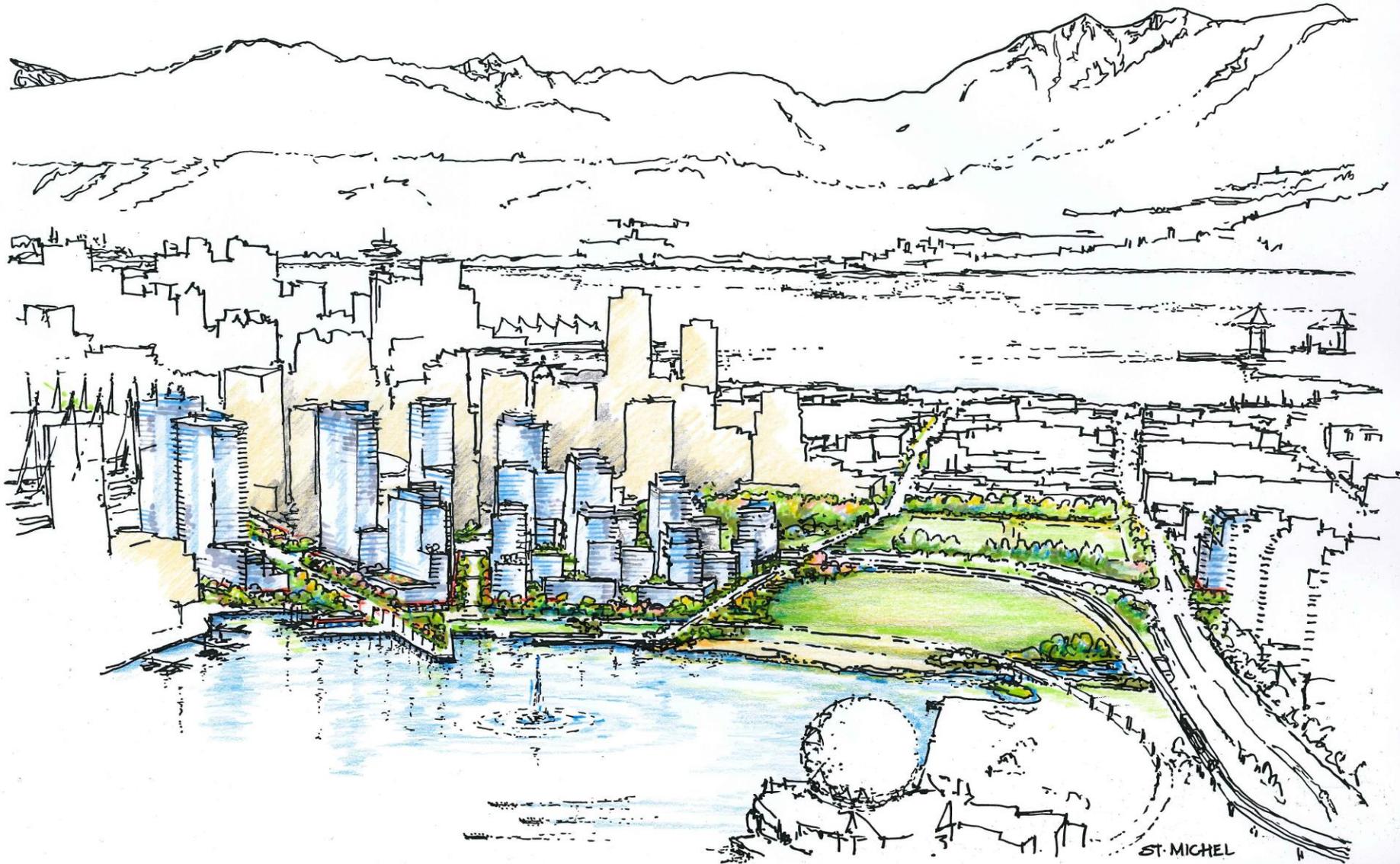


Removal of the Georgia and Dunsmuir Viaducts



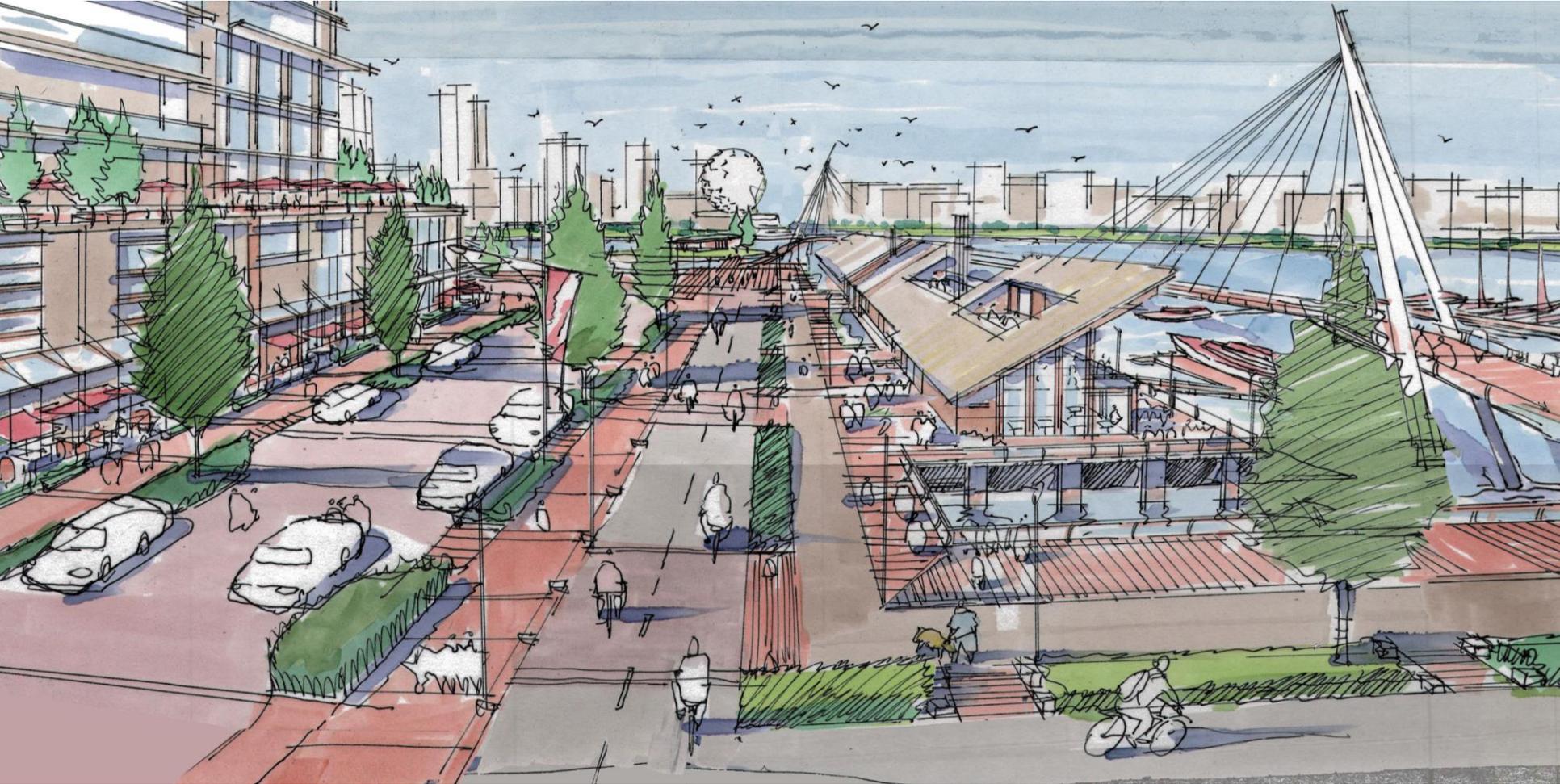
RENDERING OF NEFC CONCEPTUAL PLAN



RENDERING OF CREEKSIDE PARK EXTENSION



RENDERING OF GEORGIA WHARF

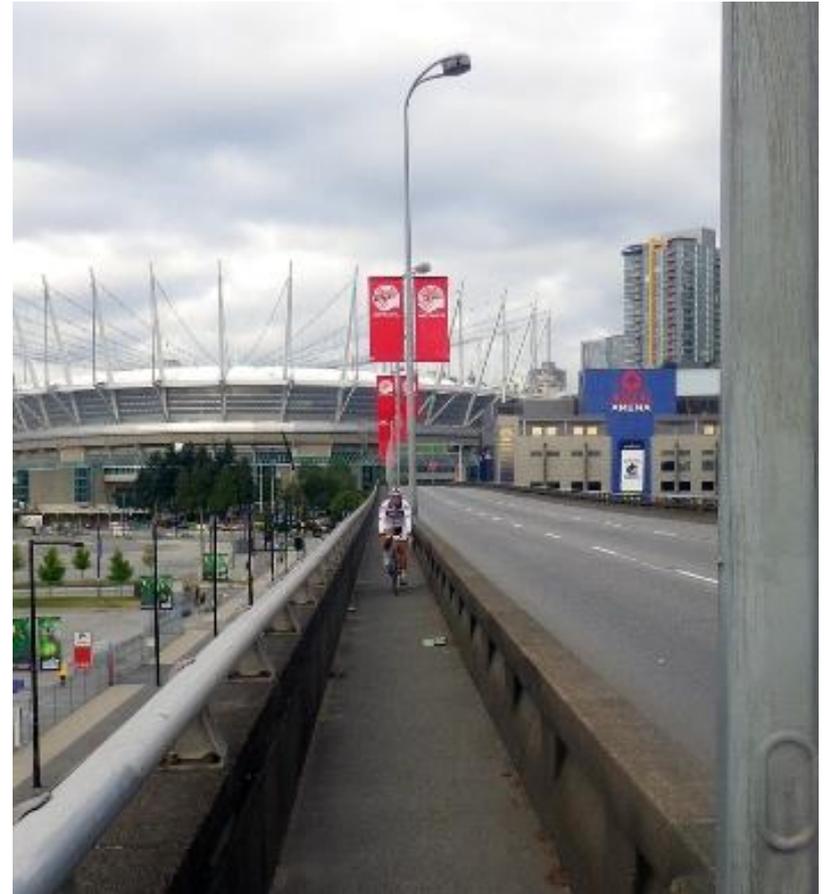


THAT Council:

- Approve the removal of the Georgia and Dunsmuir viaducts, and approve the Northeast False Creek Conceptual Plan (Appendix A in the report).
- Direct staff to complete the necessary planning, legal agreements and negotiations for the remaining NEFC lands and new waterfront parks and open space, and report back to Council in 18 months or less with the associated by-laws and policies.
- Approve downgrading of Prior Street to a local-serving street upon the completion of a new east/west arterial alignment to be determined through the False Creek Flats planning process and continue to pursue near-term improvements along Prior Street to continue to address community concerns about traffic-related safety.

In 2013, Council directed Staff to continue to undertake detailed analysis and consultations to address outstanding concerns and report back in 2 years (*Dunsmuir and Georgia Viaducts and Related Area Planning Report (2013)*).

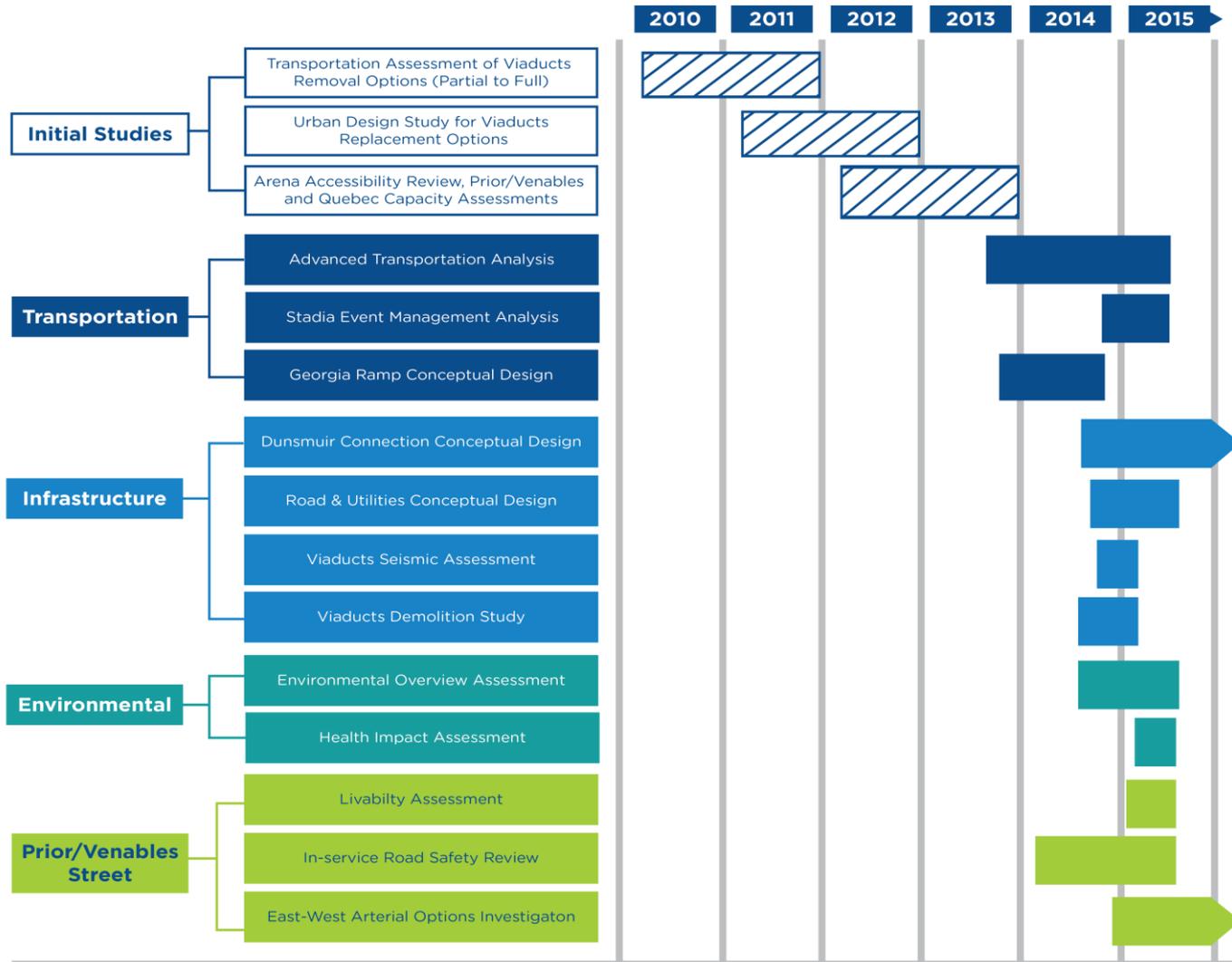
Since this time, Staff have worked to address each of Council's resolutions.

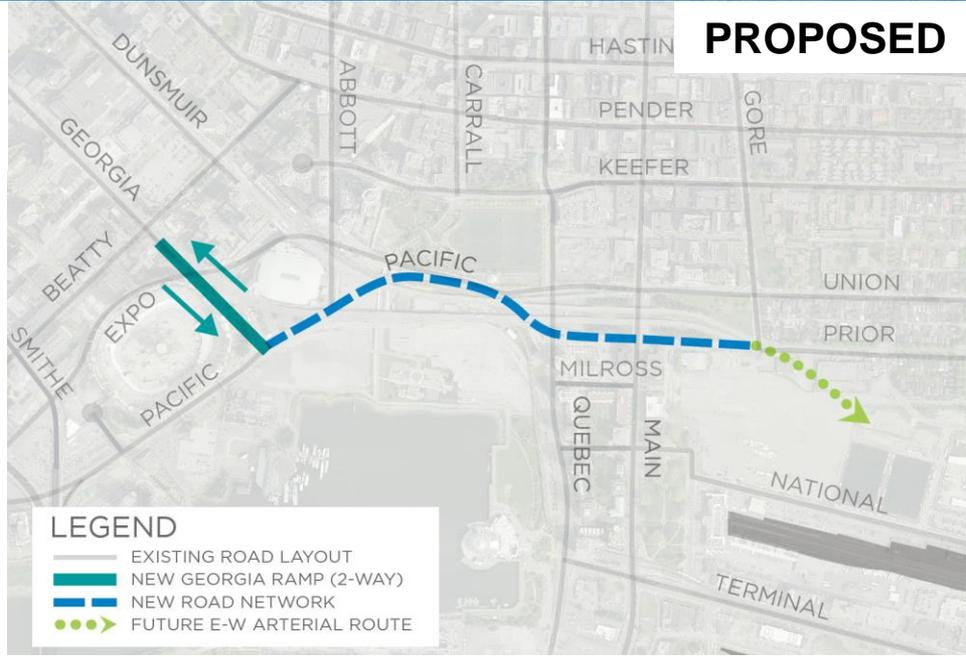
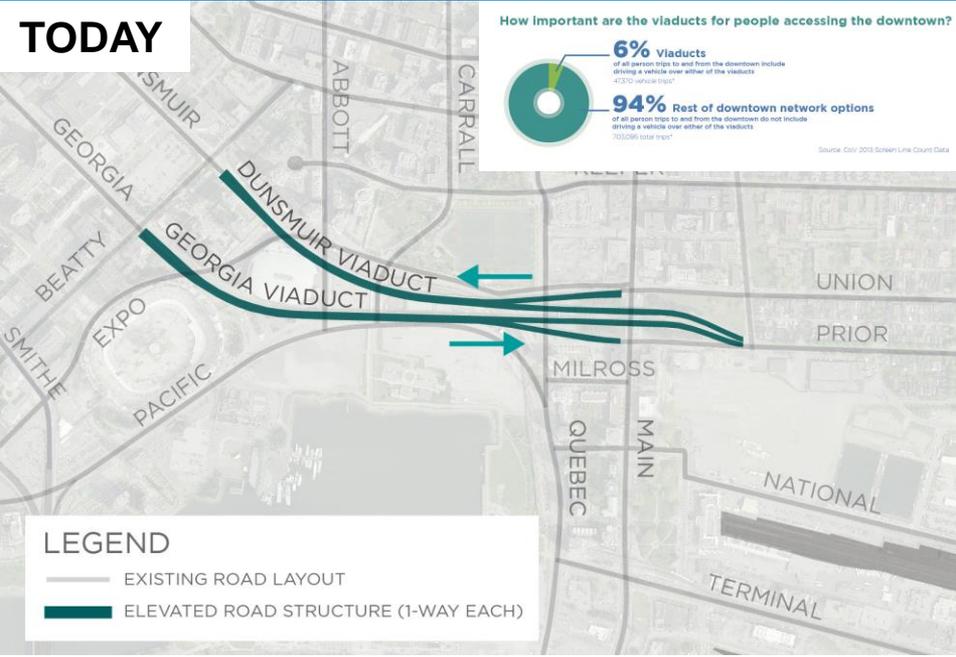


Consultation Activity	Quantity	Participation
Stakeholder Meetings	38 meetings	570 participants
Joint Working Group Meetings	2 meetings	40 participants
Public Open Houses	13 events	1150 participants
Science World Exhibit	2 weeks	20,000 views
Online (and hard copy) Questionnaire	1 questionnaire	117 completed
City of Vancouver Twitter	1 account	5 tweets, 14 re-tweets, 7 favourites
City of Vancouver Facebook	1 account	1 post (25,882 post total reach, 151 comments, 404 likes, 80 shares)
Notification Activity	Quantity	Distribution/Hits
City of Vancouver Website	2 webpages	28,053 page visits*
Media Coverage	31	Local, Provincial and National media

*Since June 2013

OVERVIEW OF TECHNICAL STUDIES COMPLETED

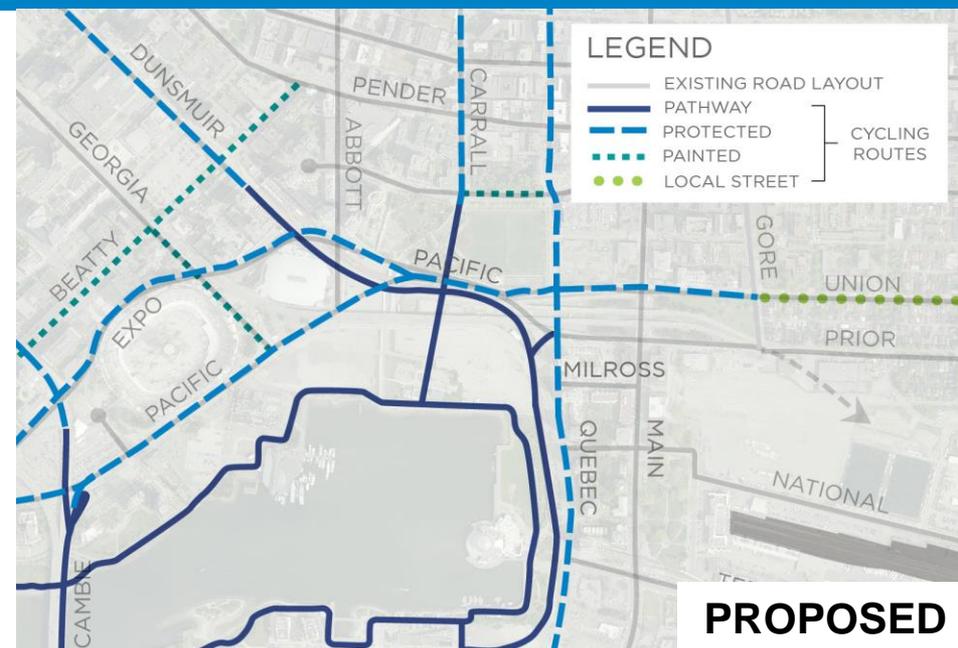
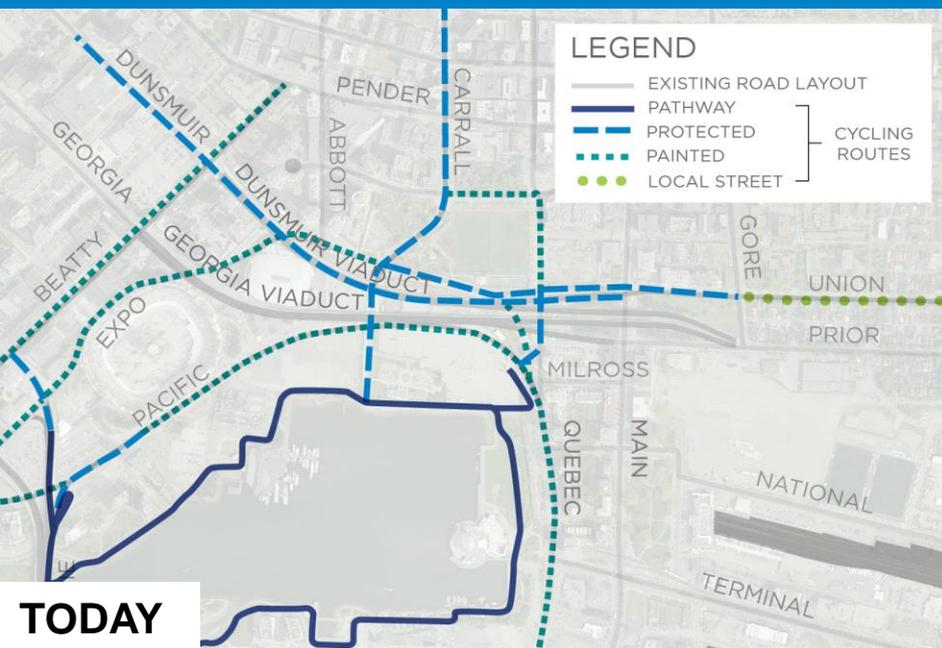




Replacement Street Network features:

- Direct two-way connection to downtown.
 - 4 lanes on Georgia.
 - 6 lanes on Pacific (similar to other arterials such as Cambie, Broadway and Burrard).
- Designed for goods movement trucks and transit buses.
- Sufficient capacity for today and an improved network tomorrow – no net increase in community traffic in neighbouring communities.
- Approximately 10% reduction in traffic on Prior/Venables Street, and lower speeds.

AN IMPROVED TRANSPORTATION NETWORK



Improved active transportation connections:

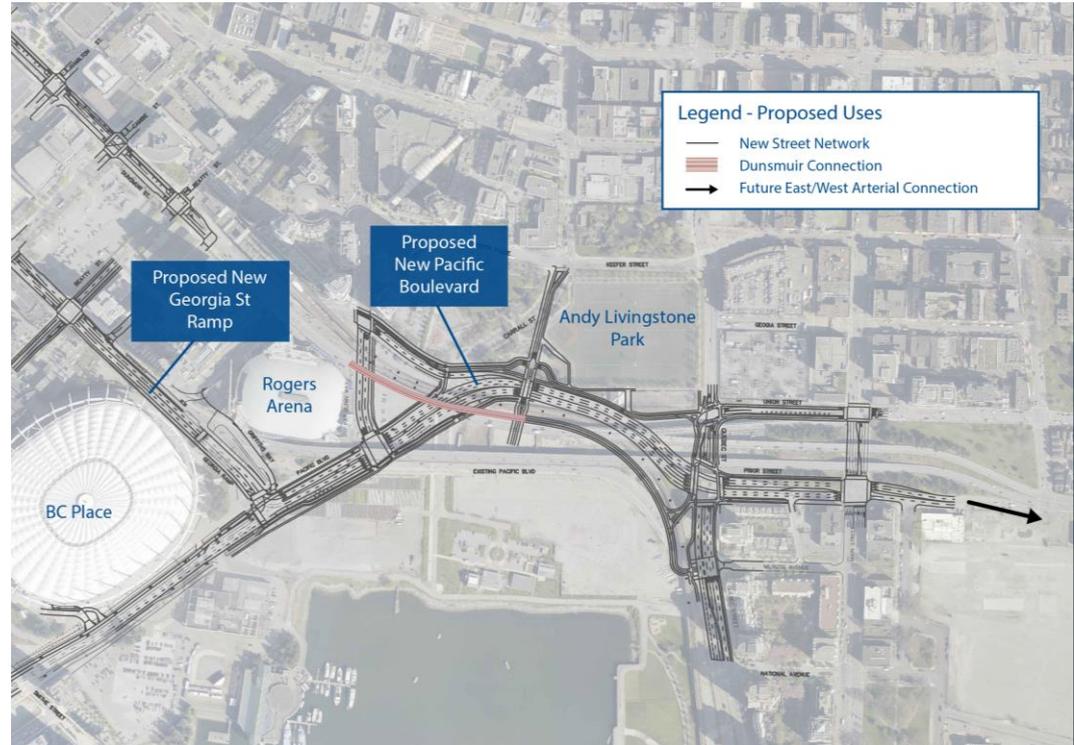
- A new Carrall Greenway extending from Keefer Street to the waterfront.
- A new path between the seawall and Quebec.
- A new Dunsmuir Connection to the downtown.

More comfortable, convenient, accessible and enjoyable connections for

- People walking.
- People biking.
- People taking transit.

The new network can:

- Accommodate full size goods movement trucks and transit buses.
- Maintain existing truck route connections while also providing additional connectivity and access options for local business.
- Provide more resilient and reliable connections to the downtown for goods movement and emergency service vehicles.
- Replace the Georgia Viaduct as part of Translink's Major Road Network.



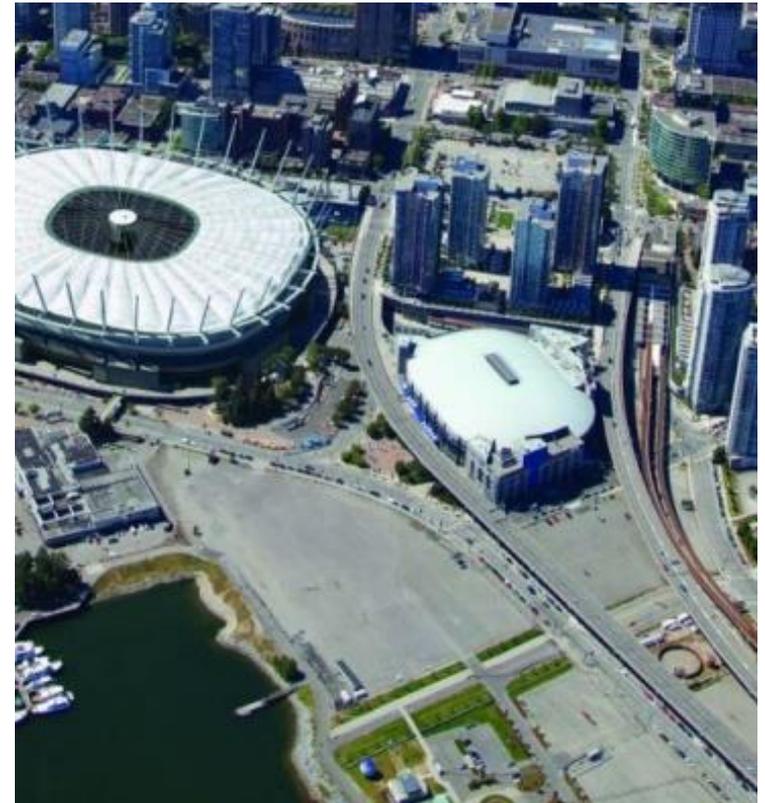
The City has worked closely with the operational managers of Rogers Arena, BC Place, Costco and others to develop and test conceptual designs for the replacement street network.

Short term:

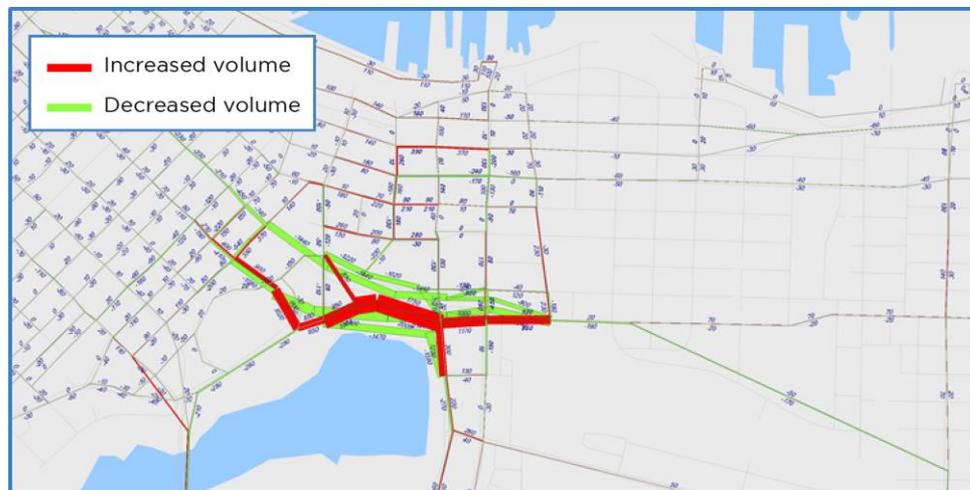
- The proposed network provide the necessary truck access and on-street staging to support events and local business
- Traffic management concepts have been developed which will minimize the impacts during construction.

Longer term:

- Improves vehicular access to NEFC.
- Makes it more comfortable and convenient to travel to and through the area by all modes.
- Improves overall pedestrian access and egress to and from the two stadiums with the new Georgia Ramp and the Dunsmuir connection.



Network Difference Plot, Viaducts Vs. Replacement Network



Traffic Flow Changes

- The large changes in traffic flow are limited to the study area (thick lines show viaducts are removed and the new connections).
- Outside the study area change is negligible (east of Main St. and west of Hamilton St.)
- Over the last 4 years the replacement network has been iteratively designed and analyzed to ensure sufficient capacity to protect adjacent communities from displaced traffic.

In the Future there will be new choices for people driving on the viaducts

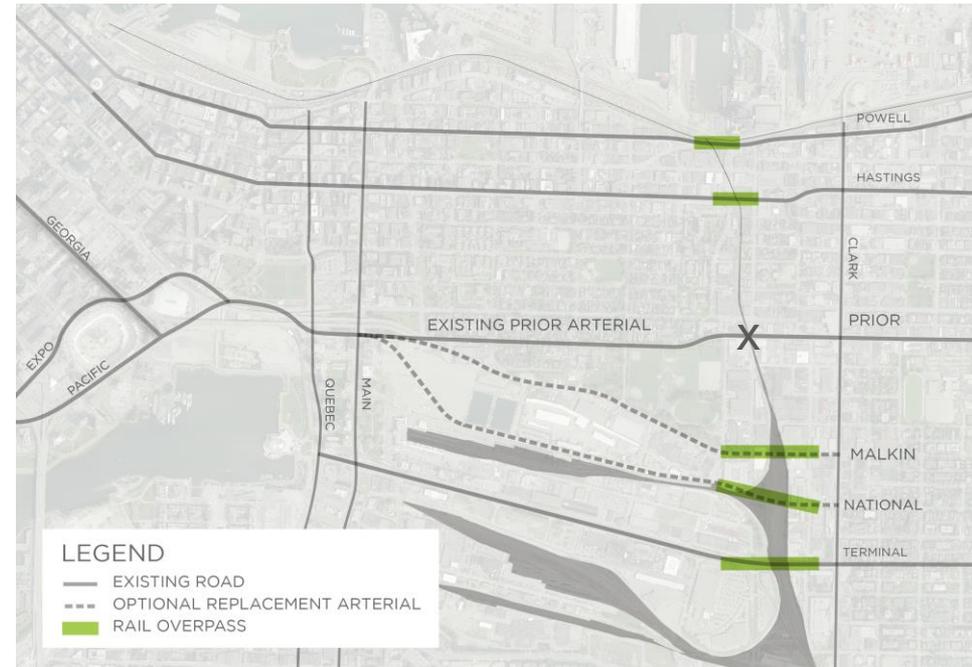
- ½ of the traffic on the viaducts comes from the eastern half of the City, who will be able to use improved transit routes and better walking and cycling connections to downtown with the replacement street network.
- A large portion of traffic comes from the northeast sector, who will be able to use the Evergreen Line and Hastings B-Line, planned to open fall 2016.
- These changes will facilitate a shift from private vehicles to transit, resulting in an overall reduction in traffic and **no net increase in traffic on alternate routes, including Strathcona and Grandview Woodland.**



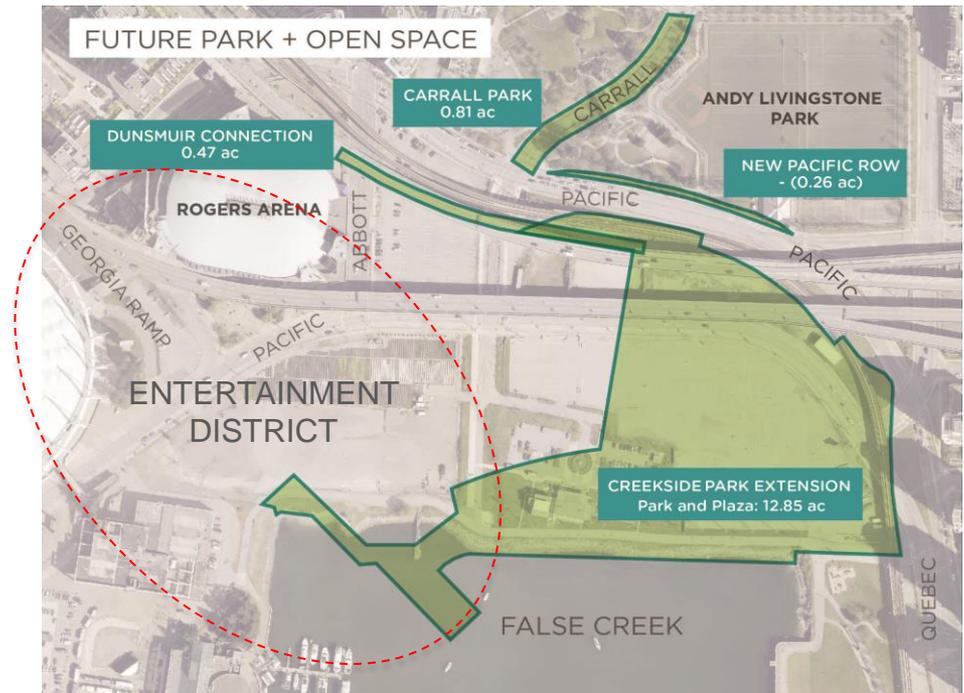
Viaducts Vehicle Origins and Transit Map

A new east/west arterial through the False Creek Flats is expected to:

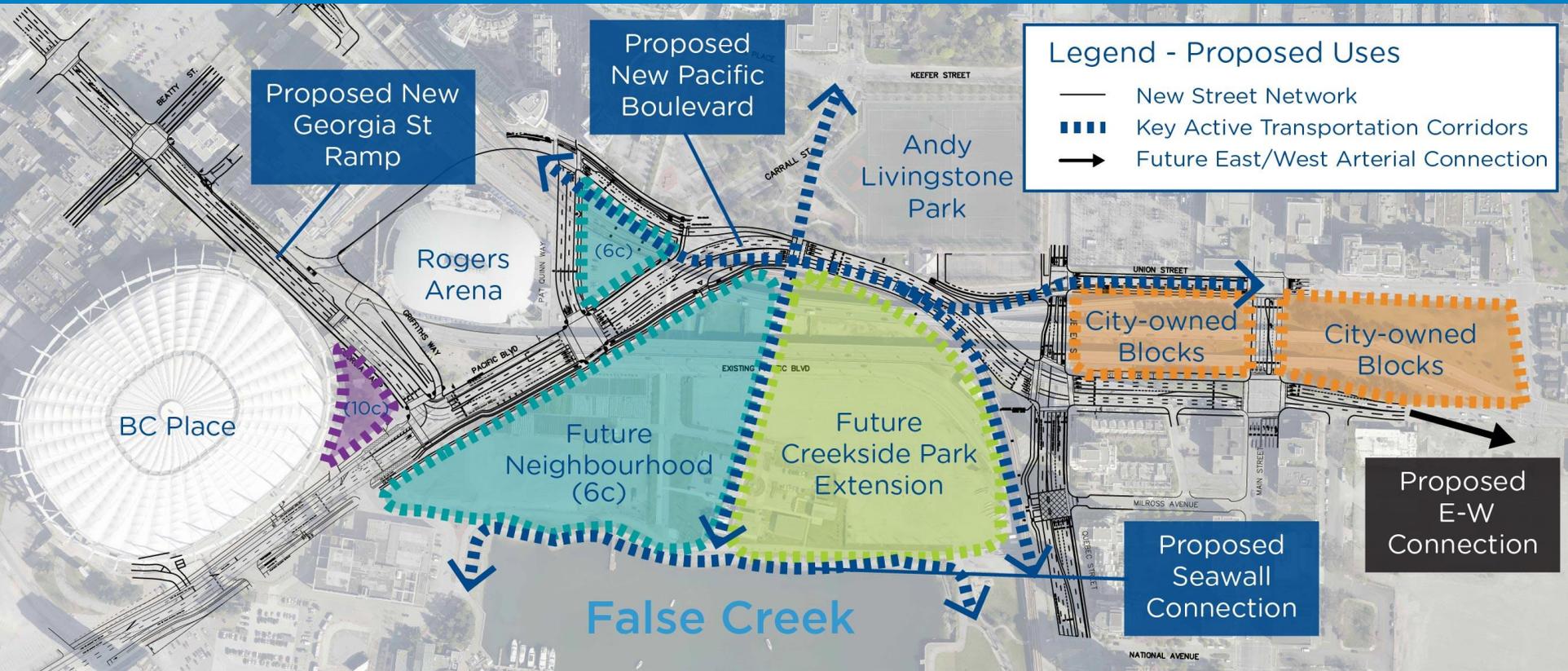
- Deliver significant safety improvements for road users and railway operators.
- Offer a more reliable and resilient arterial road network with greater travel time reliability for goods movement and transit to and from the downtown.
- Allow more efficient rail movements between the False Creek Flats rail yards and goods movement facilities on the south shore of Burrard Inlet.
- Replace the current arterial function of Prior and Venables Street from Gore Street to Clark Drive, allowing its conversion to a local street.



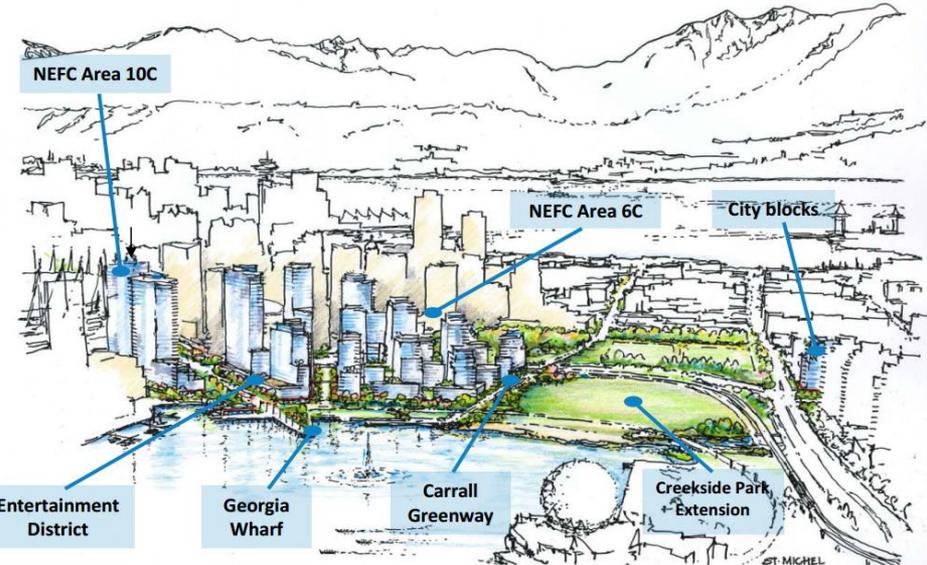
- New parks and open spaces can be achieved in the area including approx. 2.7 acres on the Plaza of Nations site and a minimum of 13.75 acres in the new Creekside Park Extension, Carrall Street-to-Park, and Dunsmuir Connection.
- A new Entertainment District will anchor the stadiums and cultural facilities in the area to the waterfront along West Georgia Street.



NEW DEVELOPMENT OPPORTUNITIES



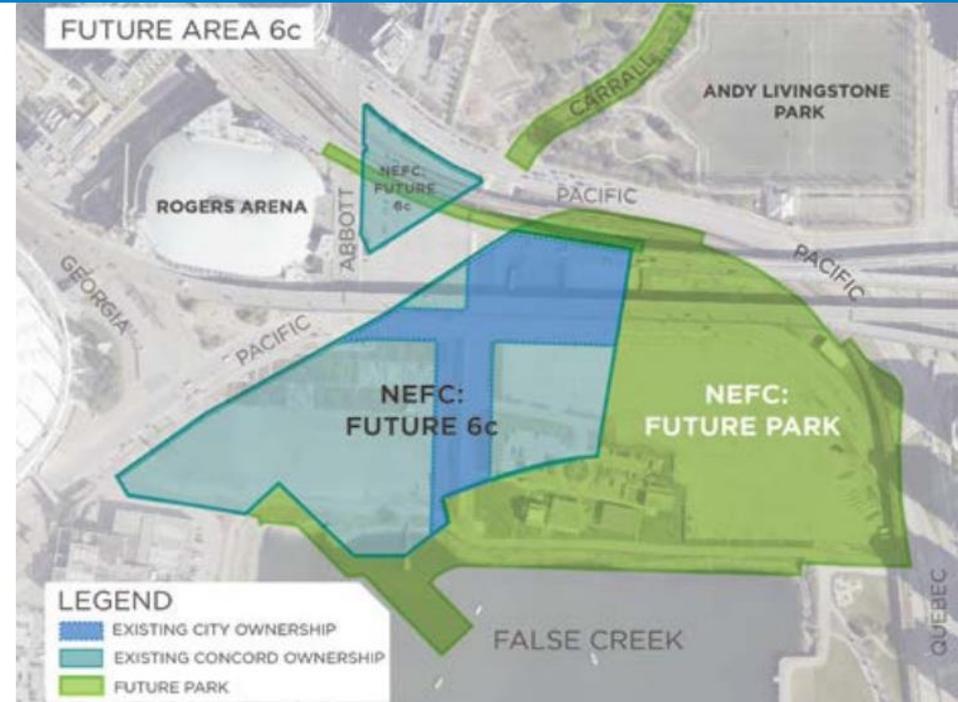
NEW DEVELOPMENT OPPORTUNITIES



	Current Policy (gross density)	Proposed Policy (gross density)
Area 6C	FCNODP (1990): 415,719 sq.ft of job space NEFC: Directions for the Future (2009): 1.36M (including 220,000 sq.ft of commercial) on Concord lands	2M - 2.5M (including 220,000 sq.ft of commercial) on City of Vancouver and Concord lands
Area 10C	NEFC: Directions for the Future (2009): 30 storey tower with job space	30 storey tower with mix of residential and job space (density to be determined through future planning)
2 City blocks	0	850,000 sq.ft (including 25,000 sq.ft of commercial)

Table 1: Before and after comparison of potential gross densities on impacted sites.

RECONFIGURED PARCELS



<i>Current Plan (acres)</i>		<i>Proposed Plan (acres)</i>
7.91	<i>Concord owned developable land</i>	7.85
0	<i>City owned developable land</i>	3.3
9 acres Creekside Park Extension + 2.3 acres of public space under viaducts	<i>Parks and Open Space</i>	13.88

\$73 - \$90 Million to keep, without any Parks, Utilities, or Adaptation Costs, including:

- \$8 - \$10 Million In Maintenance Over 15 Years
- \$50 - \$65 Million Seismic Improvements
- \$15 Million For The Georgia Steps

An additional **\$80 - \$100 Million** for end of life investment required to rehabilitate or rebuild in approximately 40 years.



Estimated Incremental Expenditures:

- **\$180 - \$200M**
Expected Expenditure for Viaducts Removal, New Road Network and Related Soil Remediation Costs, Replacement of Skateboard Park and Changes to Andy Livingstone Park
- **Deduct \$73 - \$90M in Avoided Costs**
(per previous slide, i.e. maintenance costs and seismic upgrades required for existing viaducts)
- **Net Cost = \$90M - \$127M**



Conceptual rendering of new Georgia Street Ramp

Benefits:

A preliminary estimate of at least \$300 M created from:

- CACs
- DCLs (if applied)
- Land sale of a portion of the newly created City owned development density (west of Quebec Street) and
- Two blocks of City land East of Quebec freed up for development for affordable housing, and civic amenities such as a firehall.

Additional City Benefits

- 4.75 Acres of Parks Space (In addition to the existing 9 acres already committed through the FCNODP)

Other Potential Community Benefits

- Potential investment in Affordable Housing for this community by the Province from the Participation Mortgage

Public Amenity Package

- The Public Benefits Package for Northeast False Creek has not yet been fully developed.
- Subject to public consultation, potential public benefits to serve new density could include housing, childcare, park development, and improved road network – all subject to negotiation & final density.
- Funding strategy for this public benefits package will be developed once the final development density is approved by Council for this area.



Phase 1 (2015 – 2017)

Complete detailed planning, design, and the necessary agreements to advance removal of the viaducts and development of the remaining NEFC lands including areas 6C, 10C, and the future parks and open spaces.

Phase 2 (2018 – 2020)

Construction of the new street network including the new Georgia Street ramp with 10C parkade and Pacific Blvd, seaside greenway along False Creek, and Andy Livingstone Park improvements.

Phase 3 (2018 – 2025)

Development of NEFC areas 6C, 10C, Creekside Park Extension, and the Dunsmuir Connection.

Development of the City blocks east of Quebec Street between Prior Street and Union Street.

A once in a generation opportunity.



THAT Council:

- Approve the removal of the Georgia and Dunsmuir viaducts, and approve the Northeast False Creek Conceptual Plan (Appendix A in the report).
- Direct staff to complete the necessary planning, legal agreements and negotiations for the remaining NEFC lands and new waterfront parks and open space, and report back to Council in 18 months or less with the associated by-laws and policies.
- Approve downgrading of Prior Street to a local-serving street upon the completion of a new east/west arterial alignment to be determined through the False Creek Flats planning process and continue to pursue near-term improvements along Prior Street to continue to address community concerns about traffic-related safety.