

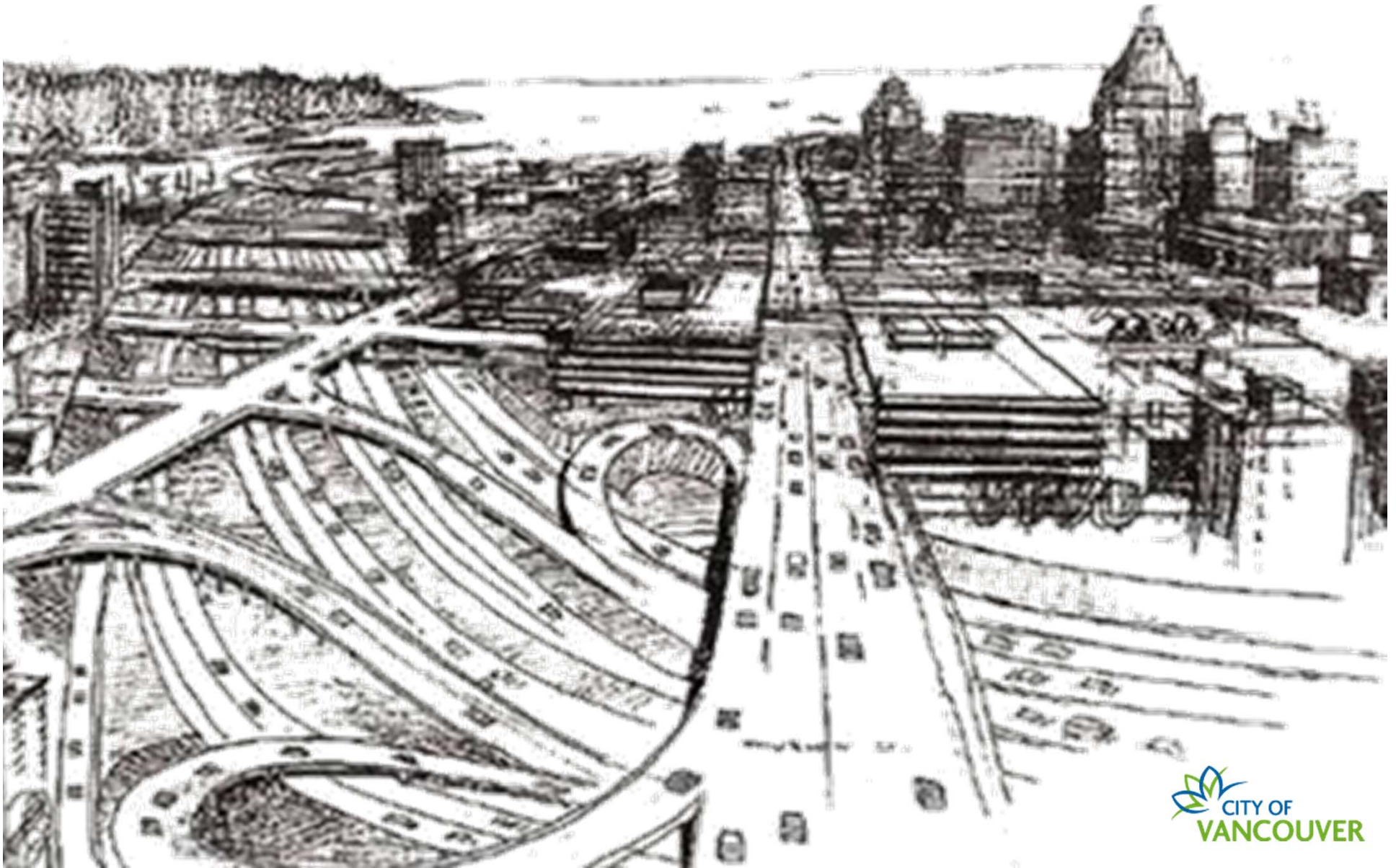


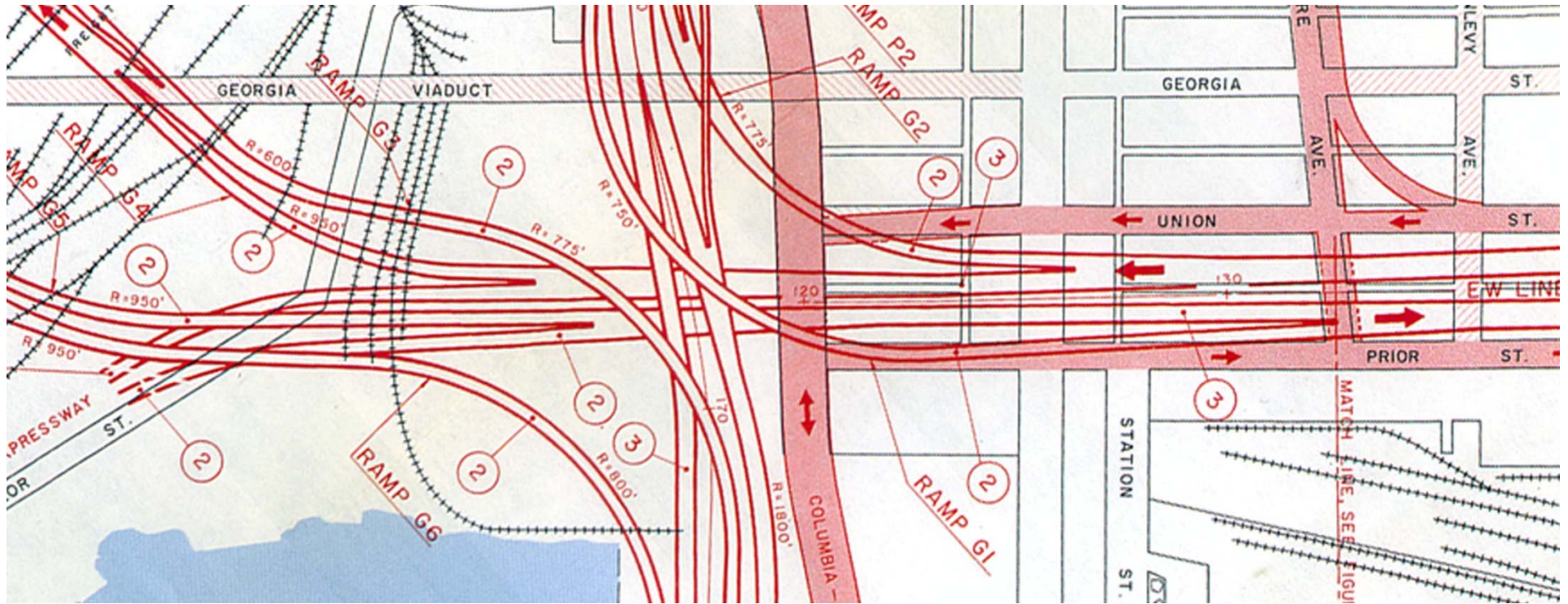
VANCOUVER'S VIADUCTS:

exploring a new direction

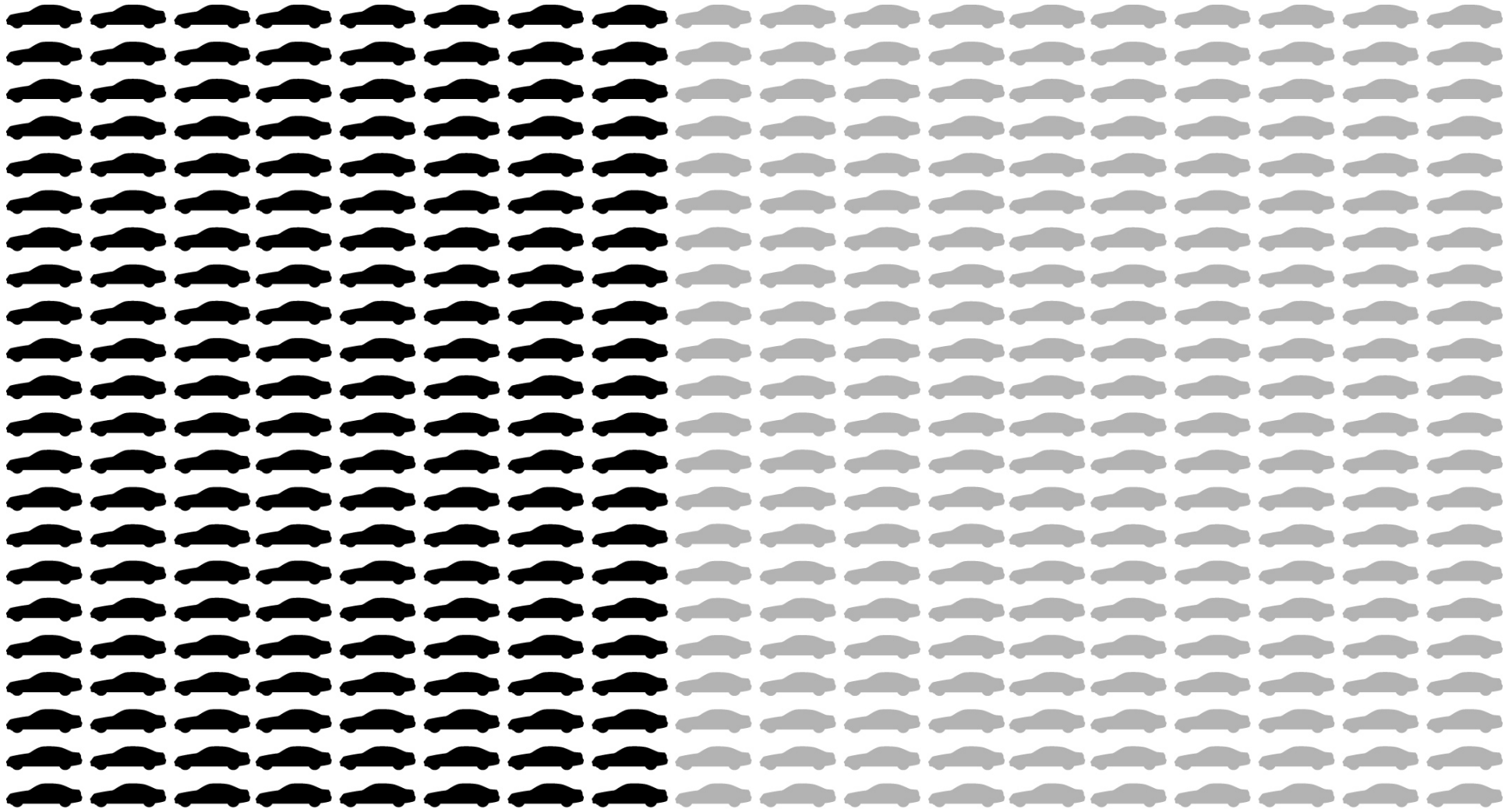
city of vancouver | joint presentation from the departments of planning & engineering

The viaducts were envisioned as part of an extensive freeway network designed for the city of Vancouver.





Public opposition in the 1970s halted completion of the freeway system, the viaducts are the only part of the freeway to ever be built.



Designed to carry 1800 vehicles/lane/hr, the viaducts at their peak carry 750 vehicles per lane.

the Viaducts: KEY BENEFITS OF REMOVING THE VIADUCTS

- Frees up entire blocks of centrally located land,
- Allows opportunities for increased **Parks & Open Space**,
- Creates a significant opportunity to provide **affordable housing**,
- Removes barriers between the historic communities and False Creek,
- Advances **sustainable transportation** objectives.

the Viaducts: COUNCIL DIRECTION

November 2009 – Council direction to review potential options to remove or modify the Dunsmuir & Georgia Viaducts

July 2011 – Staff reported back on Phase 1 study of transportation, structural options and soils analysis

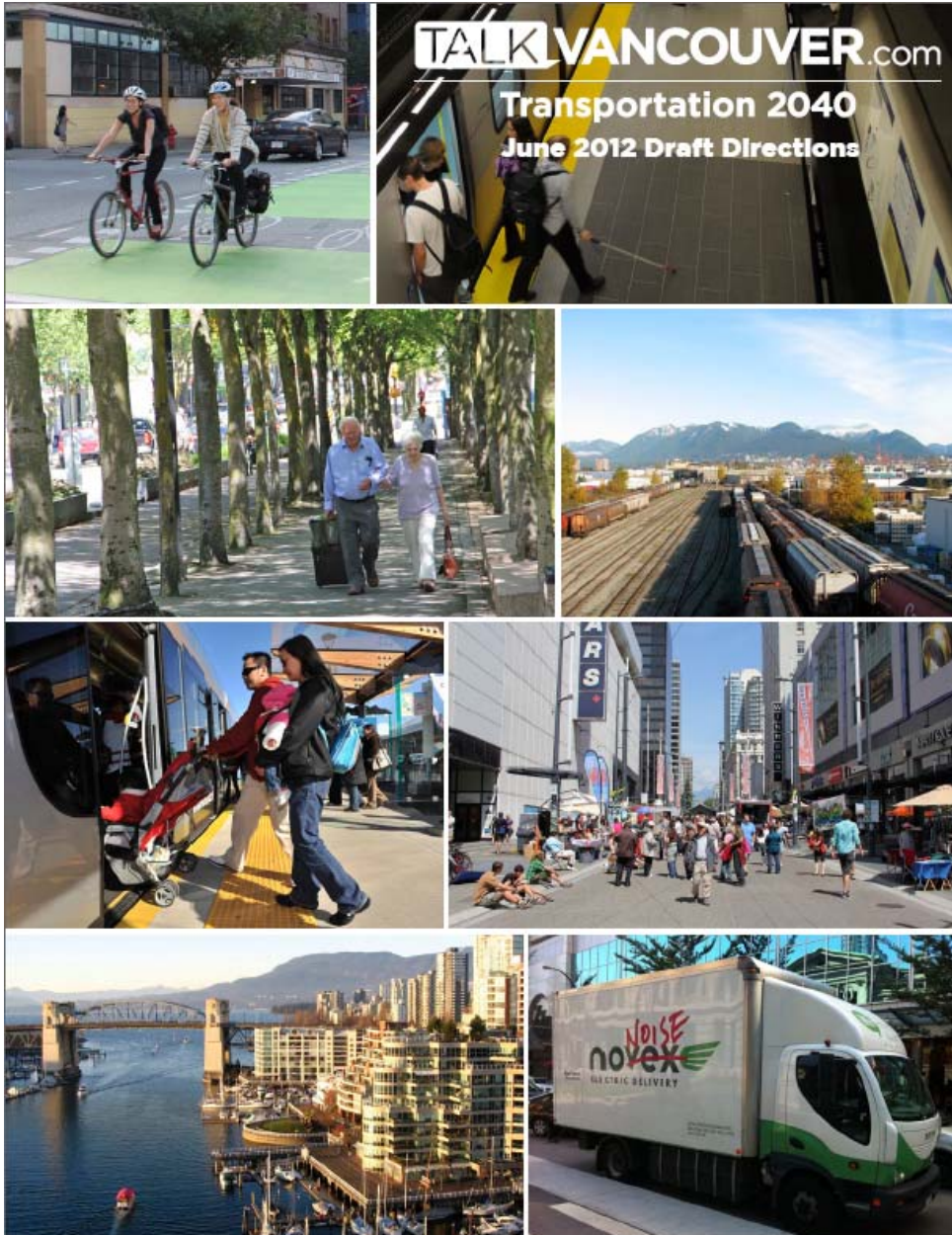
July 2012 – Council Update on the Viaducts Study

Fall 2012 – Recommendations to Council for next phase of work

the Context: OTHER CITIES

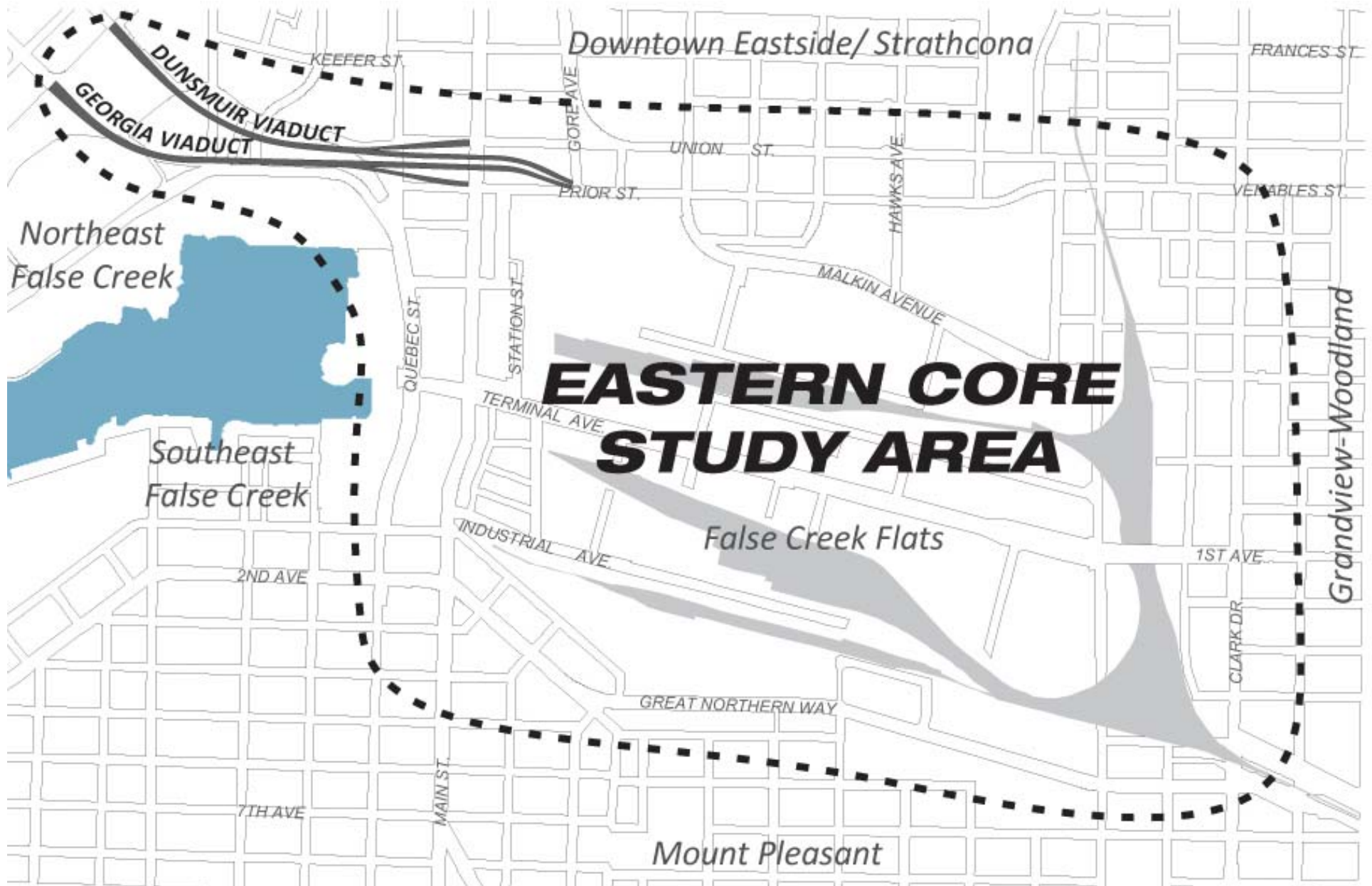


the Context: TRANSPORTATION PLAN 2040

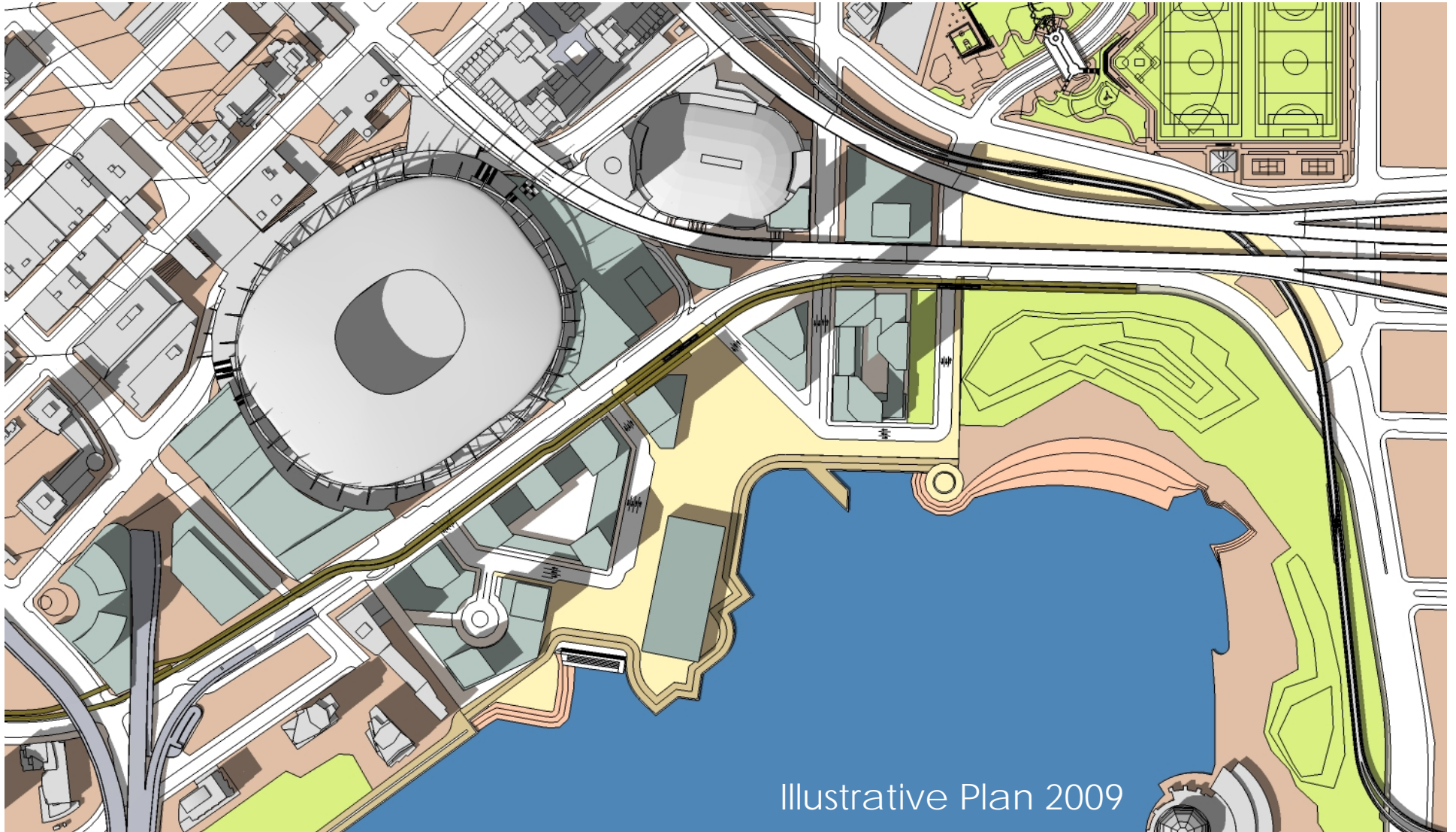


- The Transportation Plan supports an inclusive, healthy, prosperous and livable future for Vancouver.
- The plan will guide transportation decisions for how people and goods move in and around Vancouver as we grow over the next 30 years.
- The Viaducts & Eastern Core Strategy are identified as Special Project/Study Areas in the draft plan.

the Context: THE EASTERN CORE STRATEGY



the Context: THE CURRENT PLAN FOR NEFC



the Study: STUDY AREA & ADJACENT LANDOWNERS



the Study: MULTIPLE INPUTS

INITIAL COMMUNITY OUTREACH

*DOWNTOWN EASTSIDE | STRATHCONA | CHINATOWN | FALSE CREEK |
GRANDVIEW-WOODLAND | MOUNT PLEASANT*

INTERNATIONAL IDEAS COMPETITION

*OPEN PUBLIC COMPETITION & DIALOGUE | ONLINE ENGAGEMENT |
JURY: ALLAN JACOBS, PATRICIA PATKUA, TOM HUTTON, ROB BENNETT & JOE HRUDA*

MULTI-DISCIPLINARY CONSULTANT TEAM

*PERKINS + WILL CANADA | BUNT & ASSOCIATES ENGINEERING | FAST & EPP |
PHILLIPS FAREVAAG SMALLENBERG | HUB ENGINEERING | CORIOLIS CONSULTING CORPORATION*

PEER ADVISORY PANEL

HELLE SOHOLT, GEHL ARCHITECTS | KEN GREENBERG, GREENBERG CONSULTING | JOE HRUDA, CIVITAS

**a NEW
VISION**

the Study: DEVELOPING THE PRINCIPLES

COMMUNITY INPUTS

IDEAS COMPETITION



**GUIDING
PRINCIPLES**



Image from re:CONNECT submission by Michele Campbell, Laura Macdonald & Alex Suvajac

the Study: THE GUIDING PRINCIPLES

1. Create a vibrant district
2. Reconnect communities to the creek & each other
3. Embody history to make it memorable
4. Link parks and open space
5. Reintroduce water & natural systems
6. Rebalance movement modes
7. Reinststate Georgia Street's ceremonial role
8. Restore Main Street corridor
9. Repair the urban fabric
10. Enhance 'urban vistas' to mountains

the Study: THE STRUCTURAL OPTIONS

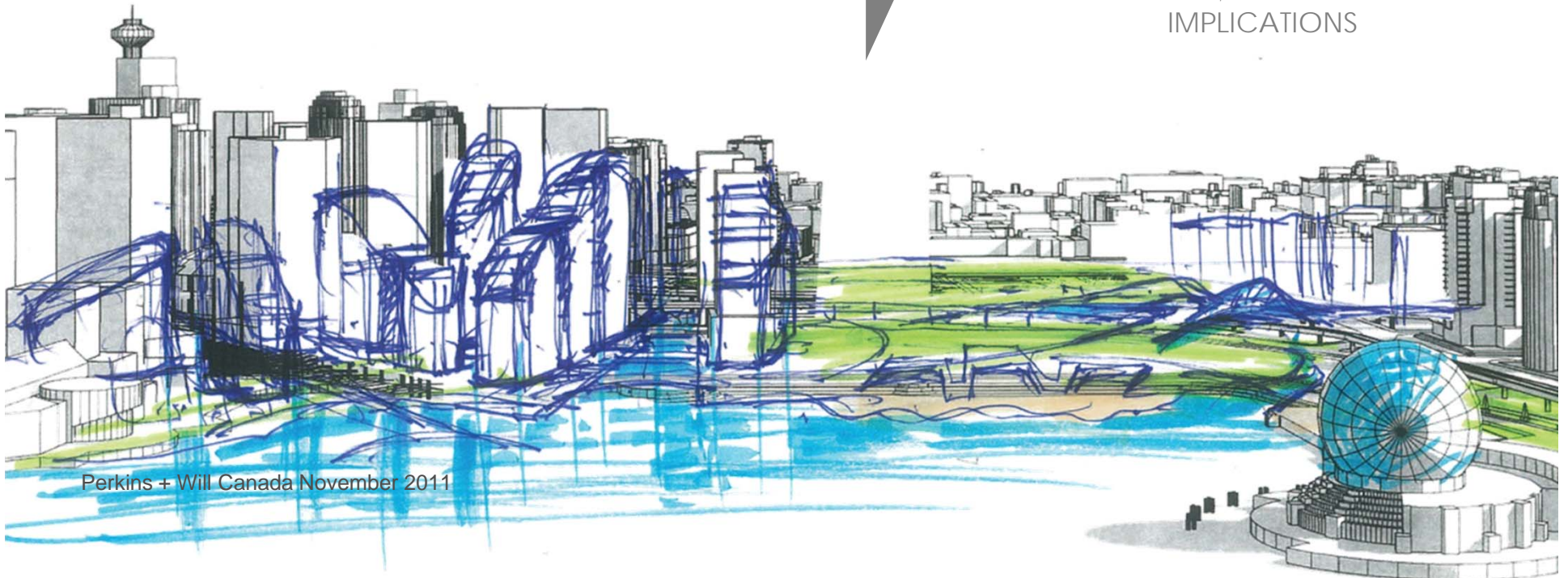
120+/-

THE NUMBER OF POSSIBLE
STRUCTURAL CONFIGURATIONS
OF GEORGIA, DUNSMUIR
AND THE ROAD AT GRADE

ASSESSED AT HIGH-
LEVEL FOR FIT WITH
PRINCIPLES

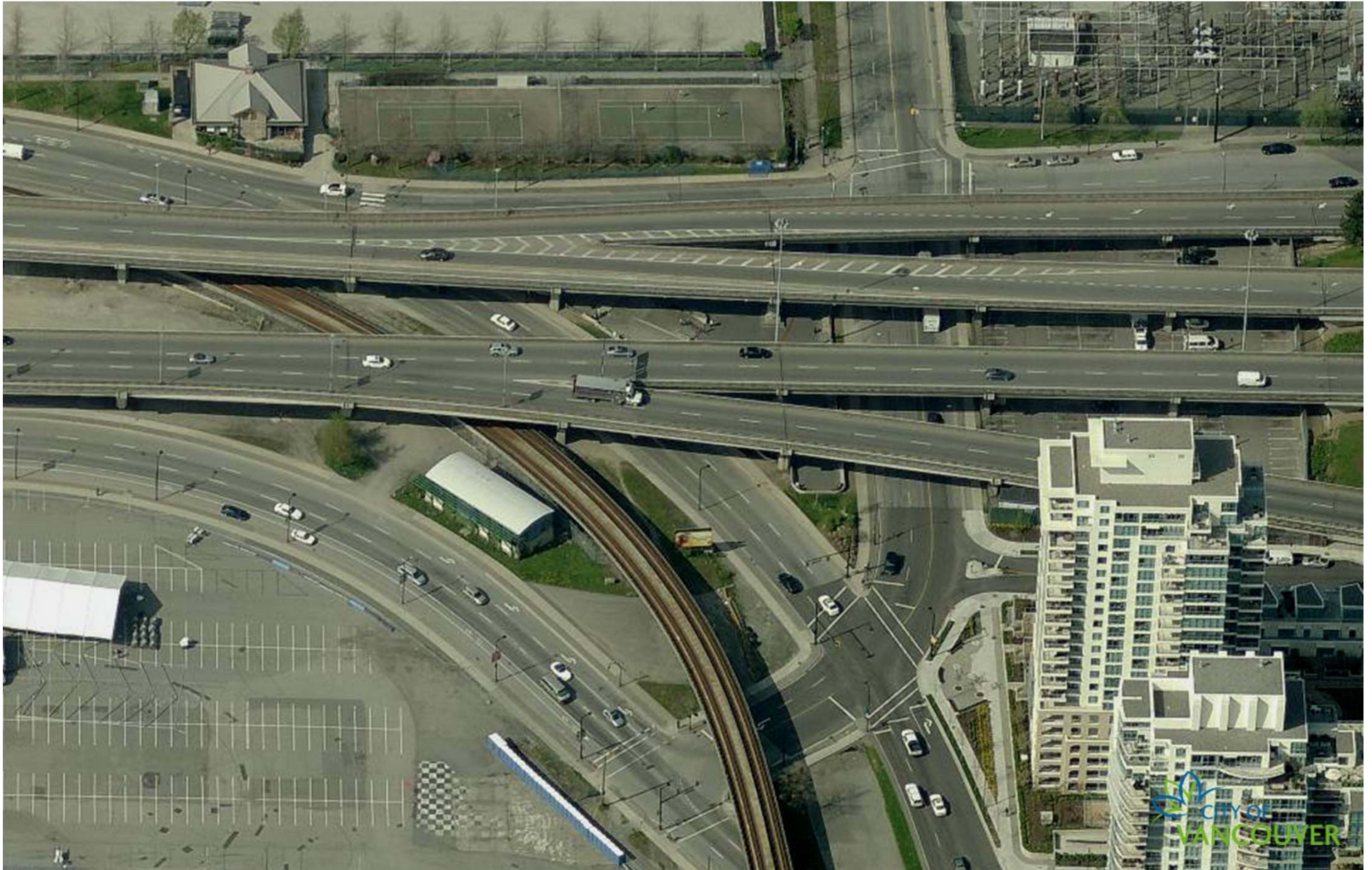
7 OPTIONS

RANGING FROM FULL RETENTION TO
COMPLETE REMOVAL WERE TESTED.
DETAILED ANALYSIS INCLUDED
TRANSPORTATION IMPACTS; PARK
FUNCTION AND SIZE; DEVELOPMENT
POTENTIAL; AND FINANCIAL
IMPLICATIONS

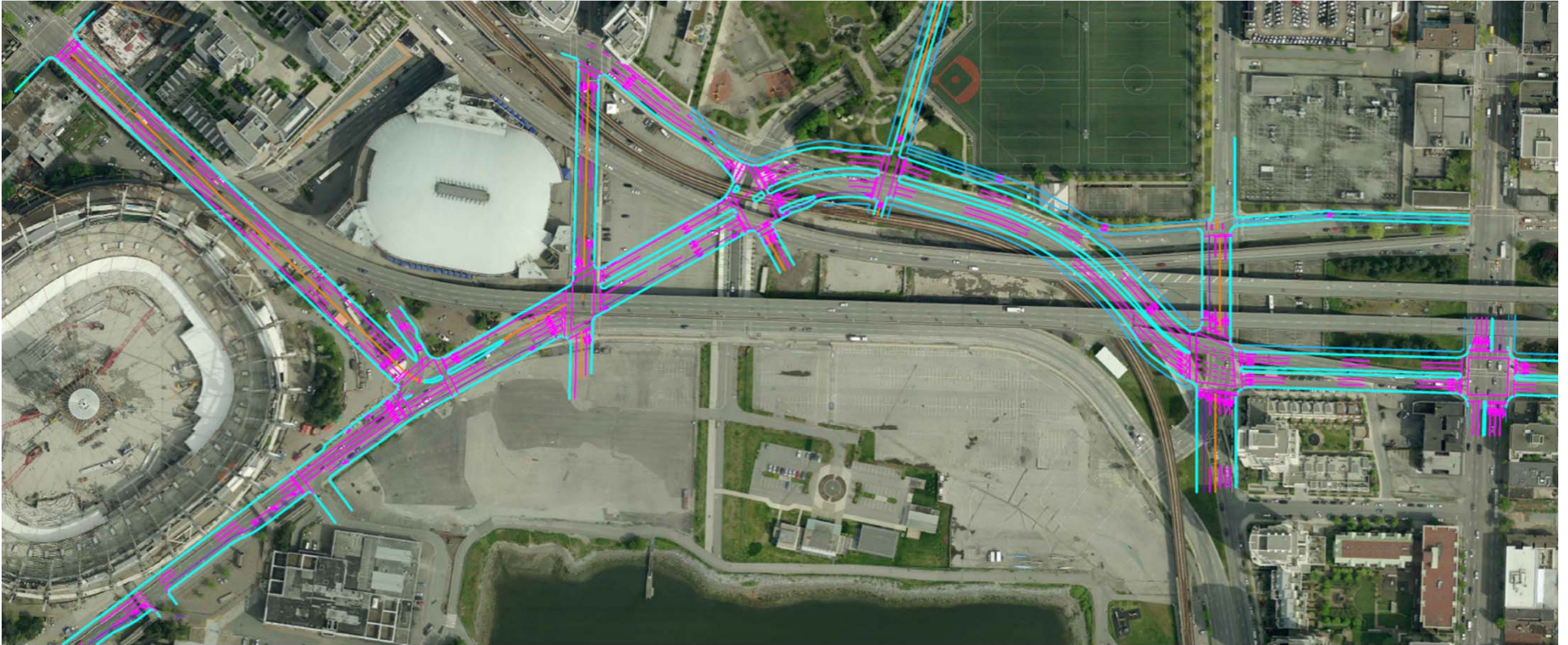


Perkins + Will Canada November 2011

the Study: THE EAST-WEST CHALLENGE



the Study: THE ROAD NETWORK



FEATURES:

- New two-way, four lane Georgia Street ramps to Pacific
- Two-way operation of 'New Pacific' east of Georgia Street
- Direct connection to downtown for goods movement trucks retained
- Sufficient capacity to accommodate all current viaduct traffic for most hours of the day
- Vehicular connectivity significantly improved
- Opportunity for new bus routing

the Study: TRANSPORTATION ANALYSIS

Legend

- 1 - 9 trips
- 10 - 28 trips
- 29 - 48 trips
- 49 - 71 trips
- 72 - 117 trips

- Viaducts carry 40-45,000 vehicles per day (10% of traffic entering/leaving downtown);
- Traffic volumes entering/leaving downtown during peak periods have decreased 15% in last 15 years;
- Roll out of the Evergreen Line in 2016 will further reduce vehicle volumes
- Extensive analysis indicates removal is definitely feasible from transportation perspective

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a New Direction: CONCEPT PLAN

INCREASED
PARK

HOUSING OPPORTUNITIES

FEATURES:

- A direct E/W vehicular connection
- Better quality and Increased park land
- Opportunities for affordable housing

a New Direction: OPPORTUNITIES FOR HOUSING

FEATURES:

- Approx. 850k sq. ft. development potential
- Broad options for affordable mixed housing
- Repairs urban fabric & provides retail continuity on Main Street



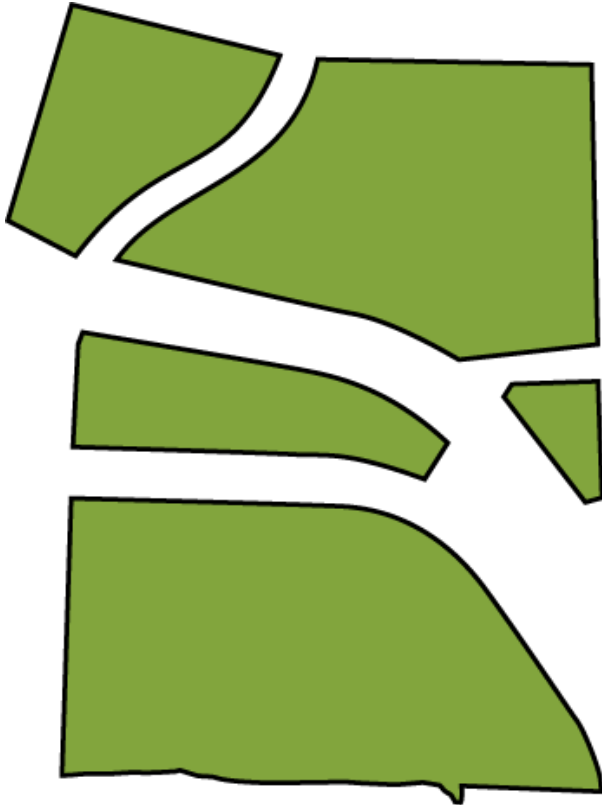
a New Direction: OPPORTUNITIES FOR HOUSING



...once home to Vancouver's black population and social hub of the community, the spirit of Hogan's Alley could be recaptured on these blocks

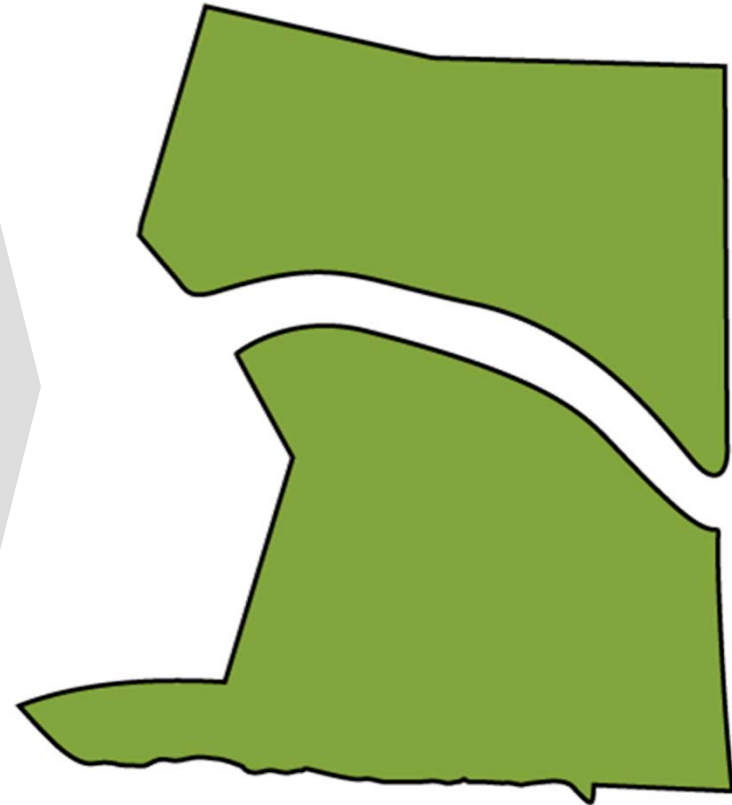
a New Direction: PARKS & OPEN SPACE OPPORTUNITIES

existing policy directions



22.25 ACRES

proposed changes



25.25 ACRES

13% INCREASE

a New Direction: PARKS & OPEN SPACE OPPORTUNITIES



... a key feature is a pedestrian and cycling spine,
animated by a series of park rooms, linking the historic
neighbourhoods directly to the creek

a New Direction: IMPROVED PED/BIKE CONNECTIONS

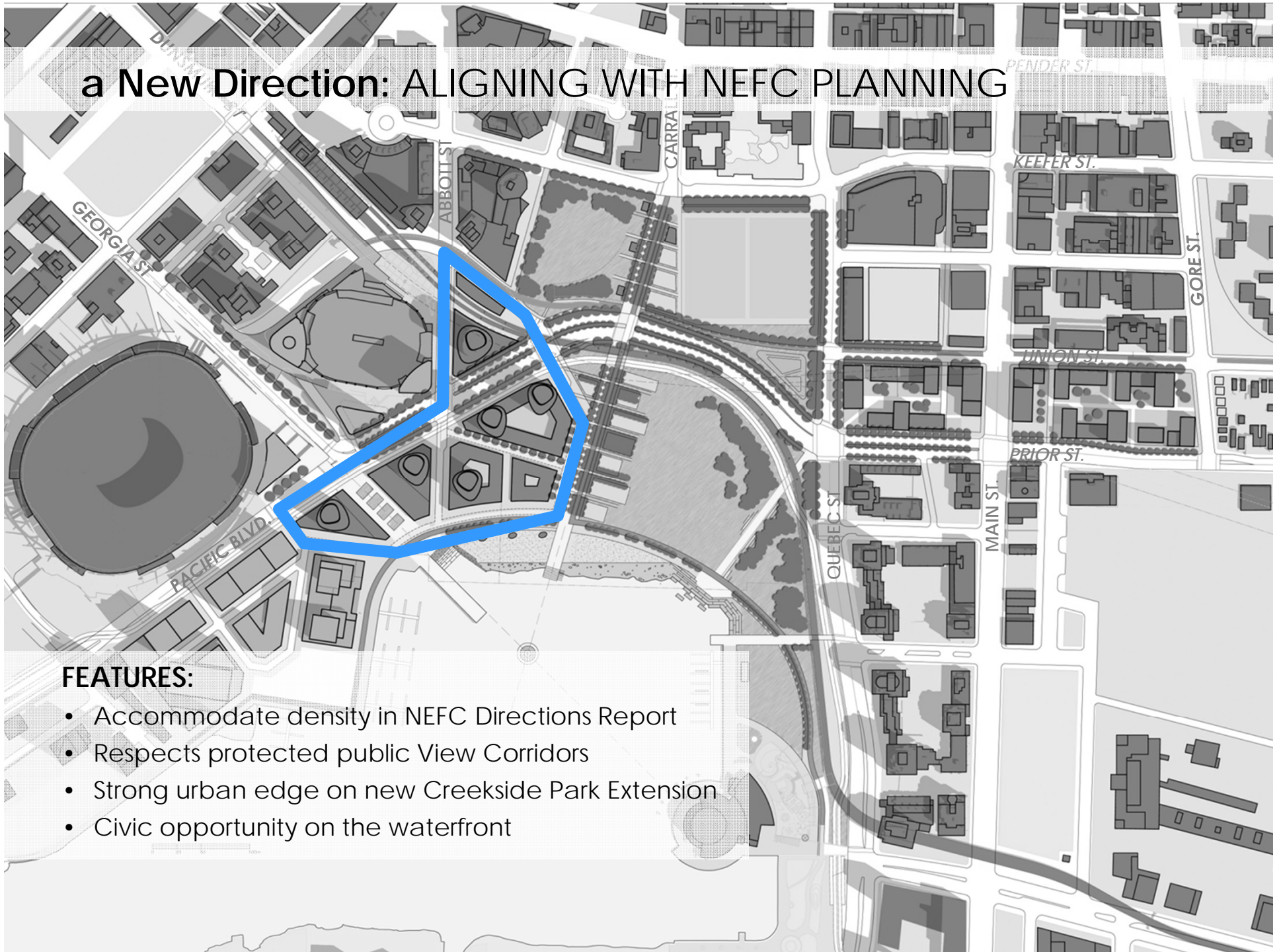
FEATURES:

- Improved connections with Ped/Bike Bridge
- Georgia Street (5% grade)

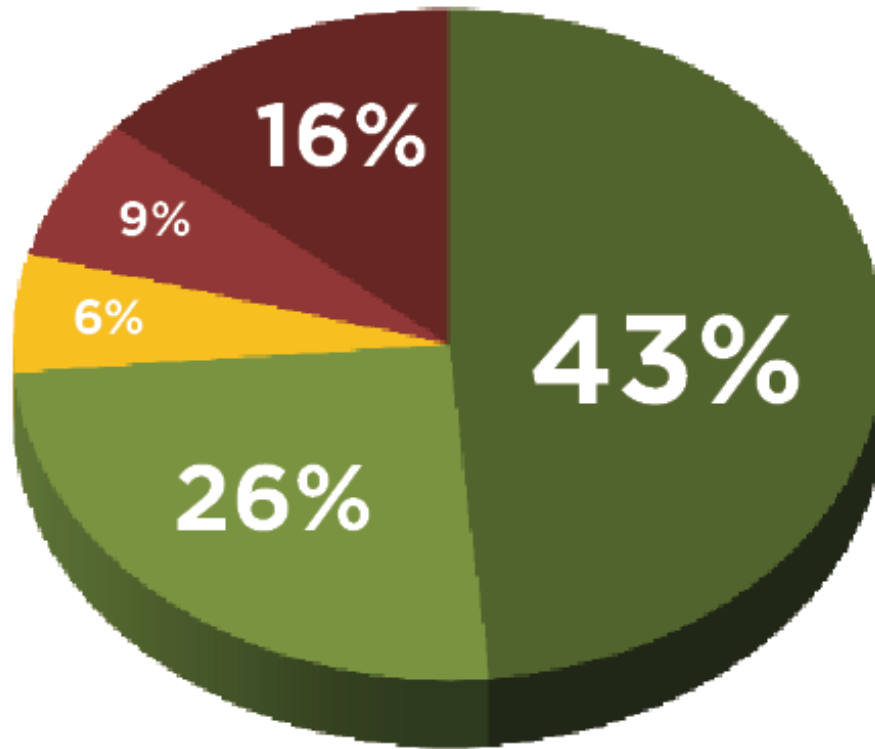
a New Direction: ALIGNING WITH NEFC PLANNING

FEATURES:

- Accommodate density in NEFC Directions Report
- Respects protected public View Corridors
- Strong urban edge on new Creekside Park Extension
- Civic opportunity on the waterfront



Public Consultation: PUBLIC OPEN HOUSE SUMMARY



QUESTION 1:

Do you support the overall concept for this area of the City?

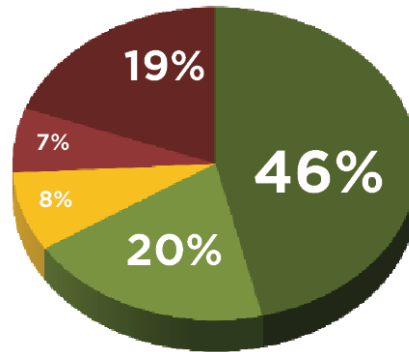
<div></div> Strongly Supportive	282
<div></div> Supportive	171
<div></div> Neutral	40
<div></div> Opposed	57
<div></div> Strongly Opposed	108
TOTAL RESPONSES	658

69% indicated either **support**, or **strong support** for the overall concept.

Public Consultation: PUBLIC OPEN HOUSE SUMMARY

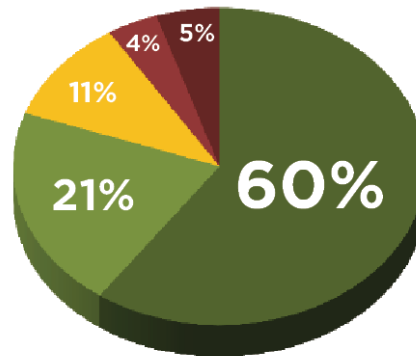
QUESTION 2:

Do you support removing the viaduct structures and the proposed street network?



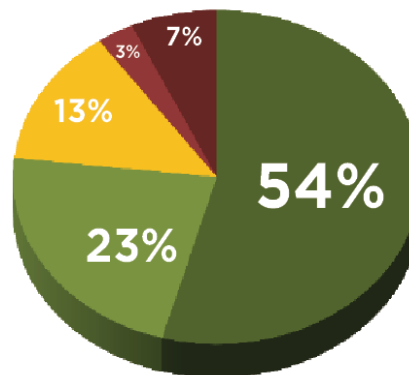
QUESTION 3:

Do you support increasing the amount of parks in the area and the creation of a large urban waterfront park?



QUESTION 4:

Do you support the proposal to return housing, shops and services to the City owned lands (between Quebec and Gore)?



Public Consultation: STAKEHOLDER MEETINGS



Business Groups

Urban Development Institute, NAIOP
Commercial Real Estate Development
Association, Various Chinatown
Groups, Downtown Vancouver BIA,
Tourism Vancouver

Representatives from Adjacent Communities

Chinatown, Strathcona, Grandview-
Woodland, Downtown Eastside, False
Creek Residents, City Gate

Council Committees

Vancouver City Planning Commission,
Active Transportation Policy Council

Transportation Interests

Board of Trade Transportation
Committee, BC Trucking

NEFC Landowners

Public Consultation: FEEDBACK & CONCERNS

Thoughtful and helpful feedback; most individuals and groups positive about the concept.

Key concerns and questions will require more work:

1. PROCESS

- More time to absorb information and discuss;
- Alignment with other city processes (DTES LAPP, Transportation 2040);
- Additional information on financial implications; and
- Consideration of phasing.

2. TRAFFIC

- Interest in traffic calming on Prior/Venables;
- Desire to advance Malkin Ave connection;
- Concern about Impacts to parallel streets;
- Details of new Pacific Blvd adjacent to existing developments;

3. NEFC

- Understanding impacts on adjacent landowners;
- Impact on early delivery of Creekside Park

Next Steps

- Review areas of concern identified during stakeholder and public consultation;
- Continue work with Director of Finance on costing & Business Plan for removal and delivery of benefits;
- Work with Province and Landowners re: contaminated soils approach
- Review impacts with Landowners for rezoning applications

Questions?

