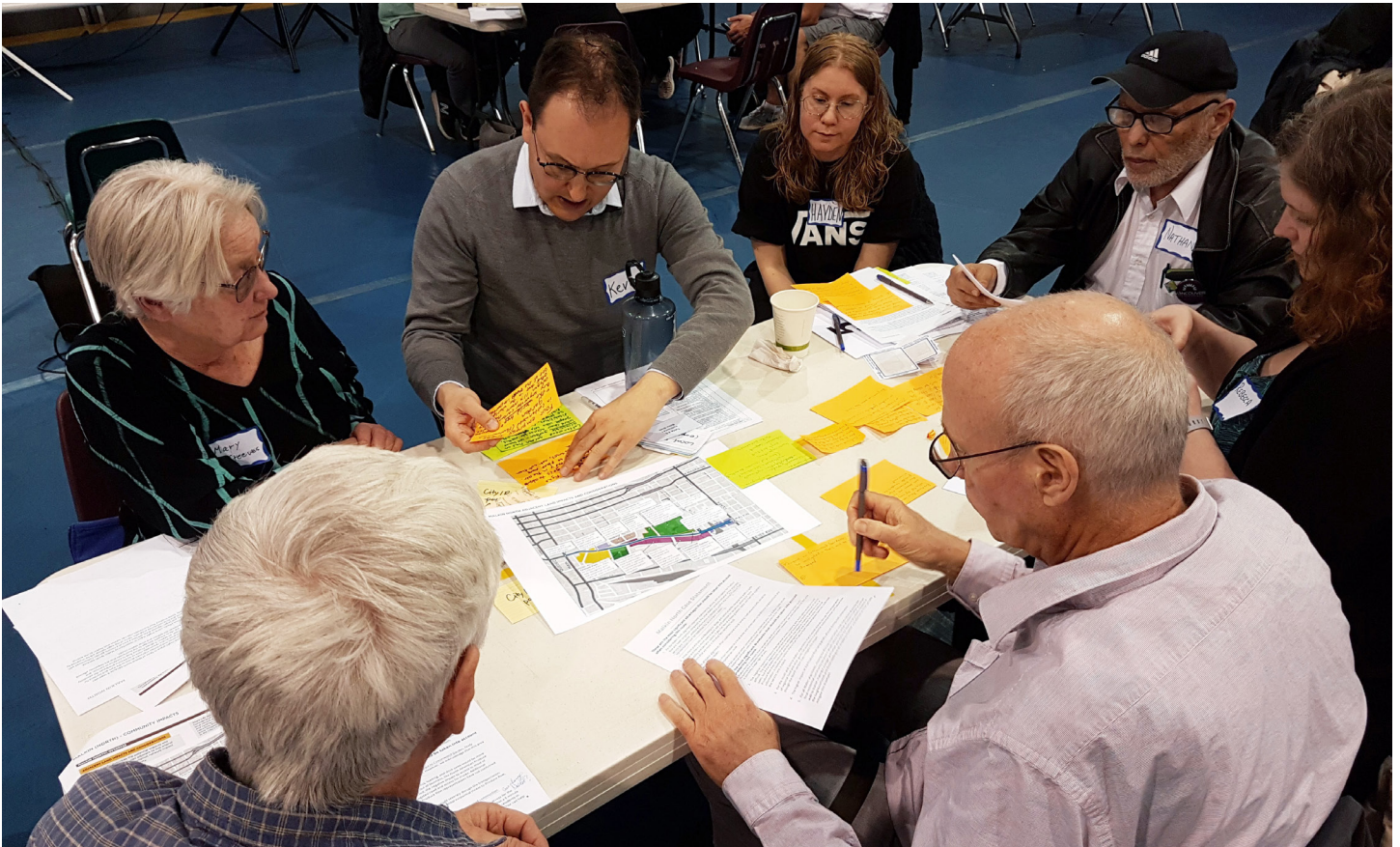
Community Livability

- Negative impacts on residents of Atlantic St
- This is the best option. I ride my bike to work this way and it would make this much safer and a better experience from getting between Strathcona up to the central valley greenway.
- Putting a major arterial through a park and flourishing community garden would be a real shame. This option also places the noisy road very close to a number of houses and doesn't seem safe that it's passing right next to the Strathcona park playground.
- Pulling the vehicle traffic from Prior St. and moving it south to the other side of Strathcona Park is of utmost importance to the Strathcona community. The many residents of this

neighborhood would benefit greatly from being able to access the park and community gardens that are currently separated from us by a busy roadway.

Artists

- Negative impacts on 1000 Parker Street will impact not just the hundreds of artists that work there but the arts and cultural community city-wide and provincially.
- Impact to 1000 Parker St combined with possible loss of building due to twinned tracks puts the viability of keeping this building alive. Without this artist hub the artist community in Vancouver will be gutted. Would reduce access to artist studios.
- No guarantee Beadie will keep artists after re-zoning. They will undoubtedly redevelop with market rent.



MALKIN NORTH

Transportation Performance

- Most direct route.
- #22 has to stay on Venables/Prior this cannot be changed. If need to use the model at False Creek South bus #50 to reduce through traffic. Translink has counts for every bus stop on Venables/Prior.

Business

- Confirm and work with Produce Row to be sure that the service lane is viable, so that they may benefit from the lower congestion and improved maneuvering, access and circulation.
- Any Malkin option would be extremely difficult for produce businesses on Produce Row, would affect truck access and increase traffic congestion for both Produce Row and the new hospital. More importantly, it would put at risk produce distribution for the whole city.
- Unknown impacts on Malkin businesses.
- Charles Street - 15 businesses impacted.

Community Livability

- Negative impact on residents of Atlantic Street.
- Positive: local. Returns Prior to the community. Unites park to community. Regional: more bike lanes.
- Allows for more walkability and bike lane options, creating a better connection for Strathcona residents to the park.
- Malkin North degrades the health and air quality of all green spaces adjacent to Malkin North and therefore is not acceptable.

Community Garden

- Green space (i.e. Cottonwood Garden) should not be permitted to be reduced by Malkin North or any route and preservation of green spaces should be enforced for quality of living and environment!
- Underserved communities
 - Cottonwood Garden has an accessible garden — we have wheelchair accessible paths, people who help people with disabilities, raised plots so people with bad backs or people in wheelchairs can Garden as well.

- Cottonwood Gardens are vitally important to underprivileged youth.
- Drawback: Removal of 123 of the largest trees.
- Four empress trees (Paulownia) in Cottonwood Garden called “the world tree” because they sequester carbon dioxide and oxygen 11 times more than any other tree in the world. One of the most important ways we can fight climate change is to absorb carbon already in the air. We need to plant more empress trees, not cut them down.
- The case statement is unclear. It says “improved access to gardens” but the gardens will be the most impacted by this option (removal of Gardens).
- If this route is chosen it should be a precondition that there be a net increase in green space by making Hawks South into gardens, by greening parts of Prior, an alternate location for the community garden.
- Cottonwood garden is very irreplaceable. Gardeners have built the soil there over 30 years from old tofu from the warehouses and plant clippings. Additionally, the City has a bird friendly design guide line in place for all new development, that recommends, among other things, layered planting (tree, shrub, groundcover) to create bird habitat. Cottonwood is pretty much the only publicly accessible land in Strathcona that has that typology. The other parks are grass and trees. It is the only wild space, in a neighborhood with less than 6% tree cover.
- Still compromises Strathcona Park and community garden and eagle habitat. All Malkin options are too close to Strathcona community and Park and Produce Row.

Public Facilities

- St. Paul’s new hospital site has stated in previous panel presentations that they prefer Prior route to Malkin or others for ease of ambulances, site design, etc. Lives may be at stake.

MALKIN CENTRAL

Transportation Performance

- This route will pose extreme challenges to fire and ambulance services as they try navigate through the congestion that will be caused by Produce Row traffic (turning trucks etc.)
- Not workable to have commuter traffic mixing with trucks delivering and picking up from Produce Row. Also dangerous once you add cyclists and pedestrians.

Business

- This route will pose severe disruption to the business operations on Produce Row as well as to businesses located on Charles (east of the rail track).
- Keep Produce Row (cannot be decentralized) with Malkin access to the businesses without impact on current traffic.
- This route affects operations of four businesses: Fresh Direct, Discovery Organic, Can Am Produce, Fresh Point.

Community Livability

- This route creates better access to sidewalks, paths, parks.
- This route will have significant negative impact on residents of Atlantic Street.

Parks/Community Garden

- This route will result in the removal of 59 large trees.
- Leave green space. Irreplaceable ecological system in place here. Think of rising temperature of the earth. Sustain as much green space as possible regardless of cost difference. Critically important.
- When we reviewed this option with the City, it became clear that due to construction damage and over excavation, this would do damage to a good part of the garden on engineering right of way land, including trees that would be destroyed by excavation and grade change within their critical root zone.
- Still compromises Strathcona Park and community garden and eagle habitat. All Malkin options are too close to Strathcona community and Park and produce row.

General

- This route destroys both part of Cottonwood Gardens and Produce Row businesses and both need to be kept intact to function properly. For Produce Row to keep the synergy of businesses and provide produce citywide from a central location, and for Cottonwood Garden to keep the tree canopy which will offset the increased asphalt.

MALKIN SOUTH

Transportation Performance

- In the future, new mobility will make it easier to serve local communities with transit. This lessens the impact of moving the bus route. If demand is there, bus/transit will be provided.
- Reduced access to transit for elderly and disabled residents.
- The arterial links the Strathcona community to the park, which is important, but at the expense of transit users.

Business

- Malkin South brings with it real risk that the food hub will break up causing the need for food warehouses outside of the city (raising food prices).
- If Produce Row can reconfigure the site then it is less of an impact.
- Produce Row probably needs a different way of transport and deliveries, but I don't think this can be imposed on them and expect them to be able to survive.

Community Livability

- Negative impacts on the residents of Atlantic St. There will be 2 roads directly in front of their homes.
- This is an opportunity for local residents to have a better way of life and neighbourhood

Parks

- Malkin South would still physically impact Cottonwood Gardens with increase traffic, noise, and pollution disturbing the eagle habitat. The community don't know the details, how wide will the South option be, there is still potential for impacts on the gardens.
- Trucking food from outside the city will raise carbon emissions when Vancouver is trying to target reductions. Global warming issues should be considered.

General

- Leave green space. Irreplaceable ecological system in place here. Think of rising temperature of the earth. Sustain as much green space as possible regardless of cost difference. I suppose this is the best option

other than National as it keeps green space completely in tact but still not a very beneficial option for the long run on carbon emissions

- Same issues as Malkin North, Malkin Central, and Malkin South. The city needs to consider better alternatives, including the National/ Charles route.
- Still compromises Strathcona Park and community garden and eagle habitat. All Malkin options are too close to Strathcona community and Park and produce row.



NATIONAL-GRANT

General

- Unclear on the best route of National options, but National is the most obvious choice for all routes. It should extend straight down National to avoid safety issues of S curve. The #22 bus route could be diverted to go south on Glen and north on Raymur and continue on prior heading west. Or consider route divergence south on William off of Clark. Green space should remain for all of land north of National including quiet residential area. Traffic in flow/out flow east of Clark must be considered.
- A preferred option over others because it benefits the most people and businesses. Strathcona has lived with the city seeing it as a cheap option for running transit corridors through. It's time the city invested a bit in keeping this neighbourhood - one of the city's most unique and irreplaceable - healthy and flourishing.
- National is better than Malkin because it's further from the park and neighbourhood. The S curve is a little strange, and the overpass is costly crossing so many tracks and coming out next to Terminal. Not the best option.
- Most expensive of all options, least attractive to partners. Most disruptive to more businesses than any other option. Least optimal for traffic dispersal on Clark.

Transportation Performance

- How well does this alignment meet the circulation/traffic/pedestrian needs of this area? I.e. too close to 1st Ave, too long, too circuitous, and how well is the "T" intersection at Clarke understood?
- Congestion due to proximity to 1st ave.
- Apart from the T intersection at Charles any option that involves two 90 turns in this routing east makes no sense. The engineer says this will increase accidents along the route.

Business

- Consider businesses- Grant Street Business Park, as well as future business densification upwards in the area. These local businesses serve local populations, so they cannot just relocate anywhere.

Costs and Constructability

- Other options are much cheaper. Even National/Charles option (11 tracks).
- Much of the land is already controlled by the City
- Not feasible.
- Expensive and huge span = ugly

Parks

- Preserves gardens/green space (air quality, enjoyability, community, biodiversity).

Public Facilities

- Fire Department - Practice space can be downgraded and as it is currently utilized by out-of-region fire fighters, which can be moved closer to the outer regions where land is cheaper. Use land to expand garden

NATIONAL-CHARLES

General

- Better access to new hospital, much less harm to the park or Cottonwood Gardens, and much less harm to Produce Row. It would preserve the integrity of Strathcona neighbourhood.
- Yes this is the best option. Fire training facility have said they want to move as they don't have enough space. Keeps Strathcona together and access to the park becomes safe. Artists are not displaced. Preserves Cottonwood Gardens. Easy access to hospital. Would need # 22 bus rerouted or a shuttle bus.
- A more extensive investigation of this option needs to happen. The City has to say what other City plans would be impacted. Obviously, any use of City funds for one project impacts another. Given the need to make the DTES a healthier neighbourhood, and green space and a healthier environment are on the list of things needed, the National options seem to at least give the neighborhood a fighting chance. This area deserves positive investment.
- Best option so far! Keeps arterial off of Strathcona Park and neighbourhood, crosses fewer train tracks, and ends up in the middle of Clark between Terminal and Venables.
- This is the route that creates a healthy beautiful neighbourhood on the east side for present and future generations. It best keeps traffic and pollution always from parkland and residential areas.
- I think that this is the best choice for the neighborhood and city. This route is worth the investment and maintains as many important community spaces as possible.
- Panelists should also know that the City has been playing residents off against each other around the Prior and William options for years, and not too subtly. In fact I don't think it's too cynical to say that the addition of the Prior street options at the last minute is a ploy to push residents who support the park and gardens but are extremely concerned about the safety of the local residents first and foremost into, into very reluctantly accepting this route despite basic opposition to it. THIS IS WHY THE COMMUNITY WORKED FOR YEARS TO DEVISE THE NATIONAL/CHARLES OPTION THAT THE

CITY HAS CHOSEN TO IGNORE IN THIS PROCESS! It cannot be expressed enough the bad faith demonstrated by the City in this process. The impact on 1000 Parker, especially given the already massive loss of artist studio space in this area due to poor planning by the City, cannot be underestimated. Arts ARE an industry here, one which the City seems to rarely include in its calculations.

Transportation Performance

- S-curves are statistically more dangerous and cause more accidents to pedestrians.
- Consider the high volume of trucks for the s-curve.
- Regarding advantage #5 truck traffic: no driveways directly accessing arterial for produce delivery trucks. This would create a safer route. As trucks would turn off arterial (commonly right turn) traffic wouldn't back up onto arterial. Left turning traffic would back up on side streets.
- This option would be very far from transit for at least half of the residents of Strathcona.
- Better for traffic dispersal at Clark.

Business

- One major produce row business will have to move.
- At least 4 businesses would be interrupted and possibly one east of the railway tracks on Charles
- Fewer businesses disrupted than Grant.

Community Livability

- We do not know the actual costs but we do know that this alignment has the least impacts for all groups and stakeholders (parks users, gardeners, local businesses, residential community, artist studios).
- This is the preferred option of the SRA!

Costs and Constructability

- Is it buildable if the price tag is so high?
- Funding partners can put pressures or veto this option as Federal Government and CN Rail can say they do not want to fund such a high cost alignment if they can easily get something

cheaper (federal does not fund land acquisition)

- The panel needs to know it is not the most expensive to build as the Port will be funding it as well [Table Facilitator Note: others from the table contested this – wouldn't the Port be funding all of them? But it might not be most expensive because it is a shorter span so they thought the cost should be clarified.]
- We should think of the high cost as just as any other negative impact. For example, the William Option could be vetoed by Parks Board.
- Look deeper for transparency particularly when it comes to the National Works Yard. Examples: what do the numbers mean under cost? What about previous comments that were made that National was going to be the route selected?
- Emphasize people's needs over money.
- Drawback #1: doesn't the 14 span bridge apply to the national grant option? Not National Charles, which crosses fewer rail tracks. This affects cost as well.

Parks, Recreational Spaces, Community Gardens

- We must see anything with negative ecological impacts to be irrational. Please keep green space area north of National intact and without significant disruptions.
- We need something with the least negative impact to urban wildlife

Public Facilities

- Inconveniencing/moving Works Yard vs inconveniencing/moving gardens, businesses, etc needs to be considered. To my rather ignorant mind, moving Works Yard should be just physical and therefore easier than "destroying a garden" and starting a new one elsewhere.
- Case statement states a drawback is inefficient public services. Please note – all routes impact someone – business or people.
- National Works Yard & Fire training facility displacement is a temporary issue because they will outgrow their facilities anyway.

NATIONAL-CIVIC

General

- What else could we spend this money on other than auto-oriented infrastructure? Climate change adaptation will require significant investment in infrastructure, is it wise to spend our precious public dollars like we're still in the 1950s?
- There are many benefits to this route. I understand it is more expensive but that should not be the deciding factor when the alternatives mean bad health outcomes for neighbourhoods, loss of green space and mature habitat on the east side, potential decay of a historic neighborhood - one which will see a huge increase in population due to the need for housing health care workers.
- National is better than Malkin because it's further from the park and neighbourhood. The S curve is a little strange, and the overpass is costly crossing so many tracks and coming out next to Terminal.
- This option ought to be dropped from consideration. The Panel has to accept that displacing National Yards, the VFRS Training site, potentially the VSB facility on Clark and perhaps some private businesses does not make sense from a financial perspective. And the T intersection at Clark is problematic.

Transportation Performance

- This is the straighter option (no S-curve) so quicker access to the hospital for neighbourhoods east of Clark.

Business

- One major produce row business will have to move.
- At least 4 businesses would be interrupted and possibly one east of the railway tracks on Charles
- Fewer businesses disrupted than Grant.

Community Livability

- Least impact to local community (residents, artists and businesses).
- The east-end deserves a route (National - civic facilities) that least impacts the community, businesses, environment and road safety. No

matter what the cost.

Costs and Constructability

- City estimates are inflated for this route - Not as much impact/cost as estimated. City needs to cost National properly. Estimates only so looks more expensive than it may be if we had the full information. Fire Training impacts are inflated based on the high cost of land in Vancouver.
- Port Metro Vancouver and rail company BNSF are the main beneficiaries and they should pay. This route is eligible for partners funding. Port expansion and extending rail time /no interruptions are the motivations. This route is not the most expensive. It is only expensive if rail and port don't pay for the direct benefits to them.
- Expensive and huge overpass span. Crosses too many rail lines.

Parks, Recreational Spaces, Community Gardens

- Saves the sports fields.
- Maintains Strathcona Park and community gardens.

Public Facilities

- City of Vancouver has to acknowledge that they built along National, knowing that the Port would expand.
- National Civic route - National Work Yard + Fire Training Facility + hospital can stay. They're only temporarily disrupted when the road is being built.

GENERAL COMMENTS FOR THE PANEL

Long-Term Vision and Cohesion in Planning

- Need a vision: What is it going to look like in 5yr, 10yr, 25yr, 50yr and even 100yrs?
- Big picture City planning is missing. City of Van has no overall view showing how these fragmented plans as approved by City, fit together. Makes it almost impossible for Panel to deal with this small portion of what was in the 2012 downtown plan. Integrate all plans so that we know what is happening around this project boundary.
- Is there a general plan for Flats area? A big picture city landscape design for this area would be good (5 to 10 years plan), especially for the arterial route through St. Paul section.
- Any route through gardens / parks will not jive with COV 'greenest city' claims.
- Indigenous lifestyle / way of life should be acknowledged and improved through the arterial road; make a statement that this is happening on unceded Indian Land.
- Involvement with First Nations Government Community is traditionally delayed to presenting recommendations GOV to GOV without asking FIRST - This process is disrespectful!

Evaluating Options

- The devil is in the details. Not enough solid facts of what each option will look like. So many uncertain variables not yet answered...can Panel be permitted more time to research?
- Lack of clarity around access to and from this route eastbound and westbound from Main St. and Clark Dr. respectively.
- Positives and negatives should be compared in a grid format (have the main routes along the top – Malkin, National, Prior, William; have key factors on the left – businesses, gardens, cost, safety). It needs to be easy to compare routes across different factors, not just the cost factor.
- I haven't heard any benefits - want more green space and more wild space. Community space and buy property to build more parks.
- Case statements of National-Civic and National-Grant are very similar. Make distinctions clearer.

Transportation Performance

- Upgrade truck route to Malkin.
- Need grade separation along whole railway line from Terminal to Venables. Overpass or underpass or a complete tunnel. If one of the non-Prior options are chosen you still need grade separation at Venables/Prior.
- I think these options succeed or fail on the basis of keeping Prior/Venables open for bus travel, as the proximity to other arterials and the distance from Hastings makes it not a good solution from a bus, public transit perspective.

Cost

- Don't be bullied by the city saying an option costs too much. Much money spent on west-side of Vancouver, no penny pinching on Eastside. Fed project so have Fed money pay costs.
- COV needs to acknowledge they expanded on National and it was a mistake. Cost is not an issue.
- I think the reduced cost and options of cash for community amenities in the Prior or William's option make them better options.

No Arterial

- No arterial option should be an option. Divert traffic from viaducts section to Terminal and North to Powell and keep everything else where it is.
- Road diets: Traffic is elastic and we should help it disappear. Reduce GHG emissions and build a car free future.
- Terminal Ave not at capacity, put the arterial there. No residences (pollution traffic). Would provide greater area without major traffic (quiet zone). Better for wildlife habitat / garden. Small overpass at Prior for local traffic.
- Large quiet zone between Terminal and Hastings is great! Buses could be small shuttles for residents.
- No arterial route at all - no traffic. Only emergency vehicles, public transit, bikes, pedestrians.

National Variations

- National Straight: More direct + easier; City of Vancouver said National is not workable, but with viaducts replaced with a grid of streets, there are options (not all traffic has to make this connection); Main through National-Station should be considered for not having an S-curve.
- Civic-Charles needs study - Mitigates problem of proximity to 1st Ave. and should be cheaper
- Consider inflow/outflow of traffic in and out of city: 12th, 16th, Broadway. Use National or Terminal.

General Statements

- Keep the viaduct or rebuild it earthquake proof.



Online Submission Summary

Throughout the Panel's activities, the public was invited to submit ideas, reading material, reports, videos, websites, and articles they wanted the Panel to consider. The Panel received 80 such submissions. The purpose of these submissions was to help the Community Panel hear from the public and access a variety of perspectives about the proposed arterial alignment options and their possible impacts.

The following summary is a simplified version of public input received via the 'Submit an Idea' form on the Flats Arterial Community Panel website. The numbers following each statement - for example (1) - represent the number of submissions expressing that perspective. View the complete list of submissions online at fcfcommunitypanel.com/public-submissions

Process feedback

1. Need improved organization of information related to the project to support public learning. (1)
2. Request alignment maps be posted on website. (1)
3. Need for greater detail on public-facing maps to include all existing bike paths (and any bike paths that might currently be under consideration) and include all of the special features (such as the produce facilities) on each map. (1)
4. Lack of information and short time frame to make big decision/recommendation. (1)
5. Request to speak on behalf of First Nations community members. (1)
6. Process doesn't have way to measure resident/community health in comparison with monetary costs. (1)

Community Gardens/Greenspace

1. Support of community gardens. (3)
 - Preserve Cottonwood Community Garden. (3)
2. Preservation of green space. (3)
 - Green space helps to mitigate climate change. (1)
 - Green space improves air quality. (1)

Prior

1. Opposed to Prior route. (6)
 - Make bicycle route on Prior. (4)
 - Malkin North seems to be a viable alternative to Prior. (1)
 - It splits Strathcona in two (1)
2. Support of Prior route. (1)
3. Oppose Malkin. (1)
4. Keep Trillium intact. (1)
5. Improve safety on Prior. (3)
6. Keep Prior St as an arterial but close it to non-transit vehicles except for emergency and Produce Row-related vehicles. (1)

Malkin

1. Opposed to Malkin St. (3)
 - Due to impact on Cottonwood. (2)
 - Due to impact on community gardens. (1)
 - Due to impact on food system. (1)
 - Due to impact on Produce Row. (1)
 - The projected impact on Cottonwood would eliminate trees and community amenities, run counter to Vancouver's 'Greenest City 2020' action plan, and damage or eliminate Produce Row and its jobs, increasing food transportation emissions. (1)

2. Question whether routes, Malkin in particular, are firm enough to make an accurate assessment and whether 'mitigation' for routes is possible. (1)

Other

1. Redirect traffic away from the Flats area.
 - Framing of 'removing the viaducts' misses the idea that rather than removing the viaducts, this process is deciding how to extend them to the east; preference that traffic be diverted along Hastings and Main/Terminal. (1)
2. Build Light Rail Transit (LRT) and upgrade pedestrian/bicycle infrastructure. (1)
 - Instead of the current proposals, this aims to improve the movement of people to/from downtown while serving local neighbourhoods, Strathcona, the False Creek Flats, and Commercial Drive. (1)
3. Proposed new route for consideration (AirTable row #2). (1)
4. Increase transit between the West End and St. Paul's Hospital. (1)
5. Support for at-grade crossing at Hastings. (1)
6. Oppose any decision that would benefit multinational corporation at expense of City and its residents. (1)
7. Question the estimated costs for each route. (2)
8. Removal of the viaducts will likely increase development. (1)
9. No arterial selection but instead divert traffic to Hastings or E. 1st Ave., calm Prior Ave., and connect Begg St. and Chess St. via a 2-lane overpass to serve Malkin Ave. businesses. (1)
10. Consider the content in the documentary "Something in the Air". (1)
11. Build Pedestrian/Cyclist Overpass to create safe access to park and cost savings for other infrastructure upgrades. (1)
 - North-South at Hawks Avenue Raymur Avenue and/or Campbell Avenue.
 - Additional North-South pedestrian/cyclist access with the underpass option under the railway between Raymur and Glen Dr.

National

1. Support of National route. (6)
2. Support of National-Charles. (4)
 - National-Charles is the only alignment that would put the community first (green space, minimizing pollution) and deserves equal treatment in process; other routes would prioritize city/industrial land use. (1)
 - Protect green space (Strathcona Park) on the east side and, if necessary, address S-curve challenge by losing Trillium Park fields. (1)
 - All other alternatives would increase air pollution and noise pollution which is increasing in importance due to densification. (2)
 - Preserve Strathcona Park land. (1)
 - Oppose Malkin/Williams due to impacts to eagles. (1)
 - Oppose Prior/Venables. (1)
 - Cost will be mostly paid by rail, the vast majority of the project funding
 - will be from sources that are earmarked for freight transportation
 - infrastructure, and cannot be spent on other government services such as housing. (1)
3. Support of National-Charles Straight proposal.
 - Strathcona Residents' Association has an emerging preferred alignment/variation: "National-Charles Straight," which is different in that "towards the west end of the National roadway, the route turns north onto Station St (or could continue to Main/Quebec)" and offers additional benefits beyond those already existing for the National-Charles route. (1)
 - Support for National Charles Straight. (3)
 - Response from the Strathcona Residents' Association to the City Engineering's preliminary assessment of Nat-Cha-Straight that disputes or questions City conclusions which recommend against the route.. (1)
4. Opposed to Prior, Williams, Malkin routes. (1)
5. Opposition to National-Grant and National-Civic alignments (1)



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