



ADMINISTRATIVE REPORT

Report Date: April 9, 2019
Contact: Amanda Gibbs
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VanRIMS No.: 08-2000-20
Meeting Date: April 24, 2019

TO: Standing Committee on City Finance and Services
FROM: Director of Civic Engagement and Communications
SUBJECT: Presentation of False Creek Community Panel Report to Council

RECOMMENDATION

THAT Council receives the report of the Flats Arterial Community Panel (attached as Appendix A) for information.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- False Creek Flats Rail Corridor Strategy (2008) - To address the safety and traffic impacts of the rail corridor on nearby communities while supporting Vancouver's role in gateway trade, a strategy was developed to grade-separate the Burrard Inlet Rail Line. The need for grade-separated crossings for the arterial streets, including Powell Street (overpass was completed in 2014), and Prior/Venables Street was identified.
- In October 2015, staff received direction as part of the Georgia and Dunsmuir Viaducts removal process as follows:

THAT Council approve downgrading of Prior Street to a local-serving street upon the completion of a new east/west arterial alignment to be determined through an accelerated planning process.

- False Creek Flats Area Plan (2017) – During the area planning process, staff worked closely with project partners to identify the grade-separated arterial route to replace Prior/Venables Street. Through extensive public and stakeholder engagement, it became clear that all of the alternate options presented challenges, and no route preference emerged. A process was identified for a deeper conversation of the alternate routes on William, Malkin, and National.

- In February 2018, staff received direction as part of the Georgia and Dunsmuir Viaducts removal process as follows:

THAT Council reaffirm its decision to make Prior Street a “neighbourhood” street, its support for food production and distribution in the Strathcona Park/Malkin area, its commitment to working with the park board and its commitment to the process that was established by staff to create a community panel to provide recommendations on a new east-west arterial.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager recommends approval of the foregoing.

REPORT

Background/Context

Meaningful transportation planning involves residents and business owners, in particular those whose businesses, lives and communities are most affected by decisions related to large complex projects. This approach is critical when dealing with decisions that involve competing underlying values and trade-offs that are not easily resolved through economics or engineering alone.

In fulfilment of Council direction to seek further consultation on the arterial route, staff began new conversations about the best approach to balance multiple competing community and stakeholder interests, in addition to technical and economic variables.

Following the False Creek Flats Area Plan (2017), a cross-departmental team comprised of members from Engineering, Planning, Design & Sustainability, Park Board, Real Estate and Facilities Management, and Civic Engagement and Communications, began a Community Panel process, internationally known as a model of engagement at the highest level of the IAP2 (International Association of Public Participation) spectrum of public participation.

A Community Panel is a democratic engagement tool that deploys a jury-style model to educate a demographically balanced, randomly-selected group of residents and businesses to work toward a recommendation. This approach is similar to the Grandview-Woodland Citizens' Assembly process, but the Flats Arterial Community Panel had a much more focused mandate and a condensed timeline. Sometimes called citizens' juries or citizens' assemblies, the format was developed in the 1970s and has grown in popularity around the world as a deep and meaningful engagement tool.

The Panel was initially comprised of 42 people (five dropped out during the course of the process), selected by randomized draw from the pool of about 200 applicants to ensure that a broad, representative cross-section of local residents, city-wide residents and local businesses were selected to participate. The Panel composition had an emphasis on participation from residents living in the study area and businesses sited along the arterial options and in light industrial areas of the Flats. A handful of city-wide residents

also served as members. The report appended here includes the final terms of reference.

The Community Panel's mandate or "charge" was clear:

"First, the Flats Arterial Community Panel will endeavour to represent local neighbourhoods, impacted businesses, and city-wide residents to recommend a preferred arterial alignment that best meets the needs of the community and businesses as a whole."

"Second, the Panel will develop a set of criteria to guide the evaluation and selection of a preferred grade-separated arterial alignment and recommend a route for the arterial, with rationale for the recommendation and suggestions for mitigating any concerns with the selected route".

Panel meetings were held from January to April 2019 as they considered 9 route options: Malkin Avenue (North, Central, and South variations), National Avenue (National-Grant, National-Charles, and National-Civic variations), Prior/Venables (overpass and underpass variations), and William Street.

Over the course of its seven meetings and one day tour, the Community Panel learned, deliberated and ultimately recommended an alignment for a grade-separated arterial. Panel members had briefings from City staff, stakeholders, outside experts and the broader community. The Panel also hosted 2 public workshops for non-panel members from the public to be engaged in this process.

After nearly four months of meetings, tours, presentations and deliberations, the Flats Arterial Community Panel have prepared a report for presentation to City Council and Park Board. The attached report covers the range of learning, deliberation, debates and trade-offs that led to the Panel's final ranking of the key learning factors to guide a final recommendation, including case statements on each route and the results of multiple rounds of ranked voting on the final day of deliberation. Wherever possible, the Panel endeavoured to reach consensus, but divergent views are also included in the report.

On whole, the Community Panel's Final Report contains a wealth of information to help guide staff and ultimately Council in understanding the values, priorities, and decision-making criteria that led to their recommendations. The final step in this process is to ensure that the Panel has a direct audience with Council, and later with Park Board, to deliver their report.

The Panel Chair, Susanna Haas Lyons and the Executive Director of the Jefferson Center, Kyle Bozentko, will present the report findings and answer any questions Council may have about the process or the contents of the report. A number of panellists will be present to answer questions, as required.

Staff were involved primarily to support the participation of the Panel, provide the necessary background and technical work, and to provide the Jefferson Center with logistics and related support where needed including ongoing transparency of the entire Panel engagement process to the wider general public.

Strategic Analysis

Well-designed civic deliberations can lead to better outcomes by opening up channels of local knowledge, experience, and dissent to guide decision makers. In this case, the complexity of the challenge begged an approach where a demographically representative group of residents and businesses could gain a deeper understanding of the issues and wrestle directly with the trade-offs in order to give transparent and complete input to Council.

However, a critical consideration is that the Panel's recommendation and prioritization of the key learning factors does not remove decisions from the hands of subject matter experts and elected representatives. Instead, it provides staff and decision makers with a deeper understanding of the concerns and values surrounding this major project, as well as some priorities for further investigation. It is the most robust form of public engagement and input available to staff and Council in the development of a solution.

City staff will be looking at the Panel's recommendation as a significant input to the overall strategy, and will conduct further learning and technical analysis before taking all input from the last 5 years of planning a grade-separated east/west arterial to Council in Fall 2019, complete with a recommended strategy and potential funding approach. In addition to learning from the final Panel report and related engagement process, Staff's next stage of planning is to continue dialogue and collaboration with adjacent partners like Providence Healthcare, and stakeholders related to goods movement and rail corridor traffic.

CONCLUSION

Given the challenges of understanding the opportunities and implications for communities and stakeholders, and weighing the trade-offs, this model was advanced as a fair, international best practice seeking deep collaboration from participants. Most engagement activities do not afford an opportunity for progressive and deep learning on challenging issues, among a truly diverse group of participants. We want to signal our gratitude to the Flats Arterial Community Panel participants for a significant investment of time, effort, creativity, and patience. The report is attached as Appendix A.

* * * * *

Final Report

Flats Arterial Community Panel



April 2019

This report has been published by the members of the Flats Arterial Community Panel, at the request of Vancouver City Council and Vancouver Park Board. The Community Panel was composed of 37 demographically diverse Vancouver residents and business participants. They worked together over 4 months to recommend a preferred arterial alignment through False Creek Flats that best meets the needs of the neighbourhood, city, and region as a whole. This report represents the learning journey of Panel members by sharing their draft discussion products and their final recommendation. It was written primarily by Panelists with support from the project staff team.

To learn more about the Panel and to read the second volume of this report detailing the public workshops, please visit the project website: fcfcommunitypanel.com

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), skwxwú7mesh (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, Skwxwú7mesh, and sə́lílwətaʔt stewarded since time immemorial and accessed for traditional uses and sustenance.



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Statement from the Panel Chair

I am pleased to present this report to Vancouver City Council and Vancouver Park Board.

It has been my privilege to chair the Flats Arterial Community Panel. I would like to recognize the generous efforts of the 37 Panel members who worked diligently on behalf of the Flats neighbourhood, city and region. Each member contributed more than 55 hours of volunteer time, and cumulatively the members invested some 2,500 collective hours of valuable community service.



Recommending the location for an arterial road through False Creek Flats was not an easy task. It involved learning about transportation performance, cost and constructability, impacts on businesses, community livability, green and recreational spaces, as well as public and other community facilities. Importantly, it also involved considering the perspectives of some 50 guests who spoke to the Panel and more than 200 people who attended two public workshops or contributed online.

Fulfilling the Panel's mandate also required careful examination of personal and community values, and then weighing key trade-offs. I commend this group on its open-hearted dialogue, respectful debate, and productive collaboration.

Panel members know that their recommendation will be debated. I invite readers of this report to wade into the following pages to carefully consider the nuances of the Panel's learning journey.

As you read, please note that the Panel focused its time on learning and group discussion, and minimal time was allotted to refine the Panel's draft work. Consider this report as a record of their collaborative journey towards a recommendation, rather than a polished product. Although the Panel endeavored to reach agreement, additional Panelist views can be found in their personal statements.

With the delivery of this report, it falls now to Vancouver City Council and Park Board, and the staff that support them, to consider the merits of the Panel's recommendation.

Finally, I would like to thank staff from the City of Vancouver and the Park Board, the many speakers who presented to the Panel, our skilled table facilitation team, and of course, the Panelists themselves.

Regardless of whether you agree or disagree with the Panel's recommendation, I hope that everyone will recognize the Panel's work as an important contribution to local democracy and active citizenship.

A handwritten signature in black ink that reads "Susanna Haas Lyons". The script is fluid and cursive.

Susanna Haas Lyons

Chair, Flats Arterial Community Panel

Statement from the Panel



As the Flats Arterial Community Panel, we came together over four months to make a recommendation on an arterial route option that best meets the needs of the community, city, and region. We are a diverse group of people from around Vancouver, of different backgrounds, ages, and ethnicities.

We considered a substantial amount of technical information, presentations from stakeholders, responses to our questions, and each other's perspectives and values in order to weigh the trade-offs of the route options under consideration. There were many factors to comprehend and consider, and though at times the process felt rushed and frustrating, it was also collaborative, productive, respectful, and ultimately transformative.

But arriving at our final decision was not easy.

Each option had strong pros and cons. There is information and answers we still wish we had. And many of us came in with our own positions, biases, and agendas that were shaped and changed by listening to one another. Even if we didn't always agree with one another, we are now more able to understand one another and those whose experiences and perspectives differ from our own.

While there remains conflicting priorities and tensions, we feel we ultimately arrived at a place where everyone was committed to recommend the best option for everyone in the community, not just for our own personal interests.

We all invested ourselves in this process, and feel the weight of this decision. Most heartwarming was the respect and goodwill we showed to each other. We hope you consider our recommendation and report with that same respect and goodwill.

Due to the high volume of presentations, other Panelist learning, and group discussion, minimal time was allotted to polish and copyedit the Panel's draft language. Please consider this report as a record of their collaborative journey towards a recommendation, rather than a polished product.

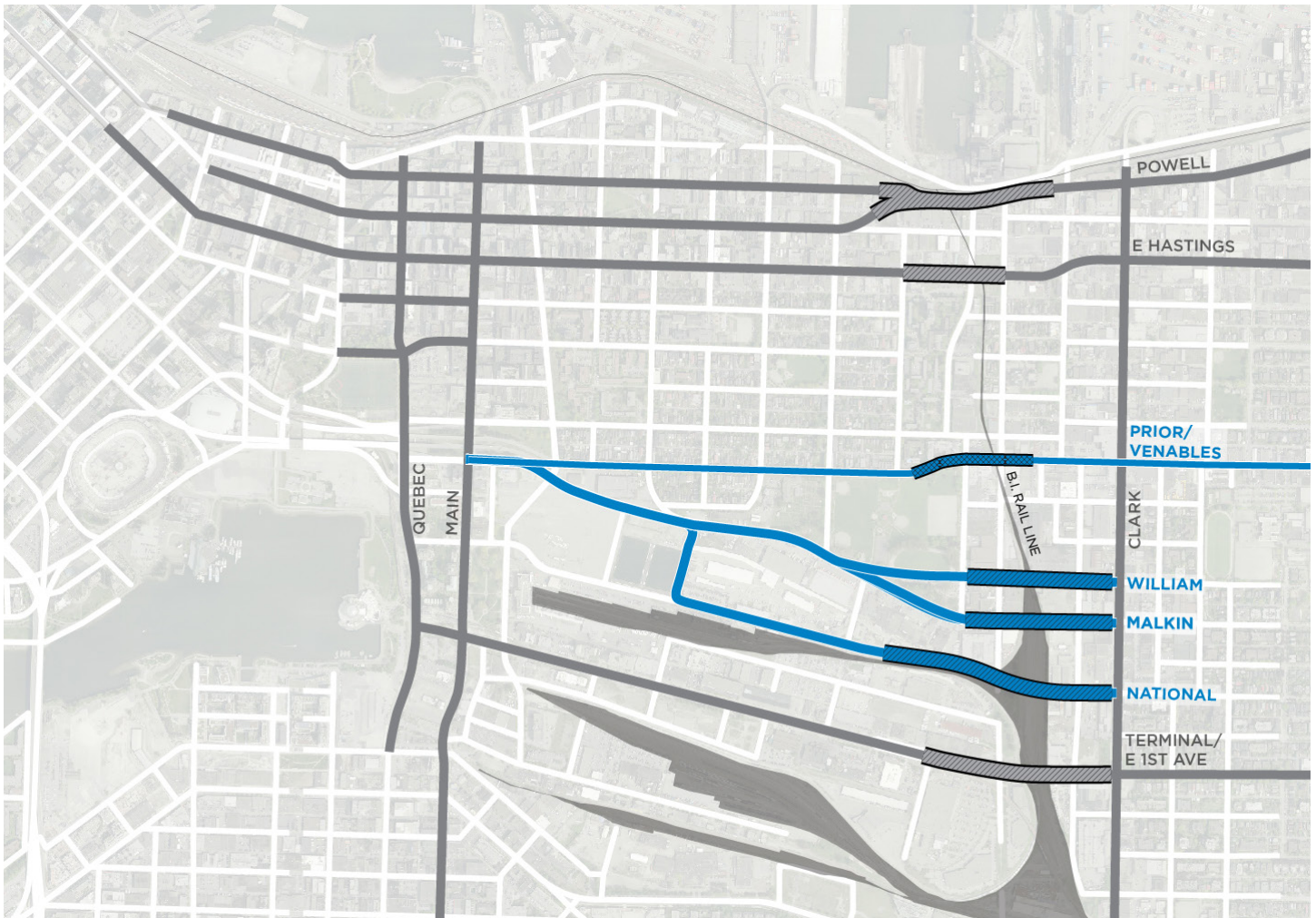
The second section was drafted by the Community Panel through a shared learning and collaboration process. Here, you'll find the Panel's final route recommendation as well as draft case statements with rationale for and against each arterial route option.

To learn more about the Flats Arterial Community Panel, visit fcfcommunitypanel.com.

The Arterial Routes

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.

The nine variations assessed by the Panel were: Prior/Venables-Overpass, Prior/Venables-Underpass, William, Malkin North, Malkin Central, Malkin South, National-Grant, National-Charles, and National-Civic Facilities (maps of these variations can be found in Appendix I, page 97).



What is a Community Panel?

A Community Panel is a representative group of people who are randomly-selected to advise and recommend a solution on a complex or difficult issue.

As an independent body, Panelists are tasked with learning about an issue from a range of perspectives, carefully considering the different options, and recommending a clear course of direction for decision-makers. A Community Panel is similar to a jury.

Who participated?

Vancouver residents and businesses had the opportunity to apply to participate in the Community Panel, and 42 people were selected to represent the demographics of the False Creek Flats area and the city.



What did they do?

The Flats Arterial Community Panel was tasked with working to represent local neighbourhoods, impacted businesses, and city-wide residents to recommend a preferred arterial alignment that best meets the needs of the neighbourhood, city and region as a whole.

Over 4 months, from January to April of 2018, Panelists participated in 7 full days of learning and discussion, a site tour of the neighborhood, and 2 public workshops. They heard from over 50 presenters and over 200 members of the public.

The Panel was tasked with recommending a preferred arterial option from an initial list of nine: Prior/Venables-Overpass, Prior/Venables-Underpass, William, Malkin North, Malkin Central, Malkin South, National-Grant, National-Charles, and National-Civic Facilities.

After months of learning, dialogue and deliberation, **the Panel recommended the National-Charles arterial option** for an east-west arterial route through the False Creek Flats.

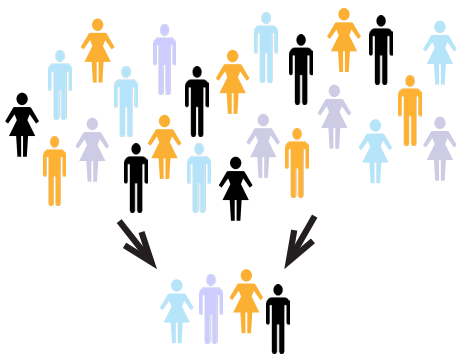


Panel Process

Recruitment:
November 7



Selection:
December 10



Learning & Deliberation:
January 19, 20, & 26;
February 9; February 23



Public workshop:
March 5



Learning & Deliberation:
March 9 & 10



Public workshop:
April 2



Final deliberation:
April 6



Recommendation prepared for
submission to Vancouver City
Council and Vancouver Park Board.

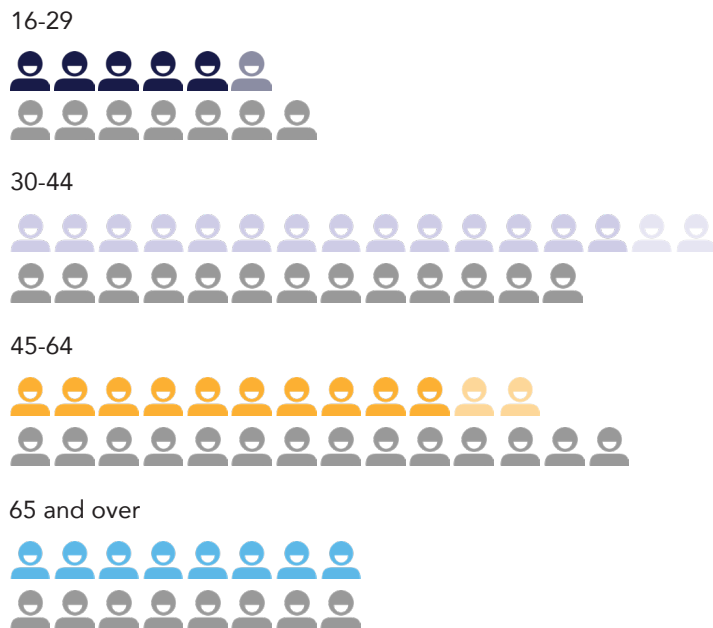
About the Panelists

The 42 members of the Flats Arterial Community Panel were selected at random, but in such a way that they broadly represented the demographics of False Creek Flats area — in terms of gender, age, location of residence or business, ethnicity, and other criteria. The members each generously agreed to spend eight full days, plus additional time outside the sessions, serving on the Community Panel.

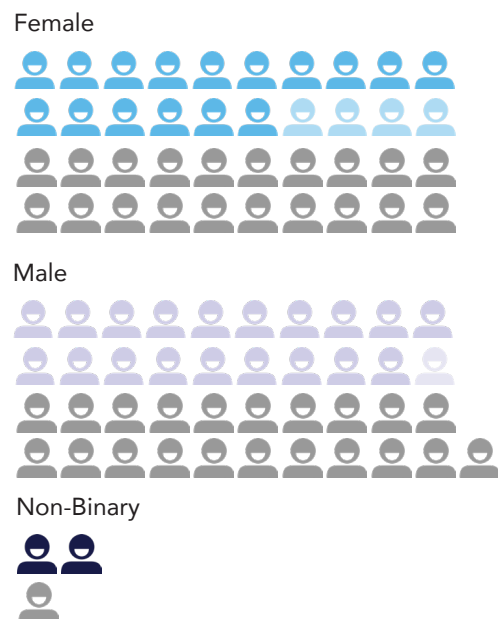
The demographic breakdown of the 42 selected Panelists is below. The 5 Panelists who resigned before the final session are shown in a lighter shade below.

Age

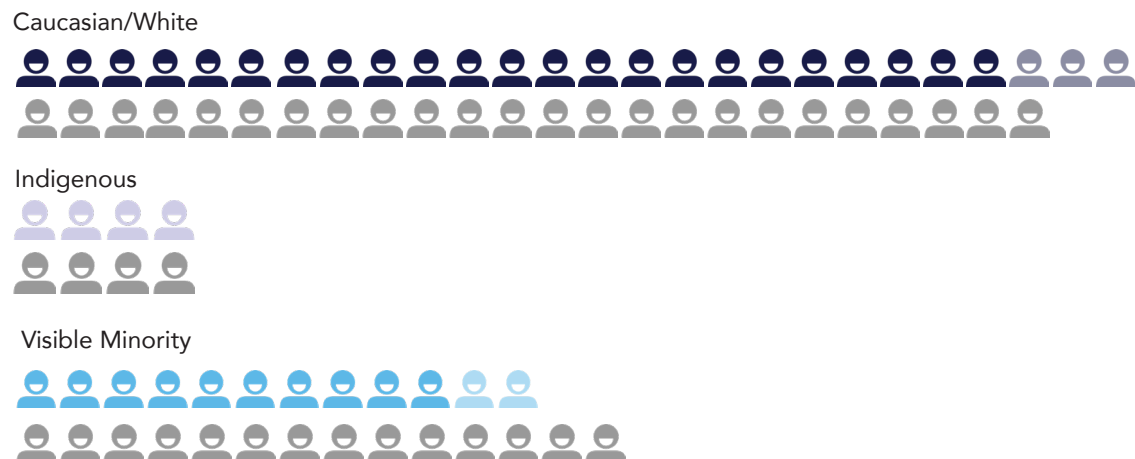
 Ideal # of participants based on study area population



Gender



Ethnicity



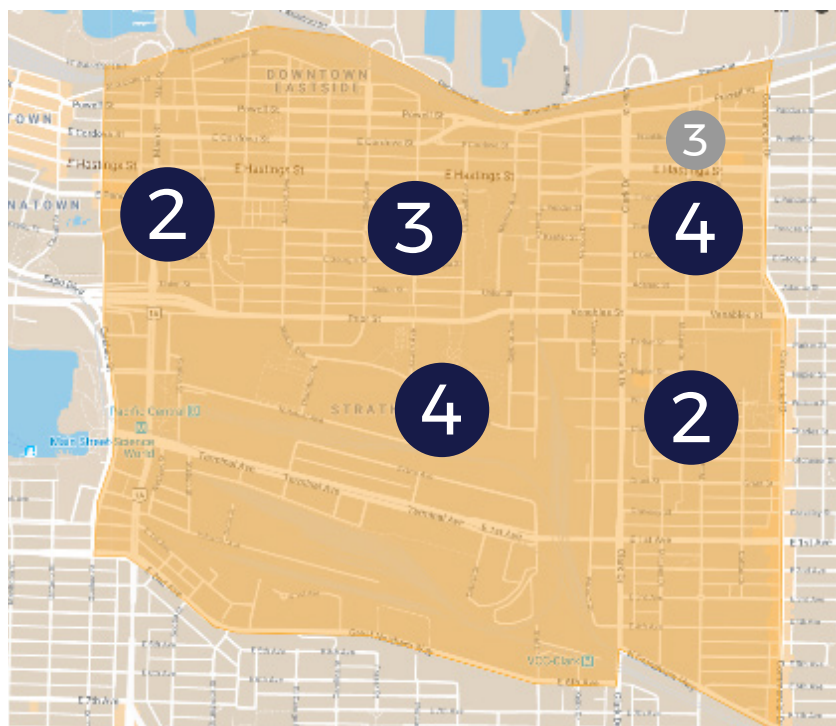
Location

Note: Numbers in dark blue represent the selected Panel members. Grey circles represent the Panel's makeup after 5 Panelists resigned prior to the final session.

Local Participant + Citywide Participant Residence



Business Participant Place of Work



Community Panel Proceedings

The Community Panel was composed of local residents, businesses and city-wide residents. Over the course of eight meetings beginning in January and concluding in April 2019, the 37 Panelists gathered to recommend an east-west grade-separated arterial through the Flats.

Sessions 1 & 2

Beginning with two consecutive days of deliberation, on **January 19** panelists introduced themselves to one another before sitting down to hear about the region's past, present, and future, and relevant City plans and policies. They identified personal and community values to keep in mind as they considered their recommendation. Lastly, the City of Vancouver provided an overview of the proposed arterial route options. The next day, **January 20**, Panel members began to assess the advantages and drawbacks of the arterial route options relative to **transportation performance** and **cost and constructability**. Panelists heard from the City, Greater Vancouver Gateway Council, BC Trucking Association, TransLink, Better Environmentally Sound Transportation (BEST), and Parsons.

Site Tour

Panelists took a bus and walking **tour of the study area** on **January 26**. They visited key locations and heard from a number of experts and stakeholders including representatives from the Strathcona Residents' Association, Produce Row, Cottonwood Community Garden, City Works Yard, Vancouver Fire Department, Vancouver Park Board, and City of Vancouver Engineering.

Session 3

On **February 9**, the Flats Arterial Community Panel explored impacts on **business** and **community livability**. Panelists began the day by hearing from representatives of the

Vancouver Economic Commission, Produce Row, the Strathcona BIA (regarding businesses near Prior/Venables), and from businesses east of Raymur along William, Charles and Grant. Following these presentations, the Panel learned more about neighbourhood transportation safety considerations and explored the potential impacts of the proposed routes on the neighbourhood, parks, and arts with the Strathcona Residents Association, the Grandview-Woodlands Area Council, other Strathcona residents and local artists.

Session 4

Parks, recreational spaces, and community gardens were the focus for the first half of **February 23**. Panelists heard from Vancouver Park Board staff, community garden leaders, and field sports advocates. In the afternoon, the Panel considered **public and other community facilities** as they heard from a St. Paul's Hospital representative, and staff from the City's Facility Planning, Street Operations, and Traffic, Electrical Operations and Design departments. Panelists considered this information as they continued to refine their understanding of the benefits and drawbacks of each proposed arterial route.

Public Workshop #1

Over 80 participants attended a **March 5 public workshop** or gave input via an online form. Participants supported the Panel's learning by providing comments on the Panel's draft list of route advantages and drawbacks. Input from the public workshops can be viewed at bit.ly/FACP_PublicInputReport

Sessions 5 & 6

Refining the advantages and drawbacks of each route was the focus for the **March 9** session of the Flats Arterial Community Panel. Panelists

first reviewed consolidated input from the public workshop and considered experts' responses to their questions from previous sessions. Panelists then discussed, reviewed and updated the **advantages and drawbacks** of each route that they had drafted in Sessions 2-4.

The next day, **March 10**, began with a whole group dialogue for Panelists to explore personal, neighbourhood, city and regional considerations. Panelists then worked in small groups to outline who would be most impacted by each route. Individual Panel members then voted to prioritize the top advantages and disadvantages for each route. Following this, the Panel drafted **rationale** for and against each arterial route option.

Public Workshop #2

About 70 people participated in the second **public workshop** on **April 2** and the corresponding online input form. Participants reviewed the Panel's draft case statements for each route and responded to the question: What does the Panel need to keep in mind in determining whether or not to recommend this route? (See the Public Input Report)

Session 7

At the final session on **April 6**, Panelists considered recent public input and technical comments on their draft case statements. They met in a whole-group dialogue about the six key learning factors and their own values. Panelists then voted to narrow down the route options from 9 to 5. In the afternoon, Panelists compared the remaining options relative to the six key factors and, using a ranked choice voting approach, **voted** on which route option they believe best meets the needs of the neighbourhood, city and region. Panelists first narrowed the list of nine options to their top five, with each Panelist selecting up to four of the nine options that best served the needs of the community, city, and region as a whole.

The narrowed list included: Prior/Venables - Underpass, Malkin North, National-Grant, National-Charles, and National-Civic Facilities.

After further group deliberation, the Panel ranked the remaining five options from one to five. The ballots were tabulated using a ranked choice voting/instant runoff voting methodology. After 3 rounds, National-Charles received a clear majority of votes, finishing as the Panel's recommendation for an east-west arterial route through the False Creek Flats. This process is described in more detail in the section, "The Community Panel's Recommendation" on page 24. Finally, the Panel worked on group and personal statements for this report, and expressed appreciation for this experience of serving their community.

Next Steps

Vancouver City Council and the Vancouver Park Board will use the Panel's recommendation as a significant input to the False Creek Flats planning strategy, but may request further engagement, learning and technical analysis before considering all input in a draft plan later in 2019. Vancouver City Council and Vancouver Park Board will have the final authority to accept, modify or reject specific recommendations at its discretion, or refer aspects to appropriate City and Park staff.

Community Panel Presenters



Amanda Gibbs,
Manager of Civic
Engagement, City of
Vancouver



Lon LaClaire, Director
of Transportation, City
of Vancouver



John Atkin, Historian
and Strathcona
resident



Tom Wanklin, Senior
Planner, City of
Vancouver



Doug Shearer, Senior
Planner, Vancouver
Board of Parks and
Recreation



Dale Bracewell, Manager
of Transportation
Planning, City of
Vancouver



Carol Kong, Senior
Transportation
Engineer, City of
Vancouver



Paul Storer, Manager
of Transportation
Design, City of
Vancouver



Mike Henderson,
Managing Director,
Greater Vancouver
Gateway Council



Dave Earle, President,
BC Trucking
Association



Matt Craig, Manager
of System Plans,
TransLink



Stephanie Williams,
General Manager, Better
Environmentally Sound
Transportation



Paul Krueger,
Transportation and
Public Space Planner,
City of Vancouver



Kate Gibson, Director
of Financial Planning
and Analysis, City of
Vancouver



Steve Brown, Manager
of Rapid Transit, City
of Vancouver



Jared Duivestain,
Transportation
Engineer, Parsons



Pietra Basilij, Manager
of Industrial Initiatives,
Vancouver Economic
Commission



David Rawsthorne,
Senior Transportation
Design Engineer, City
of Vancouver



Philip Wong, President,
Produce Terminal



Theodora Lamb,
President, Strathcona
Business Improvement
Association



Kelly Ready, Founder
and Owner, BlackSuns
Studio Art Gallery



Tom Edstrand, Co-
Founder, Landyachtz



Terry Kaufenberg,
Property Manager,
Beedie Development
Group



Anthony Spagnuolo,
Strata President, Grant
Street Business Park



Lacey Hirtle, Senior
Traffic Safety Engineer,
City of Vancouver



Dan Jackson, President,
Strathcona Residents'
Association



Richard Taplin,
Member, Strathcona
Residents'
Association



Dr. Lawrence Chan,
Strathcona resident



William Ma,
President, Mah
Benevolent Society



Craig Ollenberger,
Director, Grandview-
Woodland Area
Council



John Steil, Board
Member, Eastside
Culture Crawl Society



Leila Todd, Planner,
Vancouver Board of
Parks and Recreation



Anne Thompson,
President, Vancouver
Field Sports
Federation



Sharon Kallis,
EarthHand Gleaners
Society



Beth McLaren,
Cottonwood Garden



Leonard Kydd,
Cottonwood Garden



Noel Macul,
Cottonwood Garden



Emily Keller,
Environmental Youth
Alliance



Carla Frenkel,
Strathcona Garden



Michelle Schouls,
Associate Director of
Facilities Planning,
City of Vancouver



Erin Hoess, Manager
of Street Operations,
City of Vancouver



Duminda Epa,
Manager of Traffic,
Electrical Operations
and Design, City of
Vancouver



Chief Tyler Moore,
Vancouver Fire &
Rescue Services



Chief Chris Herbert,
Vancouver Fire &
Rescue Services



Kathryn Holm, City
License Inspector,
City of Vancouver



Jim de Hoop,
Manager of Planning,
Vancouver School
Board



Rhonda Lui, Senior
Manager, Provincial
Health Services
Authority



Paul Mochrie, Senior
Manager, Deputy
City Manager, City of
Vancouver

Resources

All the presentations Panelists reviewed, and recordings of the presentations, are available at fcfcommunitypanel.com/learning-materials

Key Learning Factors



The Community Panel's assessment of the arterial route options was informed through a learning program framed around six "Key Factors". These factors were identified by project staff through interviews with community members, business representatives, City of Vancouver and Vancouver Park Board staff, and other community stakeholders prior to the beginning of the Community Panel.



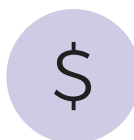
Transportation Performance

Impacts on the movement of people and goods in the area.



Community Livability

Impacts on residents and the local neighbourhood.



Cost and Constructability

Cost and construction considerations.



Parks, Recreational Spaces, and Community Gardens

Impacts on parks, recreation, community gardens, and other green spaces in the area.



Business

Impacts on businesses locally and throughout the region.



Public and Other Community Facilities

Impacts on city-owned and public-serving facilities in the area.

On the last day, Panel members ranked the key factors in order of importance for making their recommendation, from one to six:

1. Community Livability
2. Parks, Recreational Spaces, Community Gardens
3. Transportation Performance
4. Business
5. Cost and Constructability
6. Public and Other Community Facilities

Panelist Values & Considerations

During Session 1, Panel members developed a list of top personal and citywide values to consider as they assessed the advantages and drawbacks of the route options, and in making their final recommendation.

The following summary reports the top ideas from all table discussions about important values, but do not represent Panel-wide agreement on the values. The full list of values identified by Panelists is available in Appendix F, page 83.

Process and Decision-Making

- **Holistic perspective** / triple bottom line (economy, environment, social): less tangible aspects (community, social, arts, greenspace) are given equal importance to jobs, business, financial aspects
- **Engage and hear all voices:** new and old residents and businesses, others
- **Long-term thinking:** consider needs of future generations, future use of built environment, changing values
- **Transparency and good process.** Allow citizens to be heard, involved, and have chance to make real impact. Make sure that citizens are given good reasons and rationale for why things are happening in their city
- Respect **city-wide needs**

Local Community

- **Strong, rooted community** with a sense of belonging, a diversity of people, preserved neighbourhood character and community, and also open to new residents
- **Liveability:** safety, walkability and active transport, quietness, air quality
- **Benefits for local people:** relief for people along Prior, public spaces for lingering & convening

- **Accessibility** for work, school, and social connections
- Preserve/**enhance public spaces**/activations and consider beauty

Local Business

- **Affordability** of business (industrial / studio) and residential properties so that businesses and communities can thrive
- **Food security:** local distributors contribute greatly to the local food markets, affects prices and choices of produce and food security city-wide
- **Minimize impact on arts and culture** including the East Van Arts Crawl and art studio spaces
- **Local economy:** support opportunities for jobs and making a living

Environment

- **Protect green spaces,** gardens, wild spaces
- **Plan for climate change** and rising sea levels

Transportation

- **Reliable connections:** easy access to key destinations, downtown, and with Metro Vancouver
- **Smooth & efficient traffic flow,** especially N-S on Clark, as it affects both businesses and quality of life for residents
- **Increase multi-modal transportation** (active transportation, transit as well as vehicles)
- **Access to healthcare** (future St. Paul Hospital and campus) and emergency response
- Route that can **scale up while preserving parks/green space/air quality**
- **Be creative** - can a road be more than a road? Think about affordable housing, public spaces, jobs along the road

About the Community Panel



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 completed the False Creek Flats Plan in 2017, 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 False Creek Flats planning process about the route for the new arterial street, as well as the trade-offs with each route option.

No clear preference for one of the arterial options surfaced during the False Creek Flats planning process, a result of the complex trade-offs presented by the options. The Flats Arterial Community Panel was 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.

Choosing the Arterial Timeline



Community Panel Mandate

Excerpted from the Community Panel's Terms of Reference:

The Flats Arterial Community Panel will endeavour to represent local neighbourhoods, impacted businesses, and city-wide residents to recommend a preferred arterial alignment that best meets the needs of the neighbourhood, city and region as a whole. The Panel's recommendations and rationale will be received by Vancouver City Council and Vancouver Park Board and will significantly inform the selection of the arterial route. Specifically, the Community Panel will:

- Develop a set of criteria to guide the evaluation and selection of a preferred grade-separated east/west arterial road alignment.
- Recommend a route for the arterial road, with rationale for the recommendation and suggestions for mitigating any remaining concerns.

It is expected that these items will, to the greatest extent possible, represent the consensus view of the members of the Community Panel. Divergent views of Panel members will also be included in the Community Panel's Final Report.

Learning Program

To assist the members of the Community Panel with their task, an extensive learning program will provide them with the opportunity to examine:

- An overview of previous public input and City-developed planning materials.
- The history of False Creek Flats, including the current False Creek Flats Plan.
- The broader context of transportation in Vancouver, including relevant City policies, transportation objectives and transportation principles, regional goods movement patterns, and key transportation planning concepts.

- Key park objectives, principles, and planning concepts.
- Key local economy concepts.
- Key issues of concern from local residents, businesses, nonprofits, artists and others impacted by the decision.
- The role of the Flats as a central location for multiple civic services.
- Technical aspects and estimated cost of each proposed arterial option.

Community Involvement

During its learning and deliberations, the Panel will also inform and consult at regular intervals with the community-at-large through:

- Public roundtable meetings, which will provide Panel members and members of resident, business and organizational communities an opportunity for face-to-face discussion.
- Regular open sessions of the Community Panel to observe Panel proceedings.
- Web and e-newsletter updates from the Community Panel.
- Inviting online submissions to the Panel through its website.

Panelist Selection

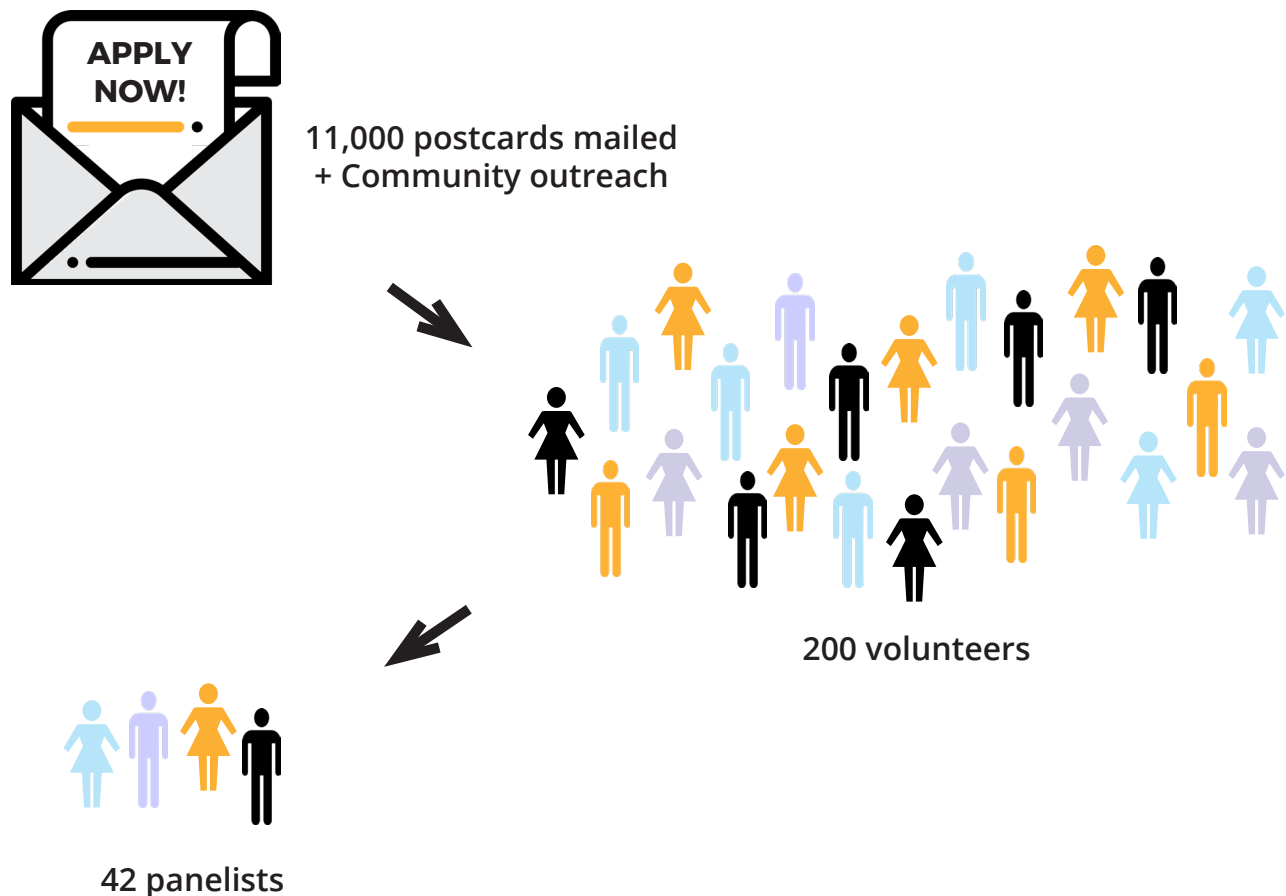
Approximately 200 people applied to sit on the Panel during the recruitment period between November 7 and December 10, 2018. From the group of volunteer applicants, the Flats Arterial Community Panel team used a blind, anonymous process and the best available municipal and Statistics Canada data to select a diverse group of Panelists. See pages 9-10 for more information about the demographics of the Panel.

An invitation to apply to the Flats Arterial Community Panel was sent across the city through 11,000 postcards, social media, stakeholder and community outreach, newsletters, press releases, and word of mouth. About 200 people volunteered to participate, and 42 Panelists, including residents and local business representatives, were randomly selected from this pool. Panel members were selected anonymously and randomly to represent the gender, ethnicity, and age makeup of local residents, businesses, and residents from across Vancouver. Among the 42 members, spaces were reserved as follows: 21 local residents, 15 local business representatives, and 6 city-wide residents.¹

All Panelists committed to contribute to the Panel's work in a spirit of collaboration, representing the best interests of all residents and businesses in Vancouver, not as an advocate for their own individual positions or business or organizational interests.

City staff did not have a role in selecting the membership of the Panel. Employees of the City of Vancouver or Vancouver Park Board, as well as elected municipal or Park Board officials, were ineligible to serve on the Community Panel.

¹ Not all Panelists were able to complete their commitment, due to a change in personal circumstances.



Following a rigorous procurement process, the Jefferson Center, a non-profit organization committed to advancing democratic, citizen-driven solutions to community and public issues, was selected to convene the Panel.

The Jefferson Center is an independent nonprofit based in the United States. Since 1974, the Jefferson Center has led the design and delivery of more than one hundred deliberative events and is one of the foremost practitioners of deliberative democracy in North America.

Susanna Haas Lyons, Vancouver-based public engagement specialist, served as the Panel Chair. Haas Lyons has worked for over 15 years on complex public and stakeholder engagement projects across North America, including local and province-wide community panels.

Additionally, Michelle Hoar, Dialogue Associate at the Simon Fraser University Centre for Dialogue, served as Community and Panelist Liaison, and Angela Ko provided event facilitation and translation support as Project Organizer and Translator.

Facilitators from the Vancouver area were recruited and trained by the Chair to support the Panel.

Project Team:

- **Susanna Haas Lyons**, Panel Chair
- **Kyle Bozentko**, Project Principal, Jefferson Center
- **Andrew Rockway**, Project Manager, Jefferson Center
- **Michelle Hoar**, Community and Panelist Liaison
- **Angela Ko**, Project Organizer and Translator
- **Camille Morse Nicholson**, Project Coordinator, Jefferson Center
- **Larry Pennings**, Design Coordinator and Project Administrator, Jefferson Center
- **Annie Pottorff**, Communications Coordinator, Jefferson Center

Facilitators:

A skilled group of planners, designers, students and writers supported the small group discussions among Panelists.

- **Odete Pinho**
- **Anson Ching**
- **Laura Hillis**
- **Isabel Chew**
- **Terri Rutty**
- **Sheng Zhong**
- **Sarah Kristi Lone**
- **Mark Busse**

The Panel's two public workshops were supported by our core facilitators as well as these skilled facilitators: Jandy Anderson, Melissa Breker, Jessica Carson, Nidah Dara, Emme Lee, Aida Mwanzia, Shane O'Hanlon, Michaela Slinger, Kevin Shipalesky, MacKenzie Walker, Christa Wilcock and Nanette van Doorn.



Role of City Staff and Park Board

The Community Panel was supported by the City of Vancouver and Vancouver Park Board as outlined in the Terms of Reference. City and Park Board staff attended Panel convenings and provided expertise, resources, and additional information as required and available.

City of Vancouver, Staff Working Group:

- **Dale Bracewell**, Manager, Transportation Planning
- **Cory Dobson**, Planner, Planning, Urban Design and Sustainability
- **Megan Fitzgerald**, Engagement Manager
- **Amanda Gibbs**, Manager, Civic Engagement
- **Carol Kong**, Senior Transportation Planning Engineer, Engineering Services
- **Rachel Magnusson**, Senior Team Lead Public Engagement, Transportation
- **Sabrina Scalena**, Civic Engagement and Communications
- **Michelle Schouls**, Associate Director, Facilities Planning, Real Estate and Facilities Management
- **Doug Shearer**, Acting Manager, Planning, Policy and Research, Vancouver Park Board
- **Mike Thicke**, Project Manager, Facilities Planning, Real Estate and Facilities Management
- **Leila Todd**, Park Planner, Vancouver Park Board
- **Katie O'Callaghan**, Public Engagement Specialist (former member)
- **Amanda McCuaig**, Communications Manager, Engineering (former member)

First Nations Involvement

The Panel team acknowledges that the Flats is on the ancestral, traditional and unceded territories of the Coast Salish Peoples, and in particular the Musqueam, Squamish and Tsleil-Waututh First Nations. Over a century ago False Creek Flats was an important fishing area for First Nations people.

The City of Vancouver led government-to-government communication about the project. The Community Panel staff team worked with citizens of local First Nations and the urban Aboriginal population in the development of the learning program. In addition, a minimum of 2 of the 21 local resident seats on the Panel were reserved for Indigenous participants, in proportion to census data for the study area.

Panel members included 4 Indigenous people. In the selection process, a minimum of 2 of the 21 local resident seats on the Panel were reserved for Indigenous participants, in proportion to census data for the study area.

Role of Community

Community members not serving on the Panel provided input on the composition of the Panel's Terms of Reference and learning program, presented to the Community Panel about key issues, provided feedback and ideas to the Panel through the public workshops and online forms, and observed Panel sessions.





Panel Recommendations



The Community Panel's Recommendation

The Community Panel was tasked with recommending a route for a new east-west arterial road through False Creek Flats that best meets the needs of the neighbourhood, city and region. The arterial route will be grade-separated, meaning it will pass over or under the Burrard Inlet Rail Line that runs north-south between the False Creek Flats and the Port, west of Clark Drive.

The City put forward four main route options, some with variations. The Panel considered a total of nine arterial route options: Malkin Avenue (North, Central and South variations), National Avenue (Grant, Charles and Civic variations), Prior/Venables (Overpass and Underpass), and William Street.

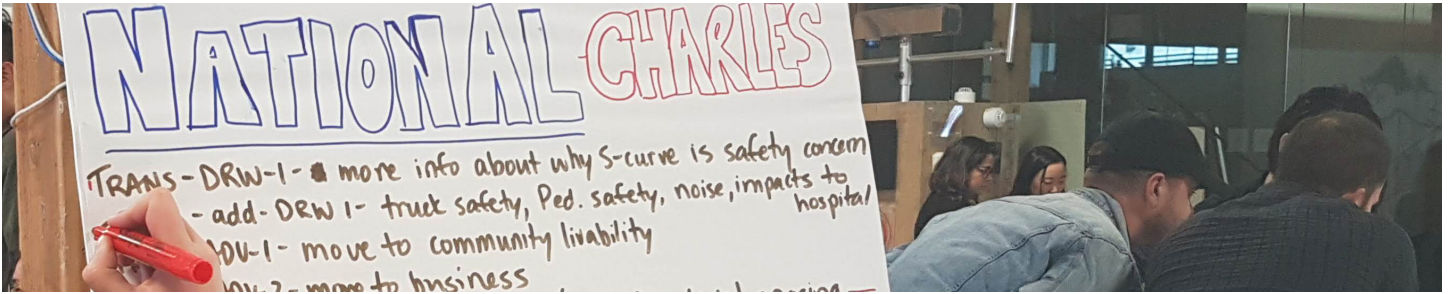
During the final panel session, Panelists individually selected up to four of the nine options they felt best served the needs of the community, city and region as a whole. They advanced a shortlist of five routes for the Panel's final consideration: Prior/Venables-Underpass, Malkin North, National-Grant, National-Charles, and National-Civic Facilities.

After further group deliberation, the Panel ranked the remaining five options from one to five. The ballots were tabulated using a ranked choice voting/instant runoff voting methodology. The ranked choice voting process, with full results, is described below.

After 3 rounds, National-Charles received a clear majority of votes, finishing as the Panel's recommendation for an east-west arterial route through the False Creek Flats.



National-Charles Case Statement



These are the most significant advantages that should be taken into account when considering this route:¹

1. Has a lower negative impact on businesses compared to other alignments because of improved access and least impact on Produce Row and other businesses, though the National-Charles St variation would require minimal building modifications.
2. It moves arterial traffic further away from residential areas because the alignment is further south of Prior and Strathcona Park (it would allow Prior to be downgraded to a local street).
3. It preserves the Cottonwood and Strathcona Gardens, which is important because these create community and food security.
4. National-Charles involves the least amount of park land loss and preserves existing parks, gardens, and natural assets.
5. It would allow for more complete street / maximize flexibility of road design because the right of way width would not be as constrained/narrow as Prior (wider than the existing route).
5. Truck traffic can access Produce Row off of the arterial because they can continue on Malkin at multiple intersections.
5. For all National variations, it has a low impact on artists/artisans and art-based businesses because many of them are located along/ close to the other routes.

¹ Prioritizing advantages for this route led to a three-way tie for the fifth top advantage.

These are the most significant drawbacks that should be taken into account when considering this route.

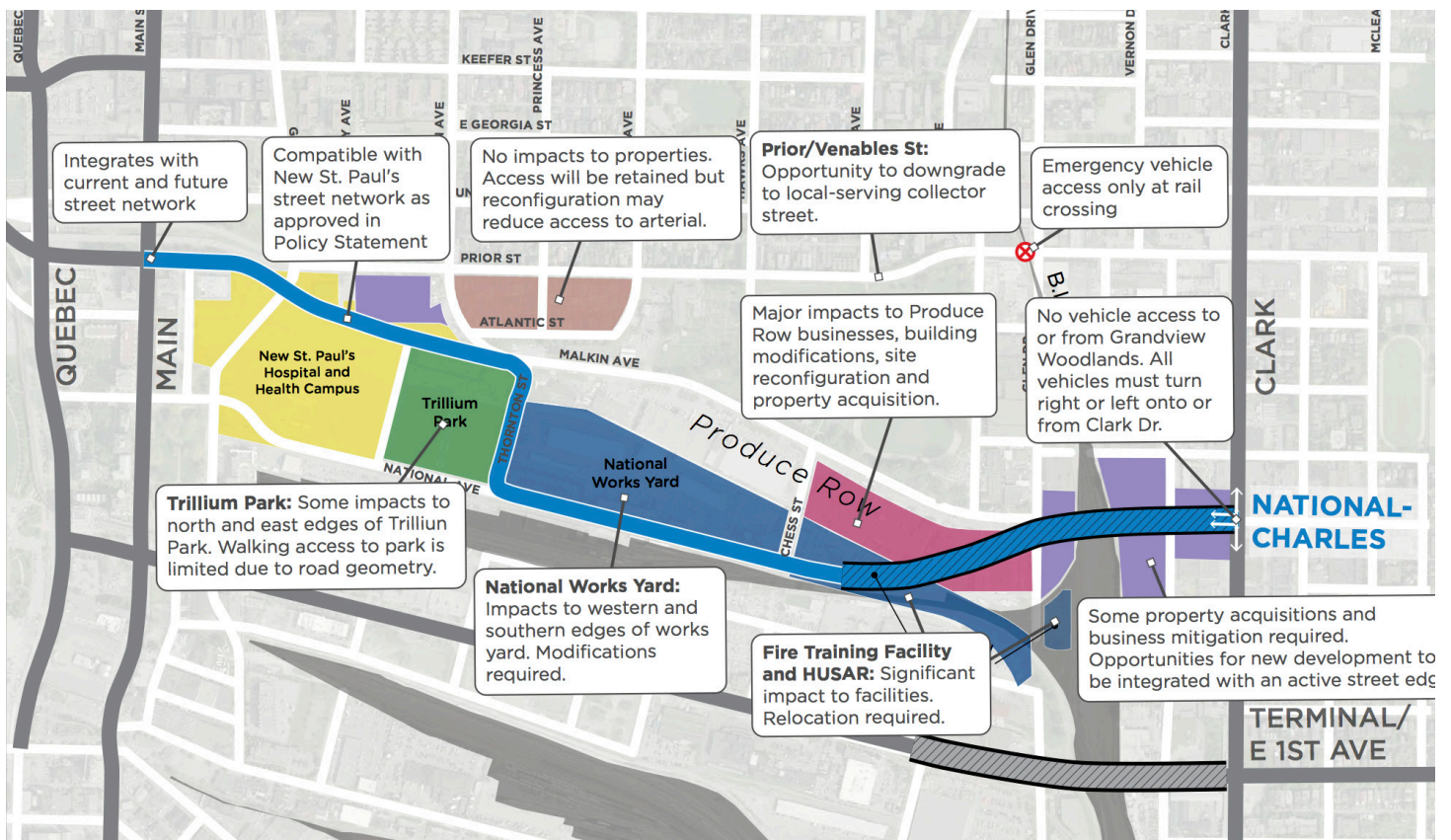
1. It may be most expensive to build because of widest span over rail (14 lines), land acquisition and construction costs. It may be hard to secure funding partners and positive cost/benefit.
2. A substantial portion of the project costs may not be eligible for partners funding (ie. land acquisition to relocate/ rebuild Fire Training and HUSAR facilities and property mitigation for city works yard).
3. It would increase local impacts because of longer construction time and complexity, along with relocating services.
4. A drawback of National-Charles is the opportunity costs and compromises across the City because of the costs required for land acquisition and construction to move facilities, which may take away from other city priorities and projects.
5. Impacts and inefficiencies in public services because of the interconnected systems and optimal location of existing works yard.

Those who are in support of this route might say:

- National-Charles allows for the downgrade of Prior which will benefit the local community by improving access to Park space and improving air quality.
- It leaves the green canopy, gardens, and eagle habitat in Strathcona Park unaffected.
- Although one business on Produce Row may be affected, there is potential for mitigation, and the other businesses on Produce Row will not be affected.
- The wide right of way allows opportunities for a “complete street,” including bicycle lanes and sidewalks, and this can be incorporated into St. Paul’s Hospital site designs.
- Although this is one of the more expensive routes, and there would be some impact on the City Works Yard and require relocation of the fire training facility, this alignment has the least impact on the community of businesses, park lands, and art spaces, all of which have intrinsic and intangible value that cannot be measured in dollars and cents.

Those who are concerned about this route might say:

- Due to costs, it might take longer to secure funds for this alignment.
- The s-curve design has a statistically-shown higher risk of accidents, requiring mitigations through design.
- If the #22 bus were to be rerouted onto National, it will be less convenient to Strathcona residents.
- It may impact some artists and businesses, though less impact than other National variations.

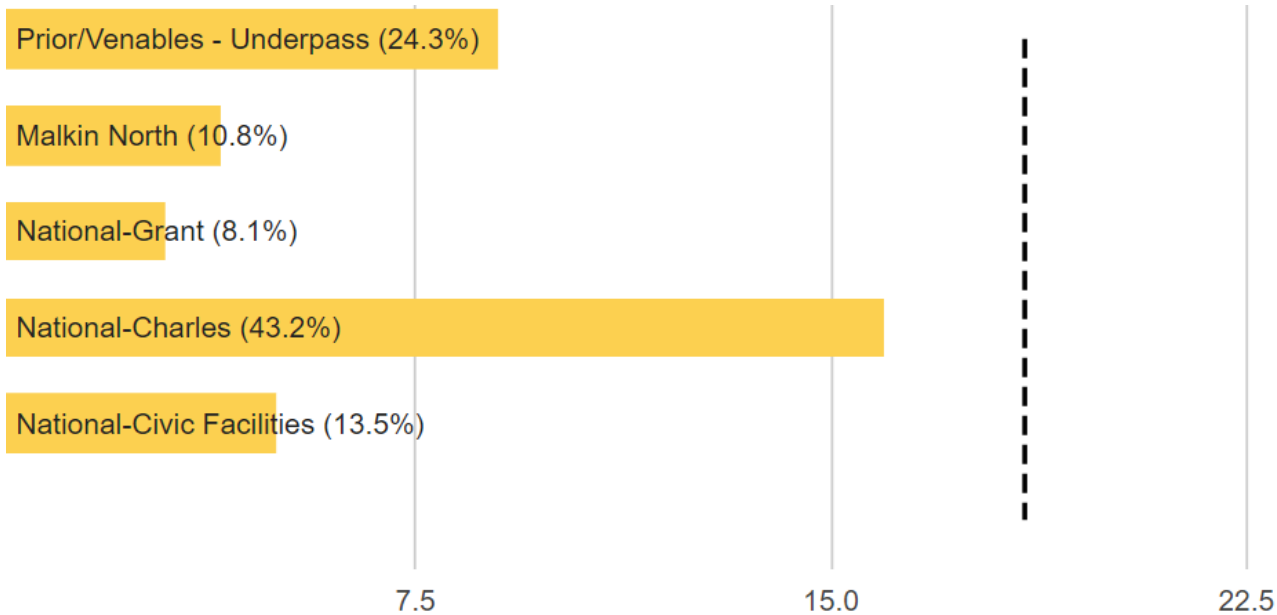


Results of the Ranked Choice Vote

Using ranked choice voting, Panelists chose and ranked their top five arterial route options in order (1st, 2nd, 3rd, 4th and 5th). The Panel's recommendation was declared when a route received 50 percent plus one or more of the total votes cast.

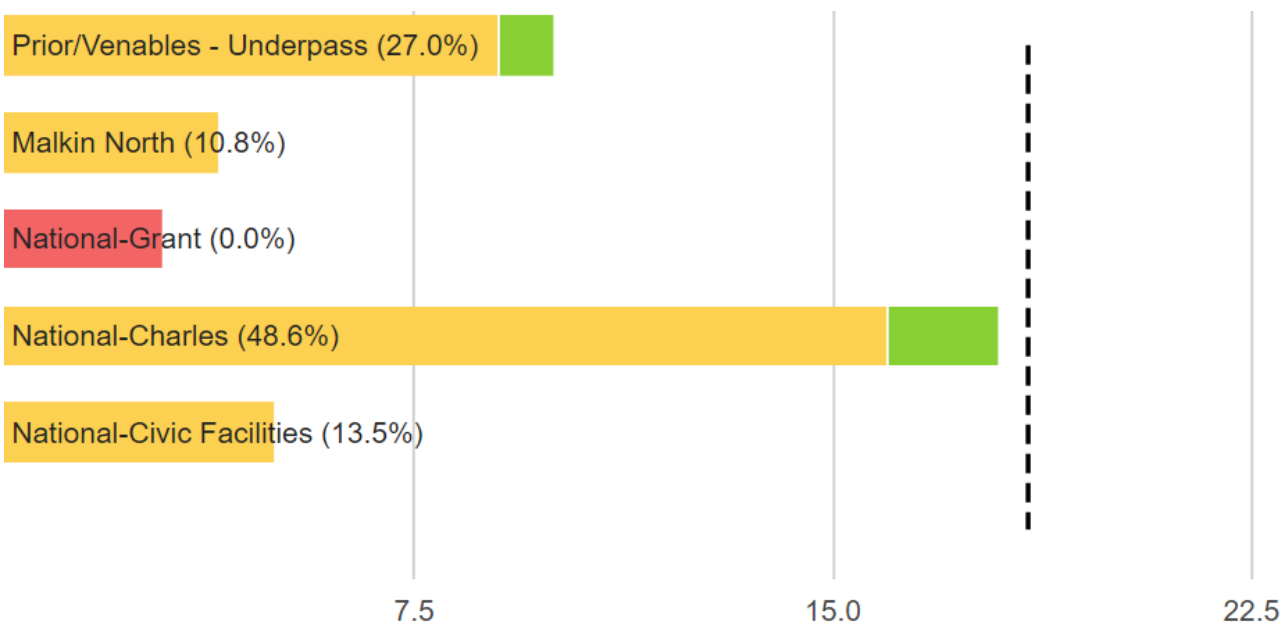
The Community Panel used this voting methodology because it identified an option that is preferable to most Panelists (and avoids a result strongly supported by some, but disliked by the rest) and allowed Panelists to vote for the route they truly feel is best (if their first choice finishes last, their vote is allocated to their second choice, not "wasted").

Round 1



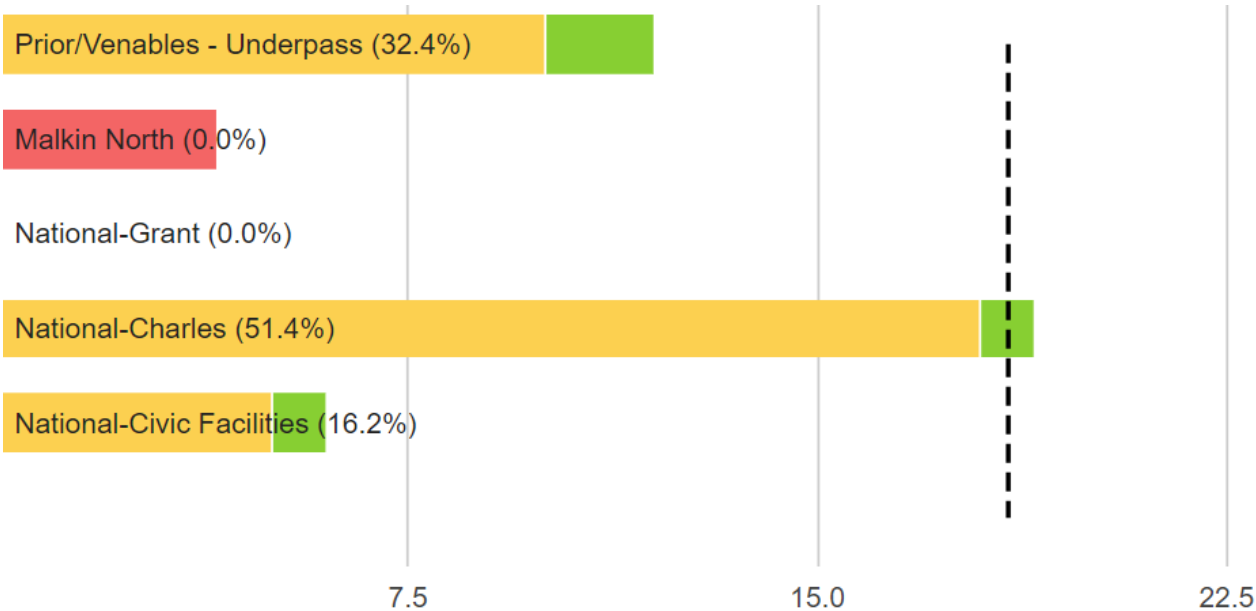
After the first round of voting, no option received a clear majority of votes. The option receiving the fewest number of first place votes (National-Grant) was eliminated, and the ballots that ranked National-Grant first were redistributed to those voters' second place choices in Round 2.

Round 2



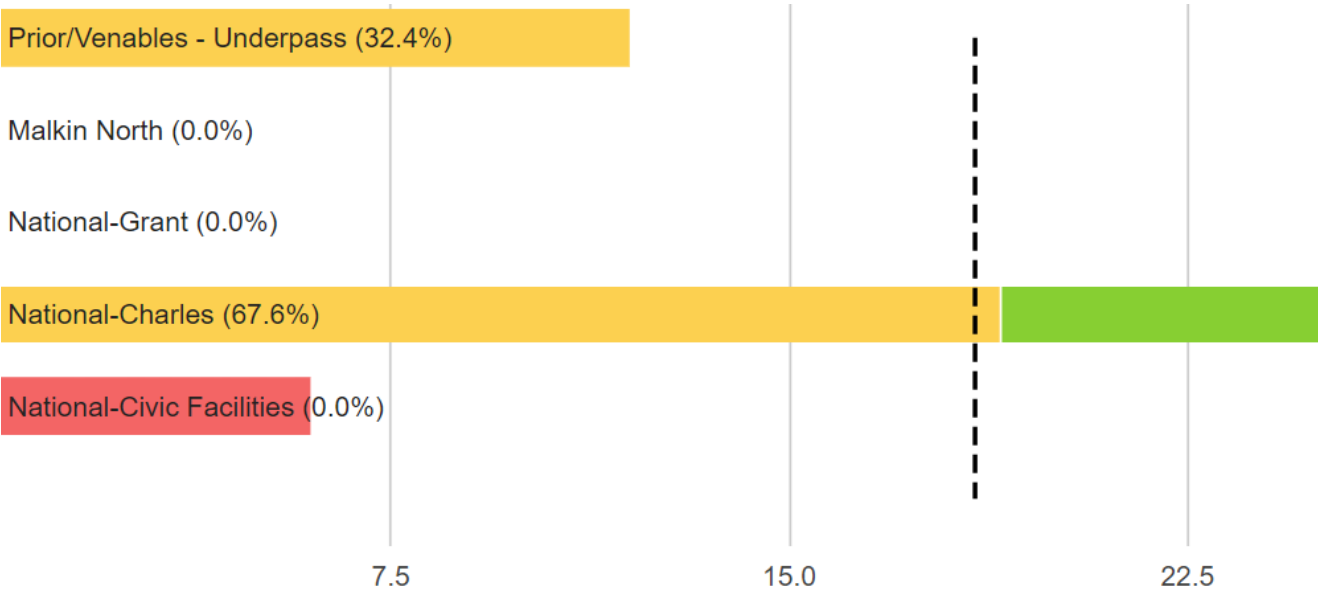
In Round 2, still no option received a clear majority of votes. The option with the fewest number of first place votes in this round (Malkin North) was eliminated, with votes redistributed in Round 3.

Round 3



In Round 3, the redistribution of votes from the eliminated Malkin North provided National-Charles with majority support at 51.4%. Prior/Venables - Underpass received 32.4% and National-Civic Facilities received 16.2% support. Though National-Charles won a majority after the 3rd round, it's worth noting the distribution of ballots following the elimination of National-Civic Facilities in Round 4.

Round 4



In Round 4, votes from the eliminated National-Civic Facilities went entirely to National-Charles, increasing support for that route.

Key Factors – National Routes

On the afternoon of Session 7, Panelists discussed the key factors as they related to the narrowed list of 5 route options: Prior/Venables - Underpass, Malkin North, National-Grant, National-Charles, and National-Civic Facilities. See Appendix C on page 62 for a full summary of that discussion.

The following is a report from Panelist table discussions regarding the National Routes (in general, or National-Charles specifically) in response to: “For each key factor, what, if anything, makes any particular route(s) stand out (positively or negatively)?”

Transportation Performance

- The National options remove traffic from Strathcona neighbourhood because it removes transit passing through it
- National is an opportunity to try something creative—just try it!
- National-Charles stands out positively because of possibility for complete street.
- National options stands out negatively because of S-curves narrow arterial spacing.
- All National routes would relieve congestion on Produce Row. The negative is arterial spacing between other arterials.
- National-all: longer distance to arterial (bus) for Strathcona residents



Cost and Constructability

- National routes are more expensive, and the National-civic is the most expensive
- National options are least studied and there may be more creative variations (eg. National Straight)
- Costs of long-term maintenance is higher for larger structures (i.e. National options) as verified by COV
- All three National options are complicated and have most implications for business and the follow-on mitigation costs (i.e. moving costs for tenants)
- National stands out positively because mitigation costs are born by public sector.
- National stands out negatively because high cost estimation (but it depends on accuracy of estimation)
- Negative of National, all routes is that the cost estimates are the highest and most number of tracks to cross. It is also the most challenging geotechnically
- All National options are more expensive than others
- National-all: would take longer to decide, fund, and build (negative impact)
- City budget is relatively limited, but on the other hand, there is \$ to be found outside the city
- National variations will suffer from delayed construction and funding could be jeopardized due to lack of funders or funders pulling out
- National-all variations: strong skepticism to the cost estimates; and we must consider all of the costs that cannot be captured in dollars associated with the other variations that could be saved if we pick this route



Business

- National options stand out positively because most businesses and artists studios will be kept intact.
- National-Charles would see the largest displacement of businesses and civic facilities for the non-Malkin options



Community Livability

- National Charles is positive in allowing Prior to downgrade
- National options stand out positively because of reduced pollutions, noise and improved health on local communities as a result of downgrading of Prior and shifting traffic. National options also have small impacts on parks and shift traffic. National options mitigate community for underfunded area. National options are compatible with community values.
- National- all: positive impact on future residents
- Room for complete street and businesses
- National- all: negative impact/no contribution to existing community because there isn't community along National
- Traffic jams and pollution due to poor transportation performance will make National still a poor option, affecting southern Strathcona residents and Trillium park users



Parks, Recreational Spaces, and Community Gardens

- Reconnects Strathcona park with the community and they also protect park space
- Negatively impacts Maker's garden (North of Trillium Park)
- National variations preserve most green space and the pollution would be moved south and away from most residents
- National options stand out positively because they preserve parks (except corners of Trillium Park) and turn Cottonwood Garden into a permanent garden



Public and Community Facilities

- Hospital would not benefit from a National variation; not an efficient route
- National options stand out negatively as they will result in the relocation of key public facilities.



Remaining Case Statements

The following draft case statements are the Panel's assessment of each route, excluding the winning route, National-Charles (included above). Each case statement features the Panel's top 5 advantages and top 5 drawbacks for the route, along with a statement of rationale for and against each route. These case statements do not necessarily reflect the assessments or opinions of all Panel members.

Prior/Venables Overpass and Underpass



These are the most significant advantages that should be taken into account when considering this route:

1. In the City's estimates, it is a low cost option because: the overpass structure is shortest; park mitigation costs are lowest; land acquisition costs are lowest; roadway costs are lowest; and the shared bicycle/pedestrian overpass/underpass is included in the estimated cost. However, necessary improvements could increase the costs.
2. Minimal transportation impact on Produce Row distribution hub because it is the least disruptive option.
3. Fewer or no impacts to gardens and parkland because wild spaces and parks are not sacrificed for the arterial.
4. Easier and more efficient access to public transit and local amenities and services because there is shorter distance requiring less walking for local residents.
5. Better hospital access and emergency response even in extreme scenarios as the grid network around Prior allows for more contingency routes to bypass arterial blockages compared to Malkin-linked alignments (even though in some areas Union and Keefer do have road blockages still).

Prior/Venables Overpass and Underpass

These are the most significant drawbacks that should be taken into account when considering this route.

1. There is limited room for sidewalks, cycling lanes, parking, high priority vehicles, and boulevards because it is a narrow road (20.6m). But, an underpass would be slightly wider than an overpass (at the actual overpass) according to the concept sketches.
2. Limited local pedestrian access across the arterial because this creates: a disconnect between 2 parks on either side of Prior; a separation between residents and Strathcona Park; a separation between residents and their neighbours a safety hazard for pedestrians. Residents would be separated from the Park by the arterial, posing a safety hazard. But, an underpass mitigates this issue slightly because an overpass increases vehicles' tendency to speed downhill into the neighbourhood.
3. The selection of Prior would further erode trust between the community and the government due to the historic decision to remove the viaducts and Council commitments to downgrade Prior as an arterial
4. There is significant resident opposition to Prior as the arterial.
5. Less large truck access to the area between Raymur Ave, Clark Drive, Prior, and Terminal Ave because trucks would be forced further North, onto Prior. But, an underpass could allow right turns onto Raymur, making this slightly better.

Those who are in support of this route might say:

- Prior Venables has benefits with regards to transportation because it provides community members with access to local transit, particularly benefitting seniors like the residents of the two senior homes on Prior, and offering the most efficient access to St. Paul's via the most robust grid network.
- This route also allows traffic to disperse more efficiently at Venables & Clark going east and provides a direct route west to downtown.
- The selection of Prior as the arterial route is the least expensive, which includes the cost of mitigation and relocation for businesses benefitting residents city-wide, potentially supporting opportunities for local community enhancements and spending priorities.
- Additionally, selecting Prior as the arterial would be comparatively low-impact to Produce Row (minimising impact to local and regional food distribution systems) and community greenspace (local gardens and parks).
- Prior also optimises St. Paul's Health Campus Master Plan for emergency access and disaster response.

Those who are concerned about this route might say:

- Prior Venables would have negative impacts on the community due to an increase in traffic in a residential area, further exacerbating the perception of barriers for community members in accessing Strathcona Park.
- Community livability would be negatively impacted by this route due to the expected increase of traffic onto Prior which would increase air and noise pollution in the Strathcona neighborhood, increase the use of side streets for truck traffic, and challenge locals' access to transit (#22).
- The Prior option may also displace 5 local businesses.
- Additionally, the selection of Prior as the arterial faces significant community opposition due to previous Council commitments to downgrade Prior.



These are the most significant advantages that should be taken into account when considering this route:¹

1. City Facilities are retained in their current, central location because the route doesn't directly impact the National Works Yard, Fire Training, Heavy Urban Search and Rescue (HUSAR), Vancouver School Board (VSB), or Animal Services.
2. Is potentially cheaper and more cost-effective than the Malkin and National alignments because it only goes over 4 train tracks.
3. Improved user access because: Prior is calmed/downgraded, resulting in improved access to Strathcona Park from the neighbourhood, and; impact to park land will create opportunities to reimagine bike/walk access to Trillium and Strathcona Parks through mitigation strategies.
4. Less impact to Malkin Ave & Prior St businesses and the downstream businesses they serve.
5. Prior/Venables remains an important street for local and emergency access.

5. Giving a viable replacement transit route in place of the #22 Prior St bus route because William is one of the more centrally located alignments that run through Strathcona.

These are the most significant drawbacks that should be taken into account when considering this route.

1. The impact to eagles which are symbolic, sacred, and valued, especially to Indigenous residents—this may go against provincial conservation guidelines.
2. Some businesses along William may need to be relocated, and some may not be financially viable to reopen after construction, due to the route alignment going directly through existing properties east of Raymur St. The number of potentially affected businesses is unknown and needs clarification.
3. It works against the Parks Board goals to protect and grow green space in a neighbourhood that is the most severely deficient, as well as City policies like the Healthy City and Greenest City Strategies, because it has the most hectares of green space lost out of all the alignment options.

¹ In prioritizing, there was a tie for 5th place, resulting in 6 advantages included in this list.

William

4. May harm the local artist community because 1000 Parker Place may be impacted by the road indirectly.
5. The reduction of the parks and urban canopy in a neighbourhood that already has a low park to people ratio and a low urban canopy (5.9%). This is because the route cuts through the park and requires removing 60+ mature trees. This reduces community livability.

Those who are in support of this route might say:

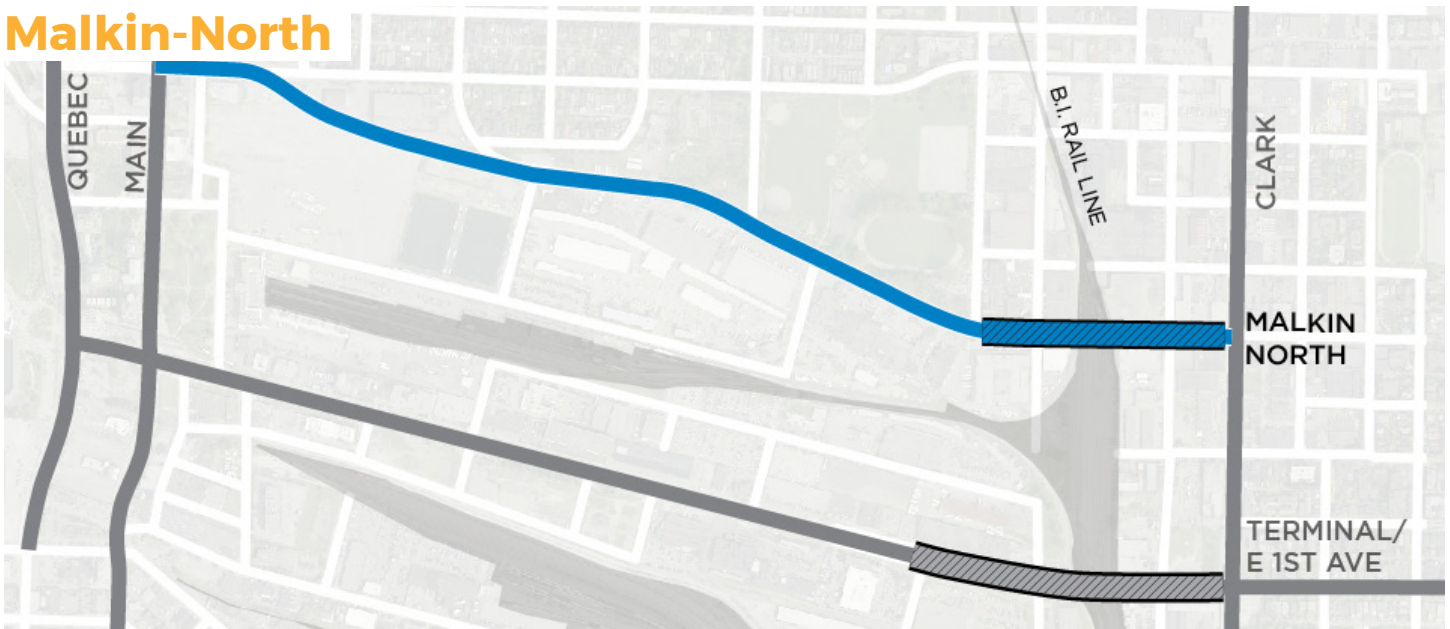
- The route has three main benefits:
 - It creates a defined separation of uses between residential/recreational and business. By pulling the arterial away from residential area, Prior becomes an approachable pedestrian-scale street and there is an opportunity to develop William as a “complete street”. This means residents’ access to Strathcona Park becomes a better experience.
 - The route retains access to publicly-funded infrastructure, some of which is quite new, and retains faster fire response times.
 - The roadway network is connected, and provides reduced traffic congestion and optimizes flow for people in cars, users of transit, and commercial vehicles.

Those who are concerned about this route might say:

- The William alignment causes two stakeholder groups to suffer:
 - Community members will experience a measurable loss of hard-to-replace parkland as the William option has the highest loss of park space out of any of the proposals. Additionally, there is a loss of tree canopy, ecosystem, and biodiversity, a running track is lost, and a community garden (Cottonwood) becomes isolated as an island in roadways.
 - Businesses both east and west of the tracks may experience negative effects on operations or may need to close/relocate due to land requirements.



Malkin-North



These are the most significant advantages that should be taken into account when considering this route:

1. For the Malkin North alignment, improved maneuvering, access, and circulation for Produce Row and lower congestion compared to the other Malkin variations because of the separated service lane. However, additional information is needed to confirm this is true; Produce Row representatives have not confirmed the service lane is viable.
2. It has more practicality and flexibility for design and constructability because the width is quite large and there is more space to work with and potential for variations, allowing for more walkability and bike lane options. It also has less of a steep gradient, better soil than the southern options (that are more in the mud flats reclaimed land).
3. For all Malkin alignments, Prior could become a local serving road because traffic would be redirected to Malkin.
4. That it returns Prior/ Venables to a local street and unites park to Strathcona neighbourhood and benefits bike/pedestrian route.
5. Strathcona Park would be better connected to the residential area. The Malkin route would separate residential and park uses to the north, with industrial uses to the south.

These are the most significant drawbacks that should be taken into account when considering this route.

1. If Malkin North is selected, there would be significant impact to Cottonwood Garden, likely requiring the complete removal of Cottonwood Garden. However, we acknowledge that this area is currently a legal right of way.
2. The negative impact to Produce Row because access, loading, and dock sales would be more difficult. The Malkin alignment would put some out of business, like North American Produce sales, but if the Malkin North variation is selected, the negative impact to access to most of Produce Row may be reduced, with the segregated road and access for trucks. Additional information is needed to confirm this is true; Produce Row representatives have not confirmed the service lane is viable.
3. For the south and central Malkin alignments, that it would severely disrupt the transportation of regional food and other goods because there is a potential existential threat to Produce Row, though the North version may mitigate this impact.
4. The higher impact of the Produce Row being greatly affected during road construction.

Malkin-North

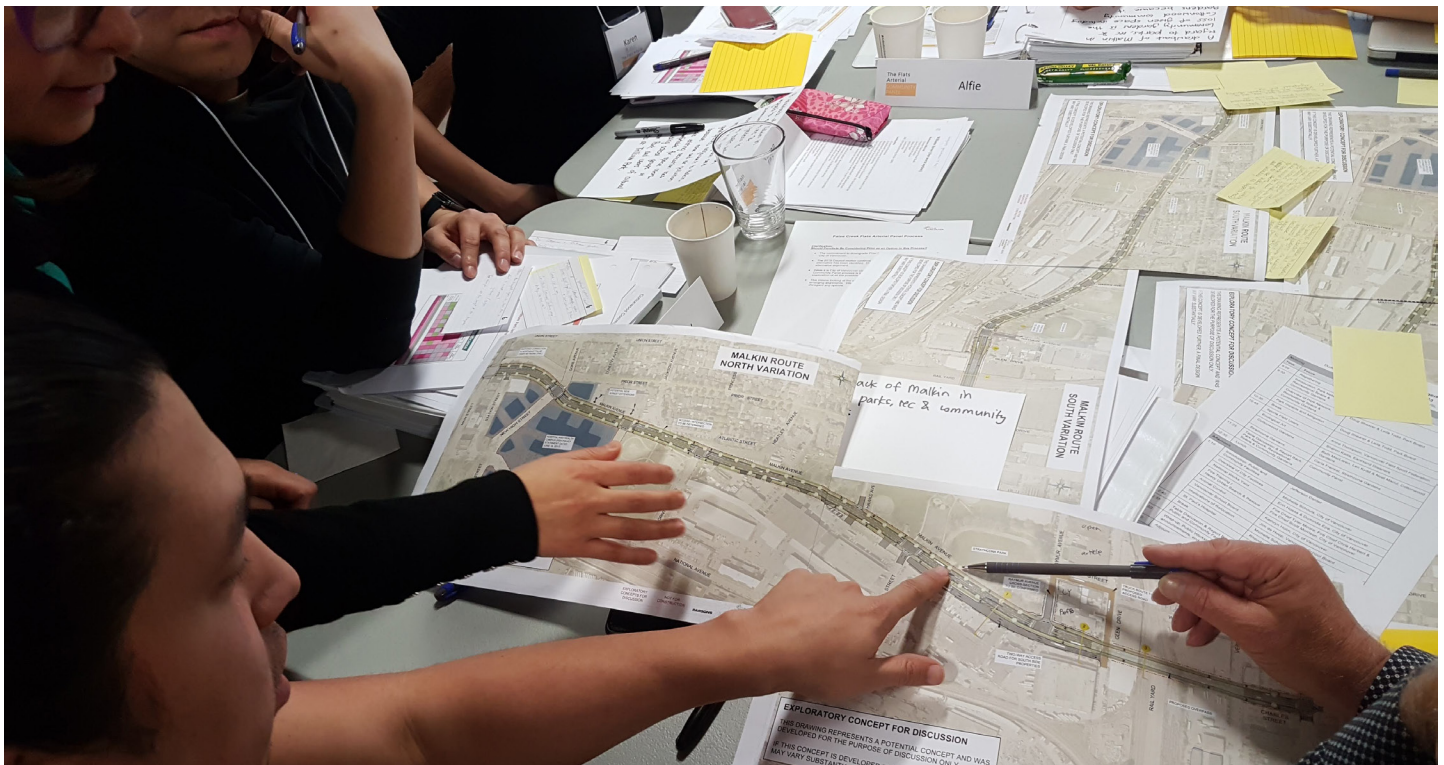
- For all Malkin alignments, moving the #22 bus route further south may reduce access for the local residential community because it would reduce the number of residents within a 5 minute walk to transit, making it a longer and harder journey for the elderly (many elderly residents in the neighbourhood) and those needing to do shopping. However, a shuttle bus on Prior can help mitigate this drawback.

Those who are in support of this route might say:

- Malkin North separates traffic from the Strathcona community and provides improved access to the Park and Gardens for Strathcona residents.
- It keeps transit access reasonably close to Strathcona and leaves the possibility of developing a “complete street” on Malkin.
- It allows Produce Row to continue to function and provides opportunities for the City to mitigate damage to the businesses that are negatively affected. It is a good compromise between the William and other Malkin routes.

Those who are concerned about this route might say:

- The Strathcona community and larger regional areas will lose a part of a historic garden Cottonwood with unique heritage plants and local community programs.
- Some of the eagle habitat will be impacted by the road right of way.
- Some Produce Row businesses may not survive with Malkin as the arterial.



Malkin-Central



These are the most significant advantages that should be taken into account when considering this route:¹

1. For all Malkin alignments, Prior could become a local serving road because traffic would be redirected to Malkin.
2. It returns Prior/ Venables to a local street and unites park to Strathcona neighbourhood and benefits bike/pedestrian route.
3. Strathcona Park would be better connected to the residential area. The Malkin route would separate residential and park uses to the north, with industrial uses to the south.
4. Less impact to public facilities and lower mitigation costs for the City than (some) other options because otherwise, resources would have to be allocated away from other priorities.
5. It has more practicality and flexibility for design and constructability because the width is quite large and there is more space to work with and potential for variations, allowing for more walkability and bike lane options. It also has less of a steep gradient, better soil than the southern options (that are more in the mud flats reclaimed land).
5. No impact on Strathcona Park boundaries.

¹ Due to a three-way tie for 5th place, seven advantages are included here.

5. There would be better access (walk, cycle, transit) to the parks with finished complete street. Currently there are no sidewalks on the south side of Strathcona park and utilizing the 30m right of way area with the Malkin route, would permit connectivity, access enhancements because there is sufficient space.

These are the most significant drawbacks that should be taken into account when considering this route.

1. The south and central Malkin alignments would severely disrupt the transportation of regional food and other goods because there is a potential existential threat to Produce Row, though the North version may mitigate impact.
2. The Malkin Central variation would mean dramatic impact leading to potential elimination of the Cottonwood Gardens land because they are on the city's right of way, leading to the loss of an important community asset.
3. The negative impact to Produce Row because access, loading, and dock sales would be more difficult. The Malkin Central alignment may put some companies out of business, like North American Produce.

Malkin-Central

4. The higher impact of the Produce Row being greatly affected during road construction.
5. There would be significant impact to the urban forest canopy and ecosystem from removal of large, mature trees that have eagles (wildlife habitat) and we cannot recreate this.

Those who are in support of this route might say:

- Malkin-Central is a good option because there already exists a 30m right of way which allows for creating a complete street with an enhanced north side of the street.
- This will increase appeal and use for all users, including pedestrians, cyclists, and park goers, especially after Transportation 2040 guidelines are applied to further reduce car trips in Vancouver.

Those who are concerned about this route might say:

- Malkin-Central is a challenging route for balancing the traffic uses, specifically commuters from downtown, thru-traffic, emergency vehicles, with truck access for trucks turning in and out of Produce Row without the buffer of a service road.
- In addition, there will be major Produce Row businesses (e.g. Fresh Direct, Discount Organics) requiring mitigation.
- Malkin-Central would also require replacement of Cottonwood Gardens land.



Malkin-South



These are the most significant advantages that should be taken into account when considering this route:¹

1. Strathcona Park would be better connected to the residential area. The Malkin route would separate residential and park uses to the north, with industrial uses to the south.
2. There would be better access (walk, cycle, transit) to the parks with finished complete street. Currently there are no sidewalks on the south side of Strathcona park and utilizing the 30m right of way area with the Malkin route would permit connectivity and access enhancements because there is sufficient space.
3. The Malkin South variation would not physically impact the actual boundaries of Cottonwood.
4. For all Malkin alignments, Prior could become a local serving road because traffic would be redirected to Malkin.
5. It has more practicality and flexibility for design and constructability because the width is quite large and there is more space to work with and potential for variations, allowing for more walkability and bike lane options. It also has less of a steep gradient, better soil than

the southern options (that are more in the mud flats reclaimed land).

5. No impact on Strathcona Park boundaries.

These are the most significant drawbacks that should be taken into account when considering this route.

1. The south and central Malkin alignments would severely disrupt the transportation of regional food and other goods because there is a potential existential threat to Produce Row, though the North version may mitigate impact.
2. Negative impact to Produce Row because access, loading, and dock sales would be more difficult. The Malkin South alignment may put some companies out of business, like North American Produce.
3. The higher impact of the Produce Row being greatly affected during road construction.
4. The Malkin South variation offers minimal mitigation opportunities to integrate Produce Row and arterial through traffic.
5. For all Malkin alignments, moving the #22 bus route further south may reduce access for the local residential community because it would reduce the number of residents within a 5 minute walk to transit, making it a longer and

¹ Due to a two-way tie for 5th place, six advantages are included here.

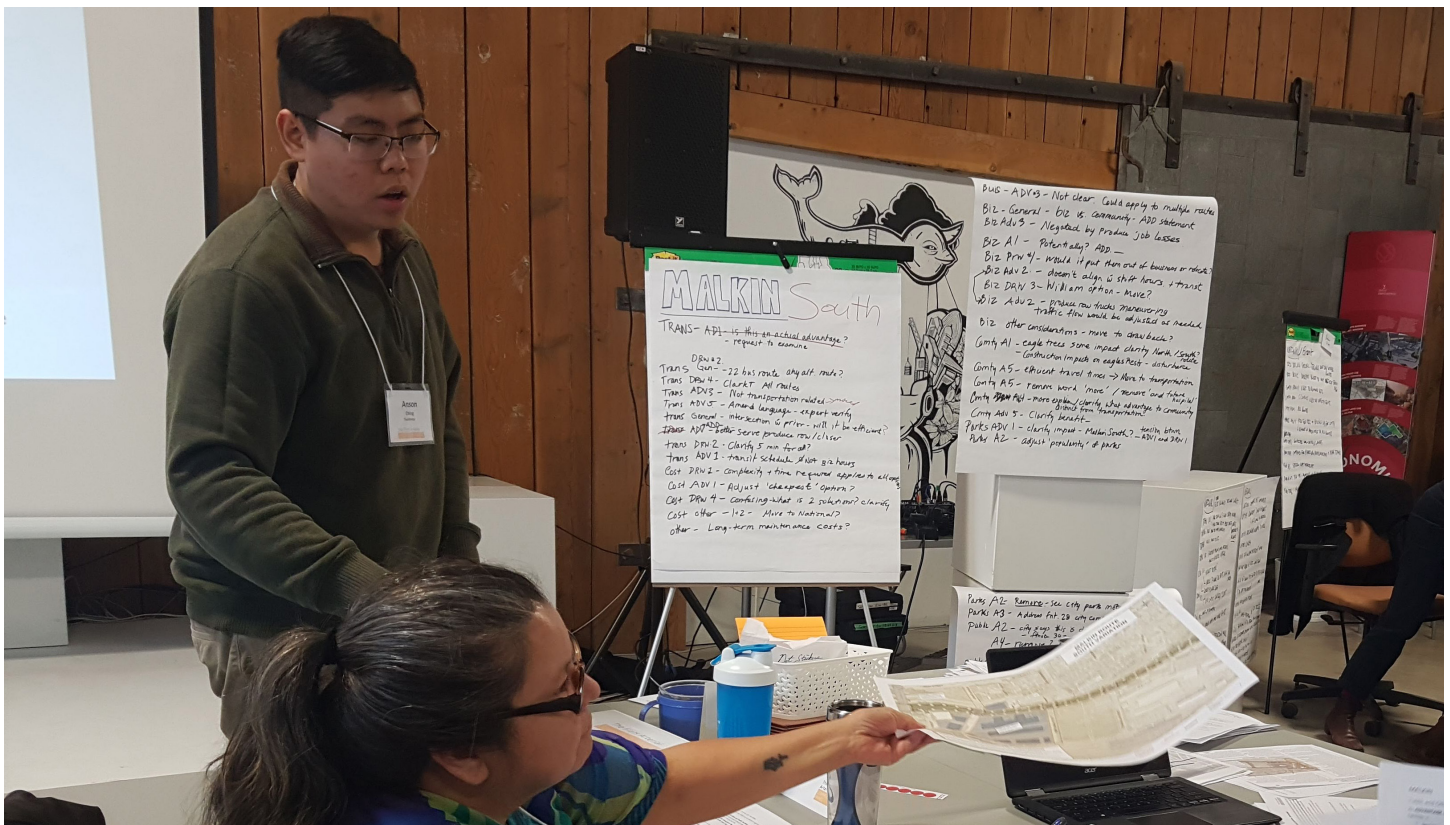
harder journey for the elderly (many elderly residents in the neighbourhood) and those needing to do shopping. However, a shuttle bus on Prior can help mitigate this drawback.

Those who are in support of this route might say:

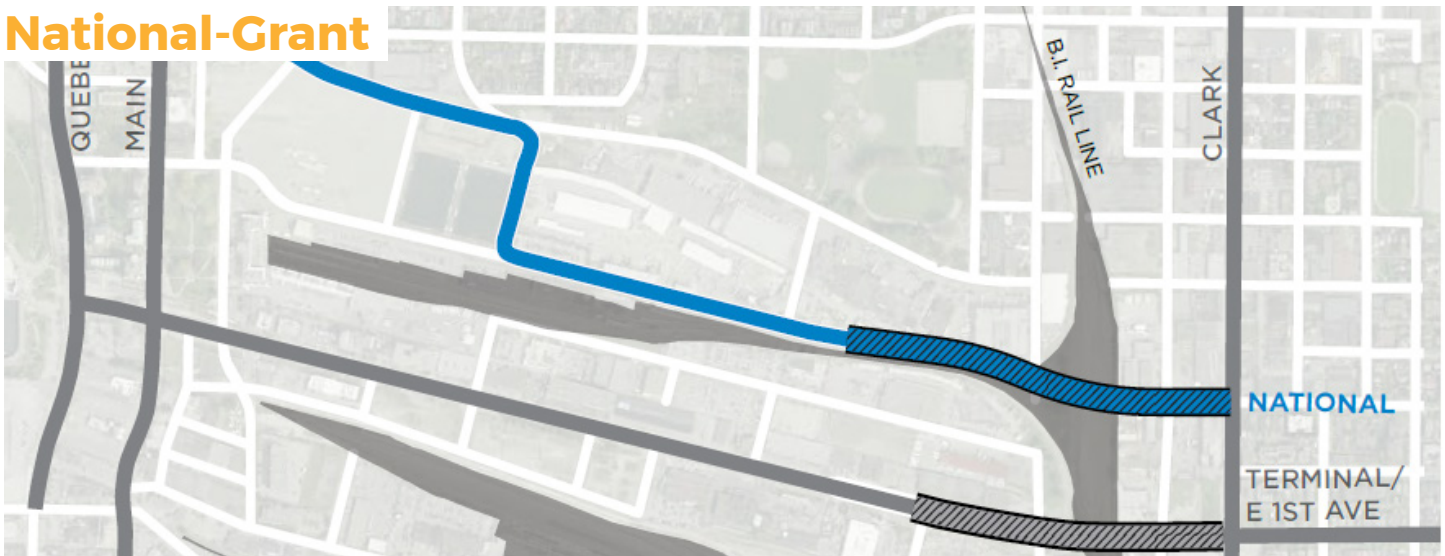
- Malkin South improves Strathcona neighbourhood liveability quality from the calming of Prior and the moving of air and noise pollution with the new arterial to the southern end of the neighbourhood.
- It also has the advantage of enhancing Trillium Park for wider regional use, as the new arterial would allow easier access to the park's sports fields.
- It would also preserve Cottonwood Garden as is, though there would still be the issue of the garden being directly adjacent to the new major arterial.

Those who are concerned about this route might say:

- Many businesses on Produce Row could be severely impacted or dispersed to the periphery of the city.
- This jeopardizes the region's independent food system, which may lead to a potential increase in food costs (especially for organic produce) at grocery stores, downtown restaurants, and could even make it harder for food banks to access donations, not to mention the downstream effects of job loss for immigrants and low-skilled workers, as well as higher costs of doing business for independent grocers.
- Furthermore, the neighbourhood's unique biodiversity (Strathcona Park's eagles and Cottonwood Garden's mix of many plant species, bees, and insects) would still be adjacent to the new major arterial and thus subject to high levels of air pollution and traffic disturbance.



National-Grant



These are the most significant advantages that should be taken into account when considering this route:

1. It moves arterial traffic further away from residential areas because the alignment is further south of Prior and Strathcona Park (it would allow Prior to be downgraded to a local street).
2. It has a lower negative impact on businesses because of improved access and least impact on Produce Row. Produce Row will not need to relocate as the path mainly bypasses the buildings and companies.
3. National-Grant route would result in the least amount of park land loss. It preserves existing parks, gardens, and natural assets, which is more likely to receive Park Board approval.
4. It would allow for more complete street / maximize flexibility of road design because the right of way width would not be as constrained/narrow as Prior (wider than the existing route).
5. For all National variations, it has a low impact on artists/artisans and art-based businesses because many of them are located along/ close to the other routes.

These are the most significant drawbacks that should be taken into account when considering this route.

1. The S-curve because of safety hazards. S-curves are less safe for people walking/ cycling and ICBC statistics indicate that rates of vehicle collisions double with S-curve road profiles.
2. This option provides for the least equal arterial spacing. It is most closely located to Clark-Terminal intersection and may experience congestion problems.
3. Long distance between bus line (#22) and the surrounding communities, leaving a large gap in transit on Clark between Hastings and National (which is heavily used) and negatively impacts mobility and transit access for residents.
4. This route is the most expensive to build because of widest span over rail with 14 lines, land acquisition and construction costs.
5. A substantial portion of the project costs would not be eligible for partners funding (ie. land acquisition to relocate/rebuild Fire Training and HUSAR facilities and for property mitigation), which would take away from other city priorities and projects because it would dominate capital demands. However, if replacing fire training and HUSAR aligns with City needs for upgrading these facilities, this would not be as big of an impact.

Those who are in support of this route might say:

- This route preserves the majority of the Produce Row food hub which is essential to affordable food and food security.
- This route moves arterial traffic and congestion away from the residential area, reconnecting residents to Strathcona Park and improving air quality.
- This route results in the least amount of parkland loss and preserves existing parks, gardens and natural assets in an already green space deficient neighbourhood. With projected population increase by 2041, this deficit will become severe.
- There are also benefits related to art-based businesses, complete streets and bus access to St. Paul's hospital.

Those who are concerned about this route might say:

- This route has the largest cost estimate and a substantial portion is not eligible for partners sharing (in other words, land acquisition and property mitigation are the City's responsibility). Allocating money to this route means there will be trade-offs for other City projects.
- This route provides the least equal arterial road spacing. The route is not direct and could create congestion at Clark Drive (due to proximity to Terminal/1st).
- This route could disrupt more than 35 local businesses, resulting in relocations, loss of revenue or closures.
- The route will interfere with or possibly eliminate the Vancouver School Board facility yards located at Clark and Grant.
- Finally, relocation of the 22 bus line along the new arterial would increase walking distance for Strathcona residents to access bus services.



National-Civic



These are the most significant advantages that should be taken into account when considering this route:

1. It preserves the Cottonwood and Strathcona Gardens, which is important because these create community and food security.
2. It moves arterial traffic further away from residential areas because the alignment is further south of Prior and Strathcona Park (it would allow Prior to be downgraded to a local street).
3. It would allow for more complete street / maximize flexibility of road design because the right of way width would not be as constrained/narrow as Prior (wider than the existing route).
4. Safer relative to the other National variations because it doesn't have an S-curve, which see double the rates of collisions.
5. For all National variations, it has a low impact on artists/artisans and art-based businesses because many of them are located along/ close to the other routes.

These are the most significant drawbacks that should be taken into account when considering this route.

1. That it may be most expensive to build because of widest span over rail (14 lines), land acquisition and construction costs. It may be hard to secure funding partners and positive cost/benefit.
2. A substantial portion of the project costs may not be eligible for partners funding (ie. land acquisition to relocate/ rebuild Fire Training and HUSAR facilities and property mitigation for city works yard).
3. This option provides for the least equal arterial spacing. It is most closely located to Terminal and 1st T-intersection with Clark and may create congestion problems at these intersections.
4. For all variations, disruption to local businesses because an arterial road may cause loss of revenue, relocation, or closure. The National-Grant and Civic Facilities variations would potentially impact 35 businesses, Yellow Cab, and the back of Produce Row buildings. The National-Charles variation would potentially impact 15 artists, 12 other local businesses, and Fresh Point.

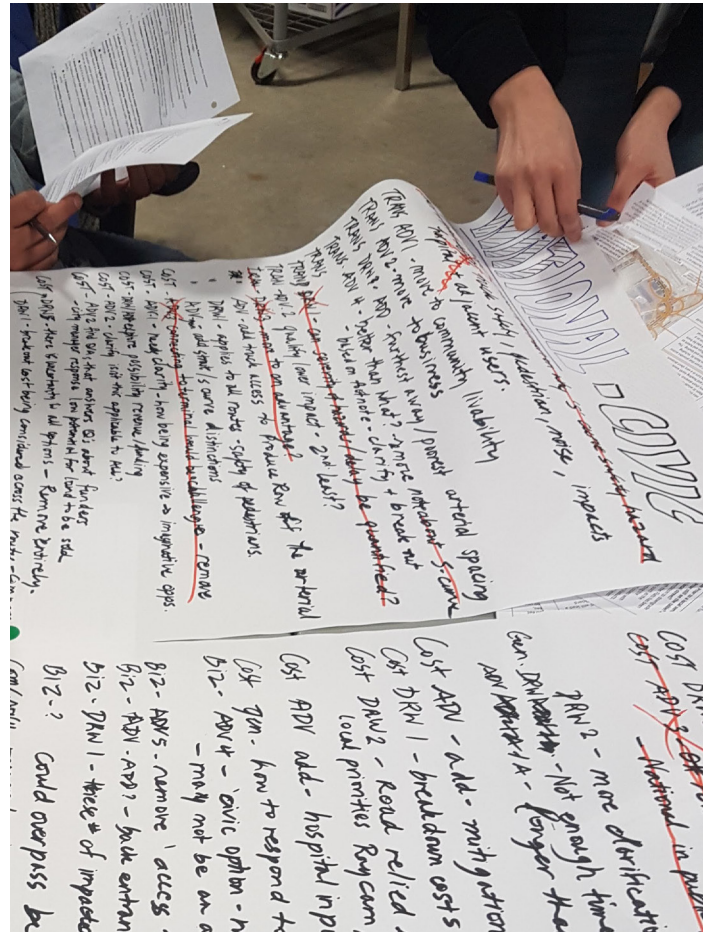
- Long distance between current bus line (#22) and the surrounding communities, leaving a large gap in transit on Clark between Hastings and National (which is heavily used) and negatively impacts mobility and access, but the Civic variation is slightly better than the other National variations, though still far.

Those who are in support of this route might say:

- The National-Civic variation prioritizes safety over dollars and cents. It is the safest route when it comes to the local community, commuters, EMT and traffic (including the lack of heavy vehicles as trucks can continue on Malkin Ave).
- It also preserves the unique historical legacies of Strathcona and Cottonwood Gardens -- which provide green spaces that promotes community wellbeing, preserves the eagle/critter habitats (which has been there for generations).
- It has minimal impact to Produce Row, which guarantees food security and preserves its historical legacy.
- Any mitigation required by the National-Civic variation is limited to City-owned facilities, ensuring community support.
- Finally, it leaves intact the Strathcona artist community, which represents the highest density of artists in Canada.

Those who are concerned about this route might say:

- National-Civic is the most expensive option based on City estimates around mitigation of their own facilities, in particular, mitigation of recently built (2002-2004) City facilities (City yard and VSB).
- The National-Civic variation also leaves the future of Vancouver Fire Department/Heavy Urban Search And Rescue unclear, with the potential for City jobs to be decentralized.
- While this variation is the most complex to build, spanning 14 tracks, the National-Civic variation is also the least researched option, with the least information on it available.



Panelist Sub-Groups: Case Statements for Alternative Arterial Proposals

The following two case statements, “National-Straight” and “No Arterial” were developed by Panelist-initiated subgroups to explore options beyond the 9 proposed routes considered by the Panel. The signatories to each statement submit these to encourage further review and consideration by the City of Vancouver, the Vancouver Park Board, and the broader public. These assessments do not represent a consensus view, but the perspective of one or more named members of the Panel (identified below).

No Arterial

Panelists in support of this statement: Annie Danilko, Karen Fung, Laural Gaudette, Evan Hammer, Dustin Harrison, Devan McClelland, and Khelsilem Tl’akwasikan. With contributions from community members: Dan Jackson and Richard Taplin.

This option recommends and assumes:

- A step-down of the arterial on Prior-Venables and return of Prior to a local road.
- No new arterial constructed to replace the step-down thereby directing Pacific Street traffic to Terminal Ave as part of the new route following the Viaduct removal.

Recognizing the importance of emergency response times and access to the proposed St. Pauls Hospital, this proposal includes a recommended requirement for construction of an underpass on Prior to achieve grade-separation at train tracks but limit access to public transit, emergency vehicles and active transportation modes only, similar to Granville Street between Robson and Hastings.

These are the most significant advantages that should be taken into account when considering this route:

- Prior Street can become a local road improving the communities experience and safety.
- Minimal transportation impact on Produce Row distribution hub because it is one of the least disruptive options.
- It preserves the Cottonwood and Strathcona Gardens and the user experience at Strathcona Community Garden is improved on the North side of the garden because there is less automobile traffic thereby decreasing noise and pollution. The user experience of these large community gardens are important because they strengthen community resilience and food security.
- In the City’s estimates, it is a low-cost option because the underpass structure is shortest; park mitigation costs are lowest; land acquisition costs are lowest; roadway costs are lowest and the shared bicycle/pedestrian overpass/underpass is included in the estimated cost. However, necessary improvements could increase the costs.

- If a Prior underpass with priority public transit access is created it will maintain accessible and efficient access to the public transportation network for residents of Strathcona, the City and region as a whole because Prior is evenly spaced between other East/West transit routes. Local amenities and services are more accessible because there are shorter walking distances.

These are the most significant drawbacks that should be taken into account when considering this route:

- Possible increased automobile travel times due to increased congestion on Hastings and Terminal thereby decreasing the user experience on those arterial routes, however, the opportunity exists to continue to prioritize other travel modes. (public transit, active transportation, etc.)
- Potential impacts on goods movement in the city, including truck movement to and from Produce Row.
- Less direct access for non-Strathcona residents using automobiles.

No Arterial

Those who are in support of this route might say:

The Option X - Prior/Venables Arterial Step-down option might be argued for as a solution that addresses a majority of the problems that the other options present. This option presents the least negative impact on local residents, park users, garden users, local employees, and businesses. In addition, this option presents one of the most cost-effective routes and when paired with efficient public and active transit is the greenest option for local residents and the new St. Pauls community. This is an option that many community members, business, and workers might support provided there is emergency and public transit priority access and grade separation from the train tracks at Prior-Venables.

Those who are concerned about this route might say:

The Option X - Prior/Venables Arterial Step-down option might be argued against as a solution because of the increased travel time during peak hours for automobile commuters travelling through the city to and from Downtown Vancouver.

National-Straight

Panelists in support of this statement: Yun-Jou Chang, Annemarie Etsell, Dorothy Trujillo Lusk, Humphrey Ng, Colin Preston, Markus Schinkel, Jaco Retief, Lori Sokoluk, Bryan Uyesugi, Teresa Vandertuin. With contributions from community members: Dan Jackson and Richard Taplin.

The Flats Arterial Community Panel has chosen National-Charles as the recommended arterial. Over the course of the panel sessions and from observations made on visits to the site, the National-Straight route surfaced for a number of the panellists. This was not one of the options that the panel was given to discuss. We include this case statement for City consideration and request that the City review further a straight route on National-Charles west through to Quebec instead of using an S-curve around Trillium Park to Malkin through the St. Paul's Hospital site.

Case Statement for National-Charles-Straight

Note: The eastern portion of this route is the same as National-Charles. This statement proposes that the arterial route continues west on National, past Thornton Street, to connect with Main and through to Quebec.

These are the most significant advantages that should be taken into account when considering the Prior/Venable Arterial Step-down:

- S-curve of the other National options is eliminated, improving safety for motorists, pedestrians and cyclists, allowing easier access to Trillium Park for Strathcona residents.
- The arterial would be on one side of Trillium Park, not two, reducing noise and pollution within the park. Trillium Park and the community art programs that operate out of the northern section would be untouched.
- Reduced impact on the City's National Works Yard compared to the other National options. The western end of the sheds and the brining plant along Thornton Street would not be impacted.
- St Paul's Hospital site would have more buildable area, as no road right of way would need to be carved out of the middle of the site. This gives the designers more flexibility and provides more area on the northern portion of the site where the ground is more stable, reducing construction costs for St Paul's. Rhonda Lui, Associate Project Director for the hospital said "we were not provided with, or asked to comment on a National option". However, in conversation with the Strathcona Residents Association, she indicated that the National option may free up land and allow for a more functional main entrance design.

These are the most significant drawbacks that should be taken into account when considering this route.

- Small portion of Thornton Park, at the north edge, may be impacted depending on the St. Paul's site and street design. Park Board approval and review of heritage impact would be required.
- As with all National variations, this is one of the most expensive options to build. However, the construction and maintenance costs of an overpass at Charles and mitigation costs to the City Works Yard would be the lowest of the National options.
- St Paul's Hospital would need to revise their rezoning plans. Design options for National as an arterial have not been considered and impacts have not been assessed.
- This route was not offered to the Panel as one of the options for consideration, and residents or businesses that would be impacted did not have an opportunity to present. Further discussion would be required.

Those who are in support of this route might say:

This option removes the S-curve, improving safety for motorists, pedestrians, and cyclists and creating a more direct route. Removing the S-curve would allow the community programming at the north end of Trillium park to continue, and reduces the direct adjacency of a busy street to one side of Trillium Park resulting in less noise and pollution in the park. Impact on the City's National Works Yard is also reduced to areas along the south edge of the property.

When the viaducts come down, it is no longer imperative to start the arterial at Prior and Main. Instead of all traffic from downtown being funnelled to this one intersection, there will be a network of streets between downtown and Main, giving people more options to disperse north or south (e.g. Abbott, Carrall, Quebec, Main) before traveling eastward (on Cordova, Hastings, National, or Terminal). Instead of a convoluted route with a risky S-curve, you would have a resilient street grid network that can disperse traffic across a number of streets.

This option allows St. Paul's Hospital the ability to eliminate a road right of way through the site allowing for more flexibility in design, including the potential for a more functional main entrance. Construction costs might be reduced because there would be buildable area on the northern portion of the site where bedrock is closer to the surface. The St Paul's Associate Project Director indicated that having the arterial along National adjacent to their site may have fewer impacts in comparison to having it on Malkin.

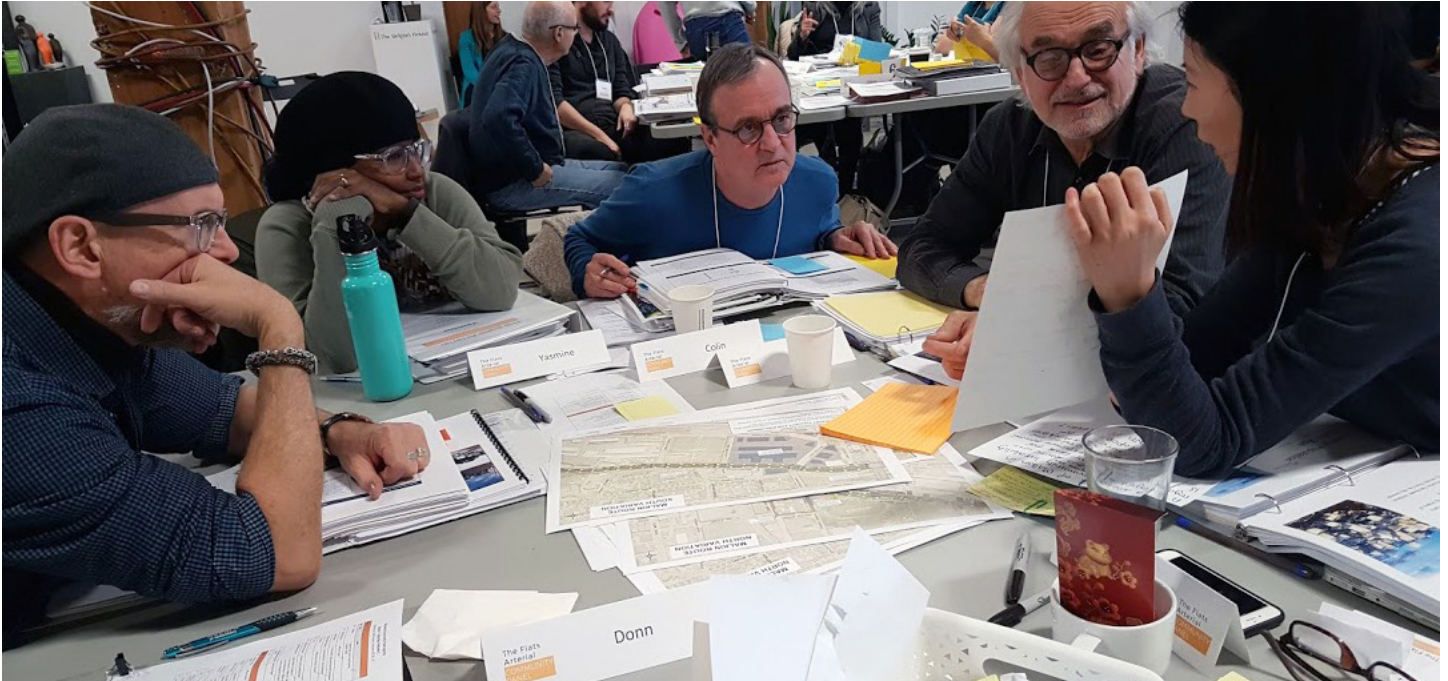
Those who are concerned about this route might say:

This route would require St. Paul's Hospital to revise rezoning plans for the new health campus. However, the St Paul's Associate Project Director indicated that having the arterial along National adjacent to their site may have fewer impacts in comparison to having it on Malkin.

This route would negatively impact the northern portion of Thornton Park, and require Park Board approval and review of heritage impact.

Like all National routes, this option will be one of the most expensive to build. However, an overpass at Charles would be the least expensive of the National options, and mitigation costs to the City Works Yard would be reduced.

Personal Statements



Each Panel member was given the opportunity to submit a personal statement, offering their individual perspective on the Panel process. Personal statements were drafted in response to the following three questions. 10 of the 37 Panel members submitted a personal statement.

1. If you wish to register an opinion or reflection on the group's final decision, please describe the route you prefer and state the reasons for your preference.
2. Please indicate what you believe supported your experience as part of the Community Panel and/or what else might have been done to support your involvement in this process.
3. If you wish to comment on the role of the Community Panel in the City's overall decision-making process, please indicate how you believe the Community Panel was a useful contribution to the City's process and/or how the Panel might have been improved.

Personal Statements

Marvin Delorme — My favorite route is National/Charles because it does not touch the community gardens, park, Produce Row, and shareholders will pay for most of the route. The community where I work and volunteer asked me to apply because I was very active in the community regarding all issues. The role of the community Panel was a very important process, and I believe that it was very useful to city staff in terms of reserve of knowledge!

Annemarie Etsell — I feel all right with the final decision of the panel even though it was a difficult one to reach particularly when considering the cost, which has been projected by the City. This route has been the least studied and now the City has the opportunity to focus on one route to find willing financial partner such as the trains, the Port and the Federal Government because moving goods benefit the whole country. I don't think that our city and a neighbourhood should bare the brunt of the costs. The panel's recommendation for National-Charles addresses many major drawbacks from some other proposed routes particularly the threats to Strathcona Park, Produce Row and the arts community. It also fulfills the City Council's promise to return Prior into a residential street.

However, I would like the city to seriously explore and consider the National-Charles option go straight through to Main Street or better still to Quebec Street along National as it would address the S-curve challenges around Trillium Park and protect that park. It would also greatly benefit the new St. Paul's Hospital. During the hospital's presentation we learned that *"Without the constraints of an arterial roadway through the site, it provides the opportunity to optimize the campus design..."*, *"... the hospital can be reposition further north to improve the hospital and campus layout"* as *"It's not best practice to have the ambulance and public access the emergency department from a busy arterial."* When Dan Jackson, Chair of the SRA, met with Rhonda Lui, Associate Project Director for St. Paul's, she stated that in her presentation she had made a strong case for preferring Prior over Malkin for the reasons stated above and she added that the city never gave them the option of using National Street and so they never assessed it. All these objections would be addressed if the arterial was on National-Charles Straight. The current re-zoning application shows National as a two-lane street. If it were to become a four-lane street some adjustment would be made but the hospital design itself won't begin until after City Council approves the re-zoning permit, which is a decision that is not

scheduled until September.

The following elements supported my experience as a Panelist or could be improved upon in future processes:

- The well organized, friendly and welcoming support team play a great part in making these arduous times pleasant.
- I liked the set up around small discussion tables with a facilitator. The assigned seating and rotations from one session to the next helped the panelists to get to know each other.
- All aspects of learning were helpful (binder, presentations, public workshops, access to the website with public input, tour of the study area). The time allocated to presentations other than the city seemed to be sometimes too short particularly that it included the question period.
- The binder was an important part of our learning as well as all the documentation that we received along the way, even though it was at times overwhelming. It would have been helpful to receive documents sooner before a session to give us a chance to read them at our own speed. Maybe a greater spacing between sessions is needed to allow more time for the team to prepare and send out the documents sooner before a session.
- It was helpful that we could ask as many questions as we wanted, even between session by email while studying at home.
- I would have liked to see more time allocated to dialogue/discussion in the greater circle so that we could have had some form of question/response time to exchange ideas. Discussions at the tables were always limited to the topic of the day and to those assigned to those tables.

This process allows for a much greater in-depth exploration of issues when difficult decisions need to be made than during open houses where the understanding by participants of all the implications for all stakeholders remains superficial. This panel format allows a larger group of people to study and learn about the needs of all stakeholders, which leads to conversations in greater depth. The public workshops and the ongoing submissions from the public further enhance the learning about what the stakes involved in a decision.

Jennifer Guest-Viitala — My route preference is the National-Straight route, where there is no 's-curve'. There is so much potential with National, the City needs a better spot for the fire training/civic lots. I felt that the community members and Jefferson Center staff were very helpful with organizing and presenting the

information as much as possible with the information at hand. I feel/hope the Panel helped make this decision process easier to go over and make the best decision, given our Panel conclusion and also considering the collective community opinion.

Berit Hansen — If Trillium Park's northeast corner is impacted by the recommended route as we expect, then the False Creek Flats area will lose some permanent park space. I and a few others ask that you consider mitigating that loss by allocating as much as possible to Cottonwood Gardens—reassigning permanent park status to all or a portion of the garden and adjusting right-of-way—guaranteeing Cottonwood's continuation.

Consider smoothing out the S-curve as much as possible to mitigate crashes.

If the City doesn't go ahead with the recommended route, and considers the second choice of the panel, Prior with underpass, please offer the Prior residents on the north side, and south if possible, improved alleyway. As we've seen between Jackson and Dunlevy, residents on the north side of Prior, can use the alleyway as front-of-house. Speed bumps and smoothed pavement are some of the ways this section of alley has improved, allowing neighbours to meet, children to bike and play, and homeowners to reinvent their back of house.

Devan McClelland — I support a way of doing things that is better for the community, city and region as a whole. Leave the arterial grid the way it is (yes that means keeping Prior with underpass and not building a National option) and instead repurposing the use of Prior street to respect the history of that community and focus on the root of the problem, the personal automobile. Prior should become a beautiful public transit serving street and while emergency vehicles and active transportation may be incorporated, personal automobile traffic would not be permitted.

Region wide, I wish that public transportation will be prioritized, electrified and dispersed widely in order to move people in the safest, most comfortable, accessible, environmentally sustainable and economical way. These opinions are shared by others on the panel (see Prior Stepdown Report) and across the region, but I don't believe they were well reflected in the final recommendation. To me, choosing National feels like we are simply moving automobile traffic somewhere else instead of addressing the fact that we need to move away from this form of transportation in a growing city.

Jonathan Paulin — Underpass - Prior Venables was my preference because it is the easiest one to get complete and do what a road is supposed to do.

Colin Preston — I'm gratified to see the overwhelming Community Panel support for the neighbourhood-conceived National-Charles route. The selection clearly offers significant relief to marginalized communities affected by planning decisions made over 45 years ago, whether they be Strathcona residents, owners & employees of Produce Row, local small business & artisans and community gardeners.

I have added my name in support of the National-Straight option. It eliminates the 'S'-curve from Malkin to National, it means no loss of land at Trillium Park and it both maximizes available land for the St. Paul's campus as well as removes the planned Emergency entrance from an arterial.

There has been much made of the National route's higher cost. As part of my study for the Panel, I researched the Terminal Viaduct and spent considerable time examining the structure. It's over 80 years old and approaching the end of its lifespan. As we approach Transportation 2040 I urge the city's Transportation planners to 'imagineer' a configuration where traffic on East 1st makes its way along the four blocks of Clark between First and Charles to make its way downtown, much as traffic 'doglegs' now between East Broadway/East 12th to Great Northern Way along Clark. Planning to NOT replace the Terminal Viaduct in 10-20 years time might establish that the National-Charles overpass was in fact cost-effective, rather than the most costly option.

Parveen Rai — The Jefferson Centre initially suggested the Flats Arterial Community Panel contain a sample of panel members from all over the Vancouver area, instead of focusing primarily on the Strathcona region. *The new arterial route will affect all residents of Vancouver*, such that a sampling of Vancouver residents from all areas would have provided a final recommendation to the city coming from everyone affected, not solely those in the Strathcona community.

Rhonda Lui, Associate Project Director of St. Paul's Redevelopment Project, stated the *Prior/Venables route has the least impact to the hospital, a healthcare facility serving over 380,000+ patients annually*. The Strathcona community consists of 12,000 residents. The panel closely examined how each one of the different routes would affect others, but didn't quantify the number of people who would be affected in each scenario. *The panel was composed of primarily Strathcona residents, business owners*

and those who work in the area and ultimately, they voted for what was best for their community – not what was best for the residents of Vancouver as a whole.

There was only a selection of 6 people chosen from outside of the Strathcona region. 6 of 37 panelists equates to 16%. The Prior/Venables option was voted in as a second-choice option with 32% of votes. Had the panel contained a greater number of non-Strathcona residents, it is likely the Prior/Venables option would have come in with more votes.

Considering the new arterial route will affect all Vancouver residents including those who live in Strathcona, the panel should have represented all areas equally. Without equal representation, the recommended result is severely biased.

Jaco Retief — As a resident of the city who cares about heritage and unique communities, I was pleased to be part of the process to not only learn from high level presentation, but also to get to hear and understand the impact of all route options on the local community in and around Strathcona.

It is a very important commitment for the City to allow the community of Vancouver to have a voice and make an informed recommendation, based on the impact to people, businesses, nature and the heritage of Strathcona.

I hope that our recommendation allows the decision-makers to have a strong guideline for their final choice that will impact the City for decades to come.

Thank you again for the amazing people we all worked with during our time on the panel.

Lori Sokoluk — My biggest hope is that the City and Translink consider the panel's input with an open mind. During the process, we received a lot of answers that amounted to flat out "that won't work" in response to ideas that seem pretty reasonable, or were based in very real concerns. The City, Parks Board, and Translink need to try to understand why something has been suggested, and take the approach of trying to see why and how it could work, rather than shutting down suggestions without due consideration. For example:

- City Transportation representative said that National-Straight wouldn't work because the intersections of Main+Prior and Main+National would be too close together. But the National-Grant option presented as technically feasible

by the City has intersections at Clark+Grant and Clark+1st that are even closer to each other.

- The Translink representative repeatedly flat out refused to consider keeping bus service on a downgraded Prior. Produce Row and the National Works Yard are much less dependent on bus service than Strathcona residents or businesses near Venable and Clark.

I sincerely believe National-Straight is a much better option than the proposed S-curve option that was recommended. With the street grid network that will replace the viaducts, it doesn't seem imperative to start the arterial route at Prior+Main. I wonder if the City didn't consider the adjacent plans? Why did they not get input from St Paul's on this option? Did the City want the National options to seem less reasonable in order to protect their investments in the Works Yard and Fire/Rescue facility?

I wonder about the Prior-Underpass route. Noise, pollution, speed, and increased traffic volumes (from the new hospital complex and Produce Row truck traffic) are difficult to reconcile with quality of life, pedestrian safety, and repeated promises to the community.

So many mitigations would be needed to make this route okay, including:

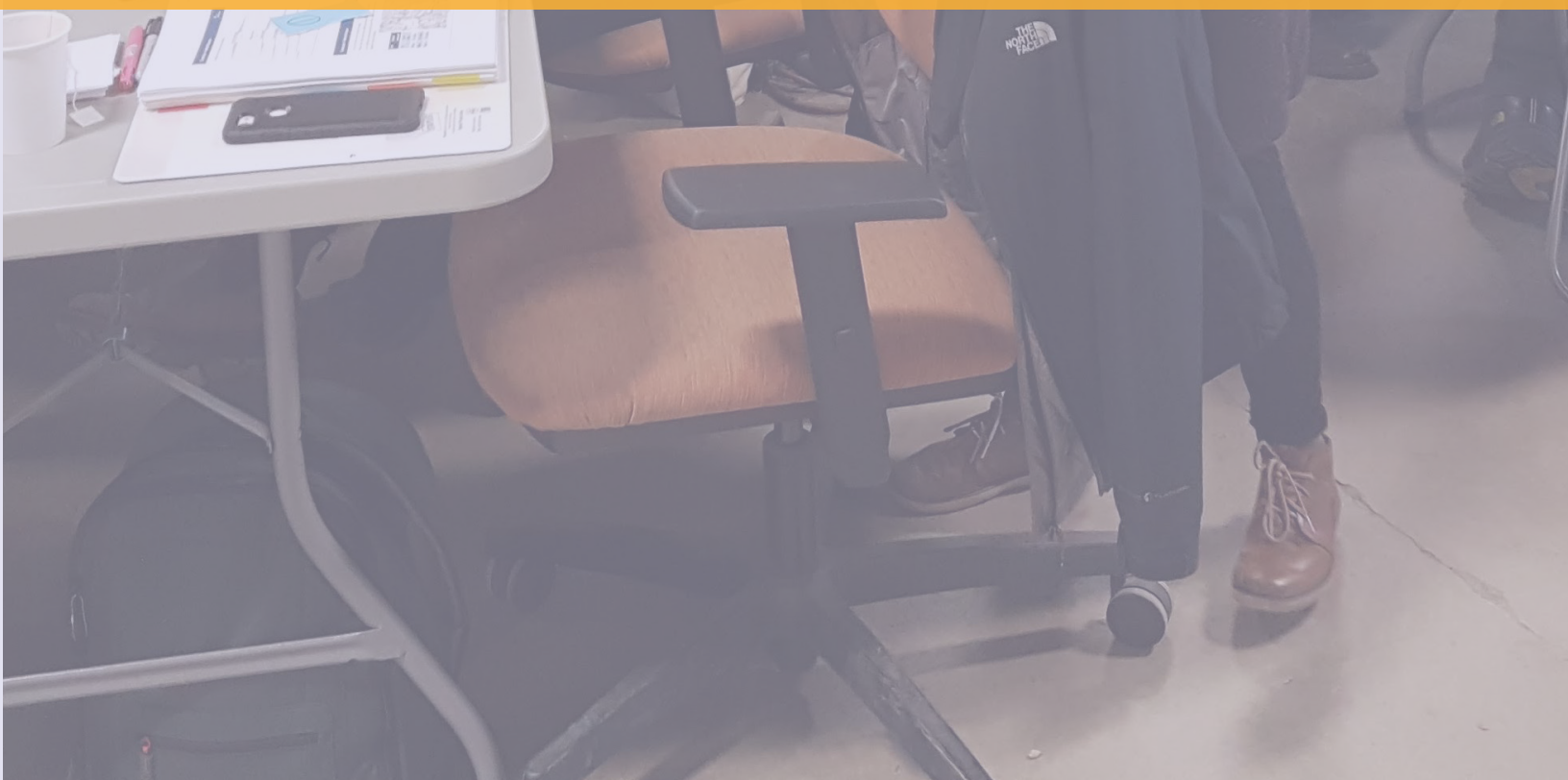
- SAFETY: slow the traffic down through design and an enforced lower speed limit
- CONNECTION: The Strathcona residents need to feel connected to Strathcona Park. An underpass or overpass won't do it, unless maybe you bury the traffic underground.
- TRUCKS: Produce Row trucks absolutely need a way to come from Clark and turn south on Raymur, so that there isn't a long line of truck traffic backed up all the way along the park waiting to turn left (south) on Hawks.

I honestly don't know if there is a way to balance these needs.

Ultimately, I value community, biodiversity, the arts, and quality of life more than money or motorist convenience. Decades ago, the Strathcona community prevented a freeway from being blasted through the heart of our city, and we are lauded internationally for it. This arterial route will impact generations and we need to make the right choice, even if it costs more and takes longer to implement.



Appendix



Appendix A: Panelist Profiles

Holly Alyea — I'm originally from Ontario, and I've lived in Vancouver for 22 years, and in Strathcona for 10 years. I have a master's degree in Urban Planning, and I currently work as a facility planner who conducts pre-design planning services for architecture. I also serve as the President of the Board at the Strathcona Community Centre Association. I am interested in participating on this Panel as it is an opportunity to have a voice in my community, make a contribution, and guide the future of how my city may be built, so that my neighbourhood will continue to thrive.

Ted Bairstow — I was born in Toronto, and before moving to Vancouver in 2009 I also lived in southeastern Ontario, Halifax and Ottawa. My position as Director General of Canadian Culture Online brought me to Vancouver to work on the Cultural Festival of the 2010 Olympics. I have an undergraduate degree from Queen's University, and have worked in a variety of positions, first in the theatre and later Nova Scotia and Canadian governments. I'm retired now, and live in a duplex on Prior Street, which has a direct view of Strathcona Park, where I can see skateboarders, basketball players, baseball teams and Ultimate Frisbee games. I am intimately aware of the excessive speed and traffic of many drivers on Prior, and I want my service on the panel to contribute to preserving the variety of benefits in the Park and to mitigate the harmful effects of the relentless traffic, especially for my grandchildren who love to visit.

Mackenzie Biggar — I was born, raised and currently live in Richmond, B.C. I have worked in Vancouver's (including Greater Vancouver) real estate development sector for over 15 years at a variety of locally-owned, Vancouver firms including Parklane Homes, Anthem Properties and Boffo Properties. My current workplace is located at Clarke and Venables. I currently serve on the City of Richmond Public Art Advisory Committee and the Urban Development Institute U40 Executive Committee and am a past member of the Women of UDI Executive Committee. I hold a Bachelor Degree of Arts (History) from the University of British Columbia and have also completed various studies at BCIT and the Sauder School of Business, Urban Land Economics. I have participated in various planning processes for private masterplan and individual projects and more recently the Happy City Design to Engage Workshop series. This is the first Community Assembly that I have been

directly involved in and am excited to help shape and improve our city. It will also be interesting to evaluate the related urban planning aspects of this project to determine how they can address/relate to various types of stakeholder needs.

Peter Borkowicz — I was born in Poland and grew up in Montreal, and I currently live in Chinatown and own a custom furniture shop at 1000 Parker Street. For the past 30 years I've been a custom furniture builder, and have created a community of designers and builders that share machinery in a common space. I studied theatre and film at Sir George Williams University in Montreal, and created a company that toured Europe and Canada. I also have 3 grown daughters that were all born in Vancouver and 2 poodles. As a resident and business owner in the area affected and citizen of Vancouver for over 30 years, I'm excited to contribute to this process.

Alex Brigham — I grew up in New Westminster, and have been living in East Vancouver for 10 years. Currently I own and manage Eternal Abundance on Commercial Drive, with a focus on providing healthy organic vegan food, sourcing from small organic producers and artisans as much as possible, and zero-waste living. I have a keen interest in environmental health and food security, having obtained a B.Sc. in Conservation Biology, volunteering at farmers markets, and completing an organic farming apprenticeship in the Okanagan. I want to participate in this panel for many reasons. First, my business purchases goods from several produce distributors on Malkin Ave, and the impact on small businesses can't be understated. Next, the Malkin distributors supply independent food businesses throughout the entire province, which provide many jobs and ripple out to the local economy, and are integral to the city's culture. Also, many distributors also purchase from local farms, contributing to the agricultural economy and maintaining our ability to feed ourselves. And certainly last but not least: access to fresh affordable fruit and vegetables is required to maintain good personal health and impacts future healthcare costs.

Sean Cao — I have lived in Vancouver for eight years since moving here from China. I have a bachelor degree in fine art from Emily Carr University and I work as an artist and art editor. My studio is located in Chinatown, and as someone working in Chinatown everyday, I am enthusiastic and concerned about changes that may potentially affect the community in

any way. My time working in Chinatown has given me opportunities to meet young and old generations of people working and living in Chinatown. I would like to see how a new arterial may impact their lives.

Tim Carter — I grew up on Vancouver Island, and I've lived in Vancouver for most of my adult life, other than living in Los Angeles from 2004-2008. I live in Strathcona, and I either work from home as a writer and film producer for my company, Contradiction Films, or film from whatever office or location our production requires. My volunteer time is spent mentoring aspiring writers and producers. I have a BA and MA in political science from the University of British Columbia, and I'm also a member of the Writer's Guild and the Producer's Union. I'm interested in the Panel because the False Creek Flats development will greatly affect the neighbourhood I live and work in.

Yun-Jou Chang — I was born in Belgium, and I grew up between Taipei and Prince Rupert, navigating two languages and two cultures. While I live in Richmond, I have worked, studied, and volunteered in Vancouver since 2006. I'm currently the Interim Executive Director for Centre A, Vancouver International Centre for Contemporary Asian Art, a public gallery situated in Vancouver's Chinatown, which is dedicated to providing current perspectives on migrant experiences and diasporic identities. I am also President of Cinevolution Media Arts Society, and I attended the University of British Columbia and pursued a dual honours degree in English and Sociology. I am interested in participating in the Panel because this decision will have far-reaching impact for the diverse communities and neighbourhoods touched by the arterial street, and this will be a valuable opportunity to learn more about each arterial street option and hear from other panelists, while providing a perspective of the communities that I am currently serving and have had the opportunity to serve in the past.

Annie Danilko — I have lived on Commercial Drive for the past 14 years, and I love it here. After years of working and being on a limited income, I found myself isolated. Thankfully, a friend of mine on Haida Gwaii introduced me a friend here on the drive, which started me on my path of volunteering at Britannia Community Centre. Being Haida has instilled strong community values within me, and I believe that by helping others, we help ourselves. Throughout my life I've worked as a bookkeeper, equipment operator, in asphaltting, and snow removal. I attended chef school at Thompson Rivers University, and I've cooked at Royal Inland Hospital, Vancouver General Hospital, and Langara Community College. Along with volunteering at the Britannia

Community Centre, I also serve on the Seniors, Food Advisory, and Planning and Development committees, and for the past 1.5 years I've been on the Board of Directors.

Marvin Delorme — I was born in Muskeg River, Alberta, and I've worked in Downtown Eastside for about three years. I'm focusing a lot of my time on volunteering with Fathers for Thought, Men's Grief Group, Carnegie Community Centre, and training people to use Narcan and save lives. I've also been doing some part-time work as part of the casual workforce. I'm very open minded, and I'm excited to engage with my community, work with other people, and share my own life experience.

Devin Drewitz — I was born and raised in North Burnaby, and I've also lived in Yaletown and East Vancouver, and I'm currently in the Downtown Eastside. I'm a Longshoreman with the Vancouver Local 500 (C board casual), trained as a Head Checker at Centennial and Vanterm Terminal, and I attend a physical Dispatch at the hall located near Hastings and Clark. I bought my house in the DTES, at the 600 block of Powell, in 2017 intending for it to be my home and be a positive influence for the neighbourhood in the coming years. I'm interested in being included in big decisions that will shape our city as it goes through big changes.

Annemarie Etsell — I immigrated to Canada in 1970, and lived in the Hamilton area for 34 years. I came to Vancouver in 2004, and I've lived in Strathcona for the last 14 years. I have been retired for several years. I had worked as a RN until I had children and became a stay-at-home mom. Widowed young, I remarried and raised a blended family of five children during which time I returned to school to obtain a Bachelor of Social Work from McMaster University. Eventually I worked as Programme Coordinator at a francophone Community Health Centre in the Niagara region. As a resident of Strathcona, I am very interested on the decision making process to come to a final solution which will affect many people.

Karen Fung — I moved to Vancouver from Hong Kong as a child, and now I live in Grandview-Woodland and work in Mount Pleasant as a Research Administration Coordinator at BC Diabetes. Since 2009, I've volunteered for the Vancouver Public Space Network, a grassroots group focused on matters pertaining to the public realm, with a focus on streets and transportation issues. Since 2016, I've served on the VPSN's Board of Directors. I have a bachelor's degree in Communications from Simon Fraser University, and master's degree in Planning from the School of Community and Regional Planning at University of British Columbia. I also knit, play

ukulele, and I'm currently taking Cantonese lessons at Chinatown House. I'm keen to learn from my fellow panelists, analysts, businesses and area stakeholders, and other members of the community with insight and knowledge, to better understand what's possible, what's desired and what a good way forward is for the neighbourhood and city.

Laural Gaudette — I grew up in Calgary, and I've also lived in Ottawa, Kitchener-Waterloo, Guelph, Texas, Mexico, Hawaii, and Victoria. I have a PhD in Nutritional Sciences from the University of Guelph, but I have not worked in an academic role since 2001 due to a mental health disability. I am currently unemployed, but I have worked part-time in community service and peer support, and am involved in a few activist groups including Carnegie Community Action Project, Vancouver Tenants Union and Our Homes Can't Wait. When I'm not volunteering and working, I enjoy cycling along the sea wall and in Stanley Park. Since I live close to the potential arterial roads, I'm interested in seeing how the process of this panel plays out.

Jennifer Guest-Viitala — I'm originally from Calgary, and since I arrived in Vancouver in 2002 I've been very involved in youth advisories and community projects. For the past 8 years I've worked at Sole Food street farms as an agriculturalist and in sales at the downtown Farmers Market. I also serve as President of the Executive Board of Directors at Raycam Cooperative Center and as a Person with Lived Experiences on past-Mayor Gregor Robertson's taskforce. Some of my biggest achievements are maintaining my recovery the past 15 years, aiding in the recovery of a few of my closest friends, and raising 2 happy and healthy boys. I'm very interested in the progression of my Strathcona community, as I'm in love with our gardens yet also want to see the viaduct space put to better use. I also want the Panel to keep in mind that we are on unceded land, and I would like to see more of the community have their voice heard on this topic.

Terry Guscott — I immigrated to Quebec from England at age 3, and moved to Richmond in my teens. After successfully completing the Photography Technician Program at Langara College, I worked as a commercial photographer for a major Photography and Design studio, and then established my own company, ATN Visuals in 1989. I now live in Burnaby and have my studio, a strata unit (one of 12) at the corner of Clark and Charles. My wife and I, along with another couple, invested in this newly built property in 1993 as a nest egg for our retirement. I willingly sit on this panel to represent and protect our interests and those of my fellow unit owners.

Evan Hammer — I've lived in Vancouver for four years in both East Vancouver and Marpole. I'm currently a Project Assistant working on benchmarking the state of cycling in Metro Vancouver, and I hold a Master's degree in Planning. This summer, I'm looking forward to hiking the West Coast Trail with a group of friends. The Panel seems like a great opportunity to meet others in the area, be involved in my community, and work through a tough issue together.

Berit Hansen — I grew up in Coquitlam and I've lived in Vancouver for 14 years; 7 in West End and 7 in Strathcona on Union Street. I work in North Vancouver at Valor Fireplaces as a Marketing & Communications Coordinator. I have a communications degree and a minor in English, and I've studied design and writing. The results of this Panel will be very important to my neighbourhood, where my son goes to school, my husband works, and where many of our friends live; and to the development of the city in general.

Dustin Harrison — I've worked in Vancouver for 13 years, and lived in Strathcona for 10. I work as an executive for a company called NuSutus, which is a managed service provider for voice and Internet specializing in quick service restaurants. I currently volunteer as the president for our strata council, a 26 unit townhouse complex which just finished a \$4 million building envelope project. I received my Master of Applied Science from University of British Columbia in Electrical Engineering. I am very interested in this panel as I believe this will be a historic change to Vancouver and a new, well-planned arterial will create additional business growth and support safe and healthy families. I love biking to work in a city that supports multi-modal transportation and snowboarding with my kids.

Andrea Lum — My family has lived in Grandview for five generations since the 1920s. I'm a life skills counselor, particularly with women of colour, and an activist for female equality, Indigenous peoples' rights, and our environment and relationship to our environment. I've been brought up in three different cultures, lived and worked in cultural immersion in ten others and visited some additional sixteen. An enjoyable achievement was studying at and receiving diplomas in Hindi and Sanskrit from the Central Institute of Hindi and the University of Delhi. I wanted to participate in this Panel because of my love for my neighbourhood, and to ensure respectful and fair engagement and consultation for this community. I want that any community development be beneficial and an enhancement to the people already living and working here.

Devan McClelland — I live East Vancouver and am a worker owner at Shift Delivery Co-op. I have a Bachelor degree in Business Administration from Capilano University. I was interested in joining the Community Panel because I spend most of my time in the False Creek Flats area whether it's doing deliveries for Shift, gardening and beekeeping at Cottonwood Garden, or visiting friends at a park. I'm excited to learn more about the proposals and consult with my fellow business owners and community members.

Alfie McGregor — I was born in Hong Kong, and my family is of English and Irish descent. I've lived in Vancouver for the past 11 years, and for the past 2 years, I've worked on Malkin Avenue in quality control at a produce warehouse. I wanted to participate in the Panel because I work in the area that will be affected, and I'd like to participate more in my community.

Humphrey Ng — Growing up in Vancouver, I lived and visited different Asian cities and have always been intrigued with how cities in Asia grow to become economic hubs. I graduated from Simon Fraser University and am now a digital marketing specialist where I help small businesses promote their products or services online. On my daily commute I pass along the Flats to downtown on the skytrain. This Panel piques my interest in providing a voice to shape the way I want Vancouver to be in the near future.

Jonathan Paulin — I have lived in Vancouver for 1.5 years, close to the Joyce Collingwood station, and I'm originally from northern New Brunswick. I'm currently the Assistant Property Manager at Beedie, a real estate developer, and I do around 40 hours of volunteering per year with Quest, Plenty of Plates, and the Ronald McDonald house. I've been working in the facility and property management industry for the last 15 years. When I'm not working or volunteering, I like discovering new microbreweries. It will be interesting to see the inner workings of the Community Panel process.

Colin Preston — I emigrated to Canada and British Columbia from the USA 41 years ago. I moved to the Grandview-Woodland neighbourhood in 1981. I'm a member of the Tidal Flats co-op community. I was the CBC Vancouver media archivist before retiring in 1981. I'm now a regional board member for the CBC Pensioners Association and AVBC (Audio-Visual Heritage Association of BC) and volunteer at ViVo Media Arts Centre. I accumulated a Bachelor's degree in Anthropology, a BC Teacher's Certificate,

and Masters degree in Library Science, all of which set me on a path of endeavour as a community organizer, teacher, librarian and media archivist. I'm excited by this panel opportunity to study, discuss and argue about an important infrastructure project and collectively reach a respectful resolution among diverse individuals, communities, interests and opinions.

Parveen Rai — I am originally from Calgary, grew up in Abbotsford and in the last 12 years I have been living in Vancouver. I currently live in Olympic Village, but have lived all over the city including Dunbar, East Vancouver and downtown. I attended UBC and the Emily Carr University of Art + Design and am currently pursuing an MBA through UNBC. While I'm a part time student, I also work as a Business Development Manager for an interior design and architectural firm downtown. In my spare time you can find me running the seawall with my puppy, at local farmers markets or cooking up a storm in my kitchen. I'm keen to be part of the changes made in the City of Vancouver which will affect not only us, but future generations.

Jaco Retief — I am originally from South Africa, and lived in London, England for 10 years before moving to Vancouver 12 years ago. I reside in the West End neighbourhood and work with Oakwyn Realty. I graduated in Town & Regional Planning, as well as Hospitality Management. I left the hospitality industry as my full-time career to become a REALTOR® almost 2 years ago. I've always loved older homes, having grown up in a wine estate homestead built in 1818, but in contrast I also enjoy minimalistic approach of ultra-modern homes. To be able to have these side-by-side in synergy, I've seen successfully executed in 2 neighbourhoods: Bo-Kaap, Cape Town, South Africa and Strathcona, Vancouver, Canada. I am excited to volunteer for the Panel because I'm passionate about our unique neighbourhoods, not only for future generations, but also preservation of architecture and unique communities, especially within city environments.

Matthew Robson — I grew up in Richmond, and moved to Vancouver in 2004. I've lived in False Creek, Mount Pleasant, and I've been in Strathcona since 2017. I'm a secondary school teacher at a downtown school, where I teach business education and career planning. Through volunteering at Pathways to Education at Ray Cam community centre, I've also connected with many youth in the V6A neighbourhood. I studied at UBC Sauder School of Business, and got a Master's degree in the UK focused on corporate governance with respect to

environmental and social reporting. I love to cook and I'm passionate about urban planning, and take a keen interest in making Strathcona and the wider city a more livable and vibrant place.

Markus Schinkel — I'm from North Vancouver, and now I live and work as an electrical contractor in Strathcona. I joined the panel because I'm interested in the wellness of my community.

Nicole Stinn — I grew up in North Vancouver, and I've also lived in Langley and the United States. More recently, I've lived in Strathcona for 5 years and my business in the entertainment industry was located in East Vancouver for 15 years. I graduated from Emily Carr University, and I'm currently working as a photographer. I also take part in citizen science projects in other countries focused on animal research and preservation, and this year I started beekeeping and gardening. As a current resident of Strathcona I am interested in working with the city and concerned groups in finding a solution to the Arterial plan for this neighbourhood.

Lori Sokoluk — I've lived in a number of cities including Edmonton, Montreal, New York City and Boston before moving to Vancouver in 2002. I work as an artist and project manager, and have a Master of Architecture degree. My studio-based art business is located in Strathcona, and I serve on committees for the Eastside Culture Crawl Society. I am excited to bring to the Panel my passionate interest in the arts, cycling and transit infrastructure, how cities change over time, and quality of life in urban neighbourhoods.

Khelsilem Tl'akwasikan — I was raised in West Vancouver, I've lived in Gastown for two years, and I'm in the process of moving to Strathcona with my dog. I studied Indigenous language and governance, and I was interested in participating in the Community Panel because I care about progressive land use planning.

Dorothy Trujillo Lusk — I'm originally from Vancouver, and I've lived in False Creek South for 28 years. I've attended art school and I'm now a writer. I wanted to participate in the Panel because I'm interested in the future of transportation routes in the region, and everything those impact.

Bryan Uyesugi — I was born in Vancouver, lived in Burnaby for 40 years, and have worked in Vancouver for 48 years. After working at the British Columbia Fish Cannery for 1 day, I joined Pacific Produce (now Freshpoint Vancouver) where I've worked ever

since. In 2018 I received a Lifetime Achievement Award from the British Columbia Produce Marketing Association. I also volunteer with Childrun, Crabtree Corner, Ray Cam Community Centre, and Vancouver Firefighter's Snacks for Kids. I'm looking forward to understanding more about the Community Panel process and ensuring it's fair.

Teresa Vandertuin — I am a longtime resident of the Downtown Eastside, and I've lived at Mau Dan Gardens Housing Co-operative on the cusp of Chinatown and Strathcona since 1997. I have a BA in Theatre from UBC and work freelance in the field of theatre and festivals. In the DTES neighbourhood I experience traffic from various points of view, as I own a car, frequently use public transit, and am an avid pedestrian. The changes in False Creek Flats will have a major impact on my home community and I appreciate the opportunity to help determine the best route for an arterial road during this process.

David Walmsley — I grew up in Southern Ontario but I've lived and worked in Vancouver for 12 years. I run a small Vancouver-based social media and community management company, and I've sat on the Board of Directors for TEDxVancouver for 4 years and currently sit on the Board of Directors for the Childhood Obesity Foundation. I have a BA from University of British Columbia. As a local resident and business owner, I find it's important to be involved in city politics and be able to help improve the future of Vancouver.

Panelist #38 (prefers anonymity) — I was born in Vancouver, and now reside in East Vancouver. I recently changed commuting from a motorcycle to a bicycle and look forward to the bicycle friendly route along the proposed development of the False Creek Flats. I joined the Panel because I want to be part of guiding the development of our community. With St. Paul's Hospital moving into the neighbourhood, I also wish to ensure the emergency access routes are in place and it is easily & efficiently accessible.

Appendix B: Session 7 – Large Group Dialogue on Key Factors

During the morning before the vote during Session 7, Panelists discussed, as a large group, the following questions:

- Which of the 6 factors (see page 15) are most important for you, as you think about the arterial variations and how they might best meet the needs of the neighborhood, city, and region?
- How do these considerations align with the values that guide your decision-making?

The following notes capture that whole-group discussion.

Decision-Making

- All factors interrelated. All routes impact how we move around and play
- Nothing is an easy choice. Feels like we are picking best of not good options.
- Understanding advantages/disadvantages has been valuable. Have taken personal time to evaluate trade-offs. Values weighting depends on personal perspective. City values vs. community with businesses stuck in the middle.
- My skepticism toward City is lower than others but I am still wondering about this decision-making process. Being a part of it has alleviated some skepticism
- I am grateful for the opportunity and experience of learning and taking a broader view through this panel process. This has been a positive experience.

Decision-Making – National Options

- Least amount of information we have is about National options
- This is an opportunity to empower City staff to look deeply into National, whereas Malkin has already been investigated because of the large right-of-ways. (National came forward because of concerns about Malkin and Prior, the initial natural choices due to current road conditions.)

Cost – Funding Partners

- Cost should not be put on Panel, there are funding sources for all routes.
- The Port is making the most amount of money from this. Consumer goods moving from port to other North American cities. They profit, they should pay.

- We haven't touched on the following themes enough: the time it will take to build, timeline of project which will take a while to be implemented; many businesses and corporations invested in this, rail will pay for majority of project.
- Personally remain concerned by many unknowns, lack of information and making assumptions on what City, Federal Government, other stakeholders will do.

Cost – Invest in Community Livability

- Think about past projects - we don't see the cost or business impacts anymore. We see how it helped foster community livability, for instance, the ability to run in parks.
- Cost is a secondary consideration -- we should be willing to invest in our communities long-term (livability, sustainability, food security) -- put our money where our mouth is.
- Eastside already not getting as much as Westside; need resources in east neighbourhoods.

Cost – Trade-offs

- Could funds spent on this project be instead spent on social housing or schools?
- Think of cost as energy. If we spend money on this project, other things won't get done. The project may take longer to get funds, while there are finite energy/costs.
- Concerned with biggest assumption of all - regarding costs. If choosing the highest cost, what will be traded off? Where will money not be spent? Such as social housing, in parks/ green spaces and other community benefits? Where will money be diverted from, if the most expensive option is selected?

- Through this process, I have had several respectful disagreements with fellow panelists. My mind has been changed several times and in walking the study area. I have arrived at believing that cost and constructability is important. Thinking long-term and decades into the future of this area.

Cost – Calculations

- Mitigation costs are huge, but what about other numbers – for example, artist impacts – if included, all the cost numbers would be more similar. Need to quantify non-cost expenses.
- Cost and constructability important, but we have no way of knowing if numbers are accurate – wonder if City-provided numbers are way off.

Community Livability – Neighbourhood and Beyond

- Community livability is most important because it captures nearly everything. But it means different things to different people. People who live and work here both consider themselves part of the community.
- Includes livability beyond this area: city and region, not just this neighbourhood.
- Common denominator as transportation, but it's not just about getting from A to B. It is also about getting to enjoy the area, look around, explore, see people. Welcome all types of transportation, it needs to work for the whole city and those living/working in neighbourhood. Community livability is about having a great road.
- Community livability is probably the most important factor – but includes safe and efficient transportation, especially Prior, and supporting local businesses.
- Important to support the Indigenous community

Community Livability – Tradeoff

- Community livability versus costs. Weighing all costs and who pays either in the form of money, health issues, air quality, access to parks.

- Community livability is important and my highest value. How is the community going to grow and change with the chosen arterial. See good possibilities for improvements in road, public space improvements and beauty. Costs are very important. Ignoring this reality would be at our own peril. As citizen and taxpayer, we all pay for these decisions. Fiscal responsibility is important to me and my decision making.
- Types of transportation, it needs to work for the whole city and those living/working in neighbourhood. Community livability is about having a great road.
- Community livability is probably the most important factor – but includes safe and efficient transportation, especially Prior, and supporting local businesses.
- Important to support the Indigenous community

Community Livability & Costs – Long-term Planning

- Money costs are easily tabulated and counted. Other costs are less easy to quantify. The arterial route decision will have impact for generations. Air, greenspace, artist community are values that are harder to quantify. Feel deeply that those costs are more important than paying more for taxes. Personally, I do not want to focus on money, but instead on long-term aspects and qualitative values of the Strathcona community.
- The choices that are made will need to function and support our city well 10/20/30 years from now. I am thinking about how the entire area is developing and how new users/ uses will be best served. Strathcona is not a thru-area. There are more opportunities for this to be a livable and vibrant place to as part of the Future of False Creek Flats. There are very significant changes and opportunities coming to this neighbourhood in the future.

Community Livability - Air Quality

- I am here because of community livability – the neighbourhood should be protected area from pollution.

- June 2012 diesel/pollution facts are important to understand, were not given by the City Staff. Trucks currently emit lots of air pollution, important to know about the particles that are 2.5 ppm (parts per million) – tiny and inhaled. On highways, truck emissions are regulated, but in the city, people buy old trucks. Local trucks are emitting 1/4 ton of particulate matter each day which has a livability impact to the community.
- Health – pollution coming now from many components, pollution will add cost but from a different budget line (health).
- Trying to balance the trade-offs and benefits to the most number of stakeholders in area and which routes would best serve our community. Theme that keeps coming up is air pollution. There is significant Impact of trucks and vehicles on citizens and air quality

Civic and Public Facilities

- Having hospital in the area will change a lot, will impact livability. Look at communities surrounding current St. Paul's site, VGH – more density – what will this community look like with new hospital.

Transportation Performance

- What will things be like in 25-30 years? Climate change may bring a progressive carbon tax, there will be more electric vehicles and electric bikes; we should be designing transportation performance for this new reality.
- Most commuters use 1st Ave. coming from the Trans-Canada highway, not Prior.
- Translink should be able to come up with a way to have community transit access in the neighbourhood.
- Need to accommodate for more bicycles with any route that is selected.

Business

- I came in with a mindset – saving business, here to fight for employees. Hearing the passion from the community members has impacted my decision because now I can understand their plight.
- Need to consider business impacts. Some City staff appear not to have considered importance of Produce Row (with Malkin route).

Environment and Food Security

- Protect the eagles
- It is difficult to think into future and think long-term. My personal priority is environmental sustainability and my decision is guided by this principle
- Food security, climate change concerns need to be considered

Building the Road is an Opportunity

- Consider the benefits of each option – may gain spaces in certain areas, for example.
- Framing this as 'what could this road look like in a best case scenario?' makes me feel better about the decision and process as well as the future of communities.
- Mitigation creates opportunities to benefit the neighbourhood, recommending option that community wants, benefits are regional and community important
- Selection of the arterial is a great opportunity for supporting businesses in the area. The arterial road and hospital are significant future changes and opportunities. Personally, I would like to be involved again (contribute further), later in process to help City with finer details on realizing the chosen route.

Appendix C: Session 7 – Small Group Discussion of Key Factors

On the afternoon of Session 7, Panelists discussed the key factors as they related to the narrowed list of 5 route options: Prior/Venables - Underpass, Malkin North, National-Grant, National-Charles, and National-Civic Facilities. The notes below summarize that discussion in response to the prompt, “For each key factor, what, if anything, makes any particular route(s) stand out (positively or negatively)?”

Transportation Performance

- 2016 Road safety audit report states that Prior is not safe as an arterial
- Better transit access on Prior as a downgraded local street
- No T-intersection is a plus for Prior
- Malkin North provides better transit access for local residents compared to all the National options
- The National options remove traffic from Strathcona neighbourhood because it removes transit passing through it
- Still feels like “no arterial”(for personal vehicles) opinion is missing
- Malkin North would likely result in wider road with better pedestrian and bikeways
- One option could simply be to downgrade Prior without an alternate arterial and allow congestion to force the City to reduce personal vehicles as part of meeting climate goals
- National is an opportunity to try something creative—just try it!
- Regardless of route we vote for, remember that our choice is for a recommendation, not a decision
- National-Charles stands out positively because of possibility for complete street.
- Malkin North stands out positively because of possibility for complete street and accessible bus line.
- Prior options stands out negatively because Prior-Venable is not suitable for arterial road (eg. narrowness). It also has high accident rates.
- National options stands out negatively because of S-curves narrow arterial spacing.
- Malkin options stands out negatively because of frequent trucks turning affect safety and efficiency of arterial road.
- All National routes would relieve congestion on Produce Row. The negative is arterial spacing between other arterials.
- Prior underpass is positive for arterial spacing and preferred for hospital access
- Malkin is negative with some impact on truck maneuvering and traffic
- Prior-underpass: positive impact on Strathcona residents
 - Direct route downtown
- National-all: longer distance to arterial (bus) for Strathcona residents
- Safety, technicality, and all things related to it being a road have been lost sight on due to it trying to solve all other problems
- At the same time, others say there is more room for building a complete street
- Compared to Malkin options, it is far better in transportation performance

Cost and Constructability

- National routes are more expensive, and the National-civic is the most expensive
- If Prior either option wasn't eliminated during initial vote, the difference between overpass and underpass might look very different in final vote
- National options are least studied and there may be more creative variations (eg. National Straight)
- Prior overpass option seems much more complex to build and maintain than underpass
- Concerns about Prior underpass issues (eg. flooding) is not a real concern according to COV, who says they can easily build to suit
- Complexities around building hospital (i.e. geo-tech challenges around land stability) is a moot point as they can build to suit
- Costs of long-term maintenance is higher for larger structures (i.e. National options) as

verified by COV

- All three National options are complicated and have most implications for business and the follow-on mitigation costs (i.e. moving costs for tenants)
- Regardless of route we vote for, remember that our choice is for a recommendation, not a decision
- Prior stands out positively due to low costs and simpleness of construction.
- National stands out positively because mitigation costs are born by public sector.
- National stands out negatively because high cost estimation (but it depends on accuracy of estimation)
- Malkin stands out negatively because the high mitigation cost to parks and to businesses
- Prior and Malkin have positive of lowest cost and in the best position for ease of construction
- Negative of National, all routes is that the cost estimates are the highest and most number of tracks to cross. It is also the most challenging geotechnically
- All National options are more expensive than others
- National-Civic: doesn't consider impact of relocating civic facilities - this does not get absorbed by other funding (Federal, Port, etc).
 - Most expensive of all National variations
- National-all: would take longer to decide, fund, and build (negative impact)
 - City budget is relatively limited, but on the other hand, there is \$ to be found outside the city
- Prior-under: cheapest and fastest option (positive impact)
- National variations will suffer from delayed construction and funding could be jeopardized due to lack of funders or funders pulling out
- National-Straight (Andrea) would be able to use unused railyard for the overpass pillars (As in this should be a trade off the city makes) to greatly diminish costs. This is because the yard is "hardly used"
- National-all variations: strong skepticism to the cost estimates; and we must consider all

of the costs that cannot be captured in dollars associated with the other variations that could be saved if we pick this route.

Business

- Malkin North is a big disadvantage for businesses especially for Produce Row and the 15 businesses on Charles (although mitigation has been considered)
- Prior is negative for businesses too because of the re-routing of trucks
- Produce Row is fragile and must be preserved no matter what final choice
- Regardless of route we vote for, remember that our choice is for a recommendation, not a decision
- National options stand out positively because most businesses and artists studios will be kept intact.
- Prior options stand out negatively because many small businesses will be disrupted.
- Malkin options stand out negatively because of disruption to produce row businesses.
- National-Charles would see the largest displacement of businesses and civic facilities for the non-Malkin options
- Prior has the least impact on local businesses

Community Livability

- Prior and Malkin North both have negative effects on community livability, all the other routes are positive (in terms of connectivity of the neighbourhood with parks, residence etc.)
- Prior (underpass)'s negative effect on community livability can be reduced if safety features are added
- Prior underpass will attract certain usages with implications (eg. trash)
- Underpasses are far more pleasant experiences that overpasses for pedestrians, bikes, etc.
- With some creativity and time, Prior could become a magical place as usage changes (i.e. light rail, bikes, etc) and a long term vision of leaving Prior as arterial
- Regardless of route we vote for, remember that our choice is for a recommendation, not a decision

- National Charles is positive in allowing Prior to downgrade
- Prior underpass is the most level grade for pedestrians. Good for accessibility. Negative that traffic would remain on Prior
- National Grant - Downgrade Prior
- National Civic with no S-curve this is preferred for increased safety. Downgrade Prior potential opportunity for other community amenities.
- Malkin North - Downgrade Prior. Negative that it takes away place making opportunities regarding Cottonwood Gardens impact.
- National options stand out positively because of reduced pollutions, noise and improved health on local communities as a result of downgrading of Prior and shifting traffic. National options also have small impacts on parks and shift traffic. National options mitigate community for underfunded area. National options are compatible with community values.
- Prior options stand out negatively because of increased truck traffic in the community, affected park uses and safety hazards.
- Prior-underpass: negative impact on Strathcona residents
 - Health, access to Park
 - Puts boundary on community (limits growth and other possibilities)
- Goes against 2 council decisions (negative impact on accountability)
- Prior-underpass: positive impact on Strathcona residents
 - Increases home/property value
- National- all: positive impact on future residents
 - Room for complete street and businesses
- National- all: negative impact/no contribution to existing community because there isn't community along National
- Malkin-North: positive impact on community access to Park
 - Strathcona residents
- Malkin-North: negative impact on Cottonwood garden community
- Traffic jams and pollution due to poor transportation performance will make National still a poor option, affecting southern Strathcona residents and Trillium park users

Parks, Recreational Spaces, & Community Gardens

- Malkin North and the National options: reconnects Strathcona park with the community and they also protect park space
- National-civic is a disadvantage because it affects Trillium Park
- The negative implications to parks, gardens, habitat, bee health, etc far more than any other options
- Missing from Malkin case statement was that this option involves the highest loss to trees as verified by Park Board
- The most valuable park of Strathcona Park is actually that which falls within the right of way
- Regardless of route we vote for, remember that our choice is for a recommendation, not a decision
- Parks impacts are less with National routes, however Nat Grant and Nat Civic have negative impact on Trillium Park
- Malkin North would negatively impact Cottonwood garden and Strathcona Park
- National-all AND Malkin-North: negatively impacts Maker's garden (North of Trillium Park)
- Malkin-North: negative impact on 123 trees and 64% loss of Cottonwood garden
- National variations preserve most green space and the pollution would be moved south and away from most residents
- Prior could be allowed to be more permeable for park access but at the same time there are concerns on how you could improve those crossings...
- National options stand out positively because they preserve parks (except corners of Trillium Park) and turn Cottonwood Garden into a permanent garden.
- Malkin options stand out negatively because they eliminate park areas and reduce canopy. .
- Prior options stand out negatively because they affect park and canopy.

Public and Community Facilities

- National-civic route is the worst for public and community facilities
- Regardless of route we vote for, remember that our choice is for a recommendation, not a decision
- Hospital would not benefit from a National variation; not an efficient route
- Why was this factor lowest ranked? Concerned that people are not considering the presence of the hospital in this factor and only thinking about civic facilities
- Prior options stand out positively as they do not impact existing public facilities.
- National options stand out negatively as they will result in the relocation of key public facilities.
- Malkin North option stand out negatively as it will affect the Animal Service facility.

Appendix D: Session 7 - Reflections Before Recommending an Arterial Option

Before the Panel's final vote to recommend an arterial route option, the Panel shared their thoughts in response to the prompt, "What is most important to you as you select an arterial alignment?"

Notes from that brief discussion are summarized below.

Arterial Options

- Trade-offs: what leap of faith do you want to make? Those who are supporting National are making a leap of faith that the money will come through. Those supporting Malkin are making a leap of faith that the city will be able to do better with the garden and produce row and make the option work for them.
 - Choosing National pushes the city to look into it and advocate for it.
 - National-Grant route impacts businesses and the rents they have to pay.
 - By pushing for National, we can give credence, a push to the City to explore the viability of National.
 - Malkin North - most valuable part of the gardens is affected. Atari programming, the Environmental Youth Alliance, Indigenous medicine garden, and the kiwi harbour would all be affected if this route was selected.
 - Prior: the city council committed to downgrading this route.
 - Connect to Terminal option: at least 5 people want the City to explore this more.
 - Make the vote that you feel in your heart will be best for the community. That's the best we can do. We have spent lots of time studying, we can do this.
- is already pushing off having kids because of affordability, adding costs will make it difficult for them.
- BI Line expansion - there will be a lot of federal and provincial money coming for the line.
 - There is a limited pot of money for mitigation - should go to those directly affected
 - The money to pay for something does come through in the end. I live in a 35-year old co-op. It needed a \$16 million building envelope retrofit. It took 5 years, but they found the money to do it.
 - Cost: we must consider that those paying for the route may not use it. Similar to Port Mann Bridge, which all of us are paying for but many of us don't use. Don't want to do the same with the arterial.

Future View

- It's going to be a long time before it happens, need road for 2026 hospital
- Reality is that if we pick one of the more expensive options, the route stays on Prior for about 10 years.

Cost

- Can't make assumptions on who will fund or not fund the route.
- We have been trying to do an analysis of cost. It isn't in our hands to figure out the cost.
- Cost and constructability is important - think of the Port Mann bridge. It is a huge cost for all of us to pay, for about 30 years. For those further away from retirement, they will be paying longer for this. A younger generation

Appendix E: Full List of Advantages and Drawbacks

The following is the Panel's assessment of each route's advantages and disadvantages. Panelists drafted this list in response to stakeholder and expert presentations, public input, and their own views. An earlier version of this list, produced by Panelists during Session 4, before further input and dialogues, can be viewed [here](#).

Each list is ordered according to the level of support received by Panelists in a vote asking them to identify their top 5 advantages and top 5 drawbacks for each route (ideas at the top of each list were more important to Panelists than those towards the bottom).

Prior/Venables

Advantages

1. In the City's estimates, it is a low cost option because: the overpass structure is shortest; park mitigation costs are lowest; land acquisition costs are lowest; roadway costs are lowest; and the shared bicycle/pedestrian overpass/underpass is included in the estimated cost. However, necessary improvements could increase the costs. [Cost]
2. Minimal transportation impact on Produce Row distribution hub because it is the least disruptive option. [Transportation]
3. Fewer or no impacts to gardens and parkland because wild spaces and parks are not sacrificed for the arterial. [Community]
4. Easier and more efficient access to public transit and local amenities and services because there is shorter distance requiring less walking for local residents. [Transportation]
5. Better hospital access and emergency response even in extreme scenarios as the grid network around Prior allows for more contingency routes to bypass arterial blockages compared to Malkin-linked alignments (even though in some areas Union and Keefer still have road blockages still) [Facilities]
6. Efficient traffic distribution and less congestion because the distance (arterial spacing) to get to Hastings and 1st Avenue is equidistant, allowing equal access to Hwy #1. [Transportation]
7. That Cottonwood and Strathcona Gardens are not impacted because the route does not go by the gardens. [Parks]
8. No major habitat loss because the eagle's nest and habitat in gardens would not be impacted. [Parks]
9. Minimum or no impact to civic facilities and hospital hub because the road does not cut into them. [Facilities]
10. Reduced travel time because it is the more direct east/west route, and the four-way intersection at Clark allows continued flow east along Venables. [Transportation]
11. Low loss of park area because replacement with adjacent land is potentially sufficient and mitigation is possible. [Parks]
12. Direct access to emergency medical services because there will be a direct route from the neighbourhood to new St Paul's. [Community]
13. Less impact than other routes to surrounding business on Clark, Grant, Vernon, etc. But more impact to Prior businesses than other routes. [Business]
14. Convenience because residents will have direct access to a main thoroughfare and public transit routes. [Community]
15. Community can spend more money on local mitigation because construction costs are lower. [Community]
16. Stability because the arterial is status quo. [Community]

Full List of Advantages and Drawbacks

17. Better well-being for patients because there would be fewer roads on campus, to allow hospital to dedicate more spaces to patient care. [Facilities]
18. Preservation of cultural educational programming because Prior does not impact the garden-based programming in Trillium. [Parks]
19. It is more appealing to rail funders because it costs the least for the rail over/underpass. [Cost]

Drawbacks

1. There is limited room for sidewalks, cycling lanes, parking, high priority vehicles, and boulevards because it is a narrow road (20.6m). But, an underpass would be slightly wider than an overpass (at the actual overpass) according to the concept sketches. [Transportation]
2. Limited local pedestrian access across the arterial because this creates: a disconnect between 2 parks on either side of Prior; a separation between residents and Strathcona Park; a separation between residents and their neighbours a safety hazard for pedestrians. Residents would be separated from the Park by the arterial, posing a safety hazard. But, an underpass mitigates this issue slightly because an overpass increases vehicles' tendency to speed downhill into the neighbourhood. [Transportation]
3. The selection of Prior would further erode trust between the community and the government due to the historic decision to remove the viaducts and Council commitments to downgrade Prior as an arterial [Community]
4. There is significant resident opposition to Prior as the arterial. [Community]
5. Less large truck access to the area between Raymur Ave, Clark Drive, Prior, and Terminal Ave because trucks would be forced further North, onto Prior. But, an underpass could allow right turns onto Raymur, making this slightly better. [Transportation]
6. There will be negative impacts to the health and safety of residents due to increased arterial traffic through the neighborhood. [Community]
7. The width limitation of Prior doesn't allow for an option to create a Complete Street along the entirety of the arterial.
8. The selection of Prior will further disconnect the community from its amenities, parks, gardens and artist community. [Community]
9. Anticipated closure and dislocation of local businesses, which may be forced to move or adjust their business model with the construction of the overpass/underpass and may lack the financial resources to relocate due to scarcity of affordable options for purchase/rental. [Business]
10. The closer the arterial route happens to existing low-income housing stock, there is the potential for negative impacts of gentrification which commonly follow development along arterials. [Community]
11. Residents currently feel the existing arterial on Prior is a barrier to accessing Strathcona Park, the community will continue to experience barriers to accessing greenspace and gardens. [Parks]
12. Upgrading the roadway and building an over/underpass will be disruptive on neighbourhood and local businesses and may require expensive mitigation. [Cost]
13. There would be a reduction of tree canopy and overall region's green space (due to loss of NE corner of park) because land acquisition would be difficult to replace this space, however some of the loss of tree canopy could be mitigated. [Parks]
14. There would be possible negative impacts on the eagles' nesting area. [Parks]

Full List of Advantages and Drawbacks

15. The overpass could be less enjoyable/rideable for active transportation because it is a steeper grade, and goes uphill first. But, this could be largely mitigated if an underpass was built instead. [Transportation]
16. Makes gardening less enjoyable for the Strathcona Garden due to noise pollution and air pollution from shifting the truck traffic flow along Prior and Hawks street edge. [Parks]

William

Advantages

1. City Facilities are retained in their current, central location because the route doesn't directly impact the National Works Yard, Fire Training, Heavy Urban Search and Rescue (HUSAR), Vancouver School Board (VSB), or Animal Services. [Facilities]
2. Is potentially cheaper and more cost-effective than the Malkin and National alignments because it only goes over 4 train tracks. [Cost]
3. Improved user access because: Prior is calmed/downgraded, resulting in improved access to Strathcona Park from the neighbourhood, and; impact to park land will create opportunities to reimagine bike/walk access to Trillium and Strathcona Parks through mitigation strategies. [Parks]
4. Less impact to Malkin Ave & Prior St businesses and the downstream businesses they serve. [Business]
5. Prior/Venables remains an important street for local and emergency access. [Transportation]
6. Viable replacement transit route in place of the #22 Prior St bus route because William is one of the more centrally located alignments that run through Strathcona. [Community]
7. Efficient, time-saving, and accessible to the greatest number of residents because it provides relatively even spacing between other arterials (Hastings & Terminal) and it provides a relatively straight path from Main

to Clark (no S-curves which are sharp curves). [Transportation]

8. Improved active transportation because: there will be a new protected cycling route that connects to McLean Drive, making cycling safer and encouraging new cyclists; the street has a reasonable slope (an easier route); it's an efficient way to go from point A to point B; and it increases the resiliency of the cycling network by having a second railway crossing in the area. [Transportation]
9. If transit was rerouted down Malkin to William it would be more convenient for people who work in the area. [Business]
10. Allows dispersed traffic throughout the area because it provides access for St. Paul's and other businesses and allows traffic from city yards and fire training to remain on National. [Facilities]

Drawbacks:

1. Impact to eagles which are symbolic, sacred, and valued, especially to Indigenous residents—this may go against provincial conservation guidelines. [Community]
2. Some businesses along William may need to be relocated, and some may not be financially viable to reopen after construction, due to the route alignment going directly through existing properties east of Raymur St. The number of potentially affected businesses is unknown and needs clarification. [Business]
3. It works against the Parks Board goals to protect and grow green space in a neighbourhood that is the most severely deficient, as well as City policies like the Healthy City and Greenest City Strategies, because it has the most hectares of green space lost out of all the alignment options. [Parks]
4. May harm the local artist community because 1000 Parker Place may be impacted by the road indirectly. [Business]

Full List of Advantages and Drawbacks

5. Reduction of the parks and urban canopy in a neighbourhood that already has a low park to people ratio and a low urban canopy (5.9%). This is because the route cuts through the park and requires removing 60+ mature trees. This reduces community livability. [Community]
6. 2nd worst option for Produce Row due to the arterial being still too close to the truck receiving area, which would cause inefficiency and traffic congestion. [Business]
7. Loss of ecosystems, biodiversity, and habitat for bees, birds, critters, and eagles because of the removal of habitats in Strathcona Park and the Cottonwood Gardens. [Parks]
8. Parks cost is the highest of any proposed route because of the high park mitigation costs, especially for land acquisition. [Cost]
9. It would make Cottonwood Gardens—which is integral to many residents' lives—untenable by restricting access and surrounding it by traffic. [Community]
10. The overpass is 420 m long, which leads to longer construction time and higher costs (compared to all options except National). Construction cost is double the cheapest option. [Cost]
11. Less opportunity and possible degraded experience for organized sport because there will be a loss of a soccer field, baseball diamond, tennis courts, and a large space for a potential track in Strathcona Park. [Parks]
12. It may be viewed as disrespectful to community history and commitment because it results in a loss of decades of volunteer work on the Cottonwood and Strathcona Gardens. [Parks]
13. The separation between the park and Cottonwood Gardens because it reduces accessibility by foot (walkability) to the garden/park. [Transportation]
14. Possible delays in construction because: the park mitigation structures may take a while to put in place (ex: developing replacement plans for field house, urban forest canopy, track & field, walking path); the Parks Board may veto or take a while to accept proposal; and the soil conditions are worse than Prior. [Cost]
15. Negative impact to hospital services due to decreased air quality, less natural light for patient healing, and building design (more vertical and less horizontal, decreases collaboration among departments). [Facilities]
16. Increased distance to public transit because residents and workers taking public transportation have to walk further to the bus stop. [Transportation]
17. The Providence healthcare campus will have less land available than if the alignment was on Prior. [Facilities]
18. Increased congestion on a main arterial due to Produce Row truck traffic. [Transportation]
19. Businesses will lose access to park land, which matters to their business models, drawing in customers, and to the well-being of their employees. [Business]
20. Construction time, though shorter than some of the other alignments, will be longer than Prior and thus have a greater harm to business. [Business]
21. Loss of very valuable programs connecting people to nature and each other because the Cottonwood and Strathcona gardens would be especially and largely impacted. [Parks]
22. Impact on park user experience and health because increased noise and pollution directly adjacent to both Trillium and Strathcona Parks. [Parks]

Full List of Advantages and Drawbacks

Malkin North

Advantages

1. For the Malkin North alignment, improved maneuvering, access, and circulation for Produce Row and lower congestion compared to the other Malkin variations because of the separated service lane. However, additional information is needed to confirm this is true; Produce Row representatives have not confirmed the service lane is viable. [Transportation]
2. In comparison to the three other alignments, it has more practicality and flexibility for design and constructability because the [road and right of way] width is quite large and there is more space to work with and potential for variations, allowing for more walkability and bike lane options. It also has less of a steep gradient, better soil than the southern options (that are more in the mud flats reclaimed land). [Cost]
3. For all Malkin alignments, Prior could become a local serving road because traffic would be redirected to Malkin. [Transportation]
4. Returns Prior/ Venables to a local street and unites park to Strathcona neighbourhood and benefits bike/pedestrian route. [Community]
5. Strathcona Park would be better connected to the residential area. The Malkin route would separate residential and park uses to the north, with industrial uses to the south. [Parks]
6. No impact on Strathcona Park boundaries. [Community]
7. Improved access (walk, cycle, transit) to the parks with finished complete street. Currently there are no sidewalks on the south side of Strathcona park and utilizing the 30m right of way area with the Malkin route, would permit connectivity, access enhancements because there is sufficient space. [Parks]
8. For all Malkin alignments, that many residents/ businesses will be within a five minute walk to transit, because the alignment is closer to businesses but still close to residents. However, this may not provide much benefit due to shift schedules for workers that don't align with transit schedules. [Transportation]
9. Low impact to arts community. [Community]
10. Less impact to public facilities and lower mitigation costs for the City than (some) other options because otherwise, resources would have to be allocated away from other priorities. [Facilities]
11. Efficient travel times for commercial, residential, and transit because it is a more direct route. If the Malkin North route, benefits of separating truck access to Produce Row is preferred. [Community]
12. For all Malkin alignments, is less pressure on Clark's existing entry points because longer/ more sufficient arterial spacing in comparison to National. [Transportation]
13. Coincides with and provides an opportunity for Animal Services to re-develop a facility that exceeds/meets their current needs at their existing location, because the facility has benefits at its current location, but services have been evolving. The Malkin North variation may cause more displacement to Animal Services than the Central and South variations. [Facilities]
14. May improve access to National Yard, Fire rescue/HUSAR. [Facilities]
15. All Malkin variations would make it comparatively more expensive than the William option because of stakeholder land mitigation costs. The study shows business mitigation cost is \$15-25 million. However, some panel members feel that the estimation is considerably low.

Full List of Advantages and Drawbacks

16. Efficient travel times for commercial, residential, and transit traffic because it is a fairly direct arterial route. [Transportation]
17. The hospital master planning has considered that Malkin could be the arterial route. [Facilities]

Drawbacks:

1. If Malkin North is selected, there would be significant impact to Cottonwood Garden, likely requiring the complete removal of Cottonwood Garden. However, we acknowledge that this area is currently a legal right of way. [Parks]
2. Negative impact to Produce Row because access, loading, and dock sales would be more difficult. The Malkin alignment would put some out of business, like North American Produce sales, but if the Malkin North variation is selected, the negative impact to access to most of Produce Row may be reduced, with the segregated road and access for trucks. Additional information is needed to confirm this is true; Produce Row representatives have not confirmed the service lane is viable. [Business]
3. For the south and central Malkin alignments, that it would severely disrupt the transportation of regional food and other goods because there is a potential existential threat to Produce Row though the North version may mitigate impact. [Transportation]
4. Produce Row would be greatly affected during road construction. [Cost]
5. For all Malkin alignments, moving the #22 bus route further south may reduce access for the local residential community because it would reduce the number of residents within a 5 minute walk to transit, making it a longer and harder journey for the elderly (many elderly residents in the neighbourhood) and those needing to do shopping. However, a shuttle bus on Prior can help mitigate this drawback. [Transportation]
6. Significant impact to the urban forest canopy and ecosystem from removal of large, mature trees that have eagles (wildlife habitat) and we cannot recreate this. [Community]
7. Homes on Atlantic Street will be exposed to increased noise, traffic and air pollution. [Community]
8. Noise and traffic pollution impacts on all garden and green spaces adjacent to Malkin; noise and air pollution make existing recreation uses uncomfortable for space users, including school groups at Trillium Park and users of cultural assets at Trillium Park. [Parks]
9. For all Malkin variations, construction and arterial traffic may negatively impact eagle habitat, with more significant impacts for the Malkin North variation, comparative fewer impacts for the Malkin Central variation, and the least impact for the Malkin South variation. [Parks]
10. The negative impact to local small businesses because of limited mitigation options - would displace them. [Business]
11. The collective creativity and synergy of artists/ businesses that currently define character of East side would be displaced. [Business]
12. Poorer circulation/access choices for the hospital, as it will not be as direct or flexible for emergency circulation route. [Facilities]
13. Hospital outdoor perimeter spaces for the hospital will be reduced in greenspace/quiet. [Facilities]
14. The construction costs are higher due to larger structure and depth to stable soil compared to the Prior route. [Cost]
15. Air quality with diesel trucks, exhaust, dust, increased traffic would negatively impact food supply on Produce Row. [Business]
16. No significant drawbacks to civic facilities with the Malkin option. The animal services site is needing to enter a process of future planning

Full List of Advantages and Drawbacks

and this route may be an opportunity for them to explore the highest and best use of this land. [Facilities]

17. Elimination of some light-industry space (east side of Glen) through expropriation. [Community]
18. Negative impact to Trillium Park because there would be new barriers for park users and negative impact on spaces used for school programs and cultural assets. However, a pedestrian overpass could mitigate some of these problems. [Parks]
19. Animal services will be most impacted and may require relocation, but if these buildings need to be updated/upgraded soon they can possibly build higher density and reduce their land requirements. The Malkin North variation may cause more displacement to Animal Services than the Central and South variations. [Facilities]

[road and right of way] width is quite large and there is more space to work with and potential for variations, allowing for more walkability and bike lane options. It also has less of a steep gradient, better soil than the southern options (that are more in the mud flats reclaimed land). [Cost]

6. No impact on Strathcona Park boundaries. [Community]
7. Improved access (walk, cycle, transit) to the parks with finished complete street. Currently there are no sidewalks on the south side of Strathcona park and utilizing the 30m right of way area with the Malkin route, would permit connectivity, access enhancements because there is sufficient space. [Parks]
8. For all Malkin alignments, many residents/ businesses will be within a five minute walk to transit, because the alignment is closer to businesses but still close to residents. However, this may not provide much benefit due to shift schedules for workers that don't align with transit schedules [Transportation]
9. For all Malkin alignments, there is less pressure on Clark's existing entry points because longer/more sufficient arterial spacing in comparison to National. [Transportation]
10. Low impact to arts community. [Community]
11. May improve access to National Yard, Fire rescue/HUSAR. [Facilities]
12. Efficient travel times for commercial, residential, and transit traffic because it is a fairly direct arterial route. [Transportation]
13. The hospital master planning has considered that Malkin could be the arterial route. [Facilities]

Malkin Central

Advantages

1. For all Malkin alignments, Prior could become a local serving road because traffic would be redirected to Malkin. [Transportation]
2. Returns Prior/ Venables to a local street and unites park to Strathcona neighbourhood and benefits bike/pedestrian route. [Community]
3. Strathcona Park would be better connected to the residential area. The Malkin route would separate residential and park uses to the north, with industrial uses to the south. [Parks]
4. Less impact to public facilities and lower mitigation costs for the City than (some) other options because otherwise, resources would have to be allocated away from other priorities. [Facilities]
5. In comparison to the three other alignments, it has more practicality and flexibility for design and constructability because the

Full List of Advantages and Drawbacks

Drawbacks:

1. For the south and central Malkin alignments, it would severely disrupt the transportation of regional food and other goods because there is a potential existential threat to Produce Row though the North version may mitigate impact. [Transportation]
2. Potential elimination of the Cottonwood Gardens land because they are on the Ccity's right of way, leading to the loss of an important community asset. [Parks]
3. Negative impact to Produce Row because access, loading, and dock sales would be more difficult. The Malkin Central alignment may put some companies out of business, like North American Produce. [Business]
4. Produce Row would be greatly affected during road construction. [Cost]
5. Significant impact to the urban forest canopy and ecosystem from removal of large, mature trees that have eagles (wildlife habitat) and we cannot recreate this. [Community]
6. For all Malkin alignments, moving the #22 bus route further south may reduce access for the local residential community because it would reduce the number of residents within a 5 minute walk to transit, making it a longer and harder journey for the elderly (many elderly residents in the neighbourhood) and those needing to do shopping. However, a shuttle bus on Prior can help mitigate this drawback. [Transportation]
7. Negative impact to local small businesses because of limited mitigation options - would displace them. [Business]
8. Homes on Atlantic Street will be exposed to increased noise, traffic and air pollution. [Community]
9. Noise and traffic pollution impacts on all garden and green spaces adjacent to Malkin; noise and air pollution make existing recreation uses uncomfortable for space users, including school groups at Trillium Park and users of cultural assets at Trillium Park. [Parks]
10. Minimal mitigation opportunities to integrate Produce Row activities and arterial through-traffic. [Transportation]
11. Poorer circulation/access choices for the hospital, as it will not be as direct or flexible for emergency circulation route. [Facilities]
12. Collective creativity and synergy of artists/ businesses that currently define character of East side would be displaced. [Business]
13. For all Malkin variations, construction and arterial traffic may negatively impact eagle habitat, with more significant impacts for the Malkin North variation, comparative fewer impacts for the Malkin Central variation, and the least impact for the Malkin South variation. [Parks]
14. Air quality with diesel trucks, exhaust, dust, increased traffic would negatively impact food supply on Produce Row. [Business]
15. Elimination of some light-industry space (east side of Glen) through expropriation. [Community]
16. Construction costs are higher due to larger structure and depth to stable soil compared to the Prior route. [Cost]
17. Negative impact to Trillium Park because there would be new barriers for park users and negative impact on spaces used for school programs and cultural assets. However, a pedestrian overpass could mitigate some of these problems. [Parks]
18. Animal services will be most impacted and may require relocation, but if these buildings need to be updated/upgraded soon they can possibly build higher density and reduce their land requirements. The Malkin Central and South variations will likely cause less displacement to Animal Services than North variation. [Facilities]

Full List of Advantages and Drawbacks

19. No significant drawbacks to civic facilities with the Malkin option. The animal services site is needing to enter a process of future planning and this route may be an opportunity for them to explore the highest and best use of this land. [Facilities]
20. Outdoor perimeter spaces for the hospital will be reduced in greenspace and quiet. [Facilities]
7. Returns Prior/ Venables to a local street and unites park to Strathcona neighbourhood and benefits bike/pedestrian route. [Community]
8. For all Malkin alignments, there is less pressure on Clark's existing entry points because longer/more sufficient arterial spacing in comparison to National. [Transportation]
9. Less impact to public facilities and lower mitigation costs for the City than (some) other options because otherwise, resources would have to be allocated away from other priorities. [Facilities]

Malkin South

Advantages

1. Strathcona Park would be better connected to the residential area. The Malkin route would separate residential and park uses to the north, with industrial uses to the south. [Parks]
2. Better access (walk, cycle, transit) to the parks with finished complete street. Currently there are no sidewalks on the south side of Strathcona park and utilizing the 30m right of way area with the Malkin route, would permit connectivity, access enhancements because there is sufficient space. [Parks]
3. The Malkin South variation would not physically impact the actual boundaries of Cottonwood Gardens.
4. For all Malkin alignments, Prior could become a local serving road because traffic would be redirected to Malkin. [Transportation]
5. In comparison to the three other alignments, it has more practicality and flexibility for design and constructability because the [road and right of way] width is quite large and there is more space to work with and potential for variations, allowing for more walkability and bike lane options. It also has less of a steep gradient, better soil than the southern options (that are more in the mud flats reclaimed land). [Cost]
6. No impact on Strathcona Park boundaries. [Community]
10. For all Malkin alignments, many residents/ businesses will be within a five-minute walk to transit, because the alignment is closer to businesses but still close to residents. However, this may not provide much benefit due to shift schedules for workers that don't align with transit schedules, [Transportation]
11. One of the more economic non-Prior options because it does not cross 14 rail lines and does not have as big of an impact on park land (and therefore has cheaper park mitigation costs), but only for the South variation. [Cost]
12. Low impact to arts community. [Community]
13. Efficient travel times for commercial, residential, and transit traffic because it is a fairly direct arterial route. [Transportation]
14. May improve access to National Yard, Fire rescue/HUSAR. [Facilities]
15. Animal services will be most impacted and may require relocation, but if these buildings need to be updated/upgraded soon they can possibly build higher density and reduce their land requirements. The Malkin South and Central variations will likely cause less displacement to Animal Services than North variation. [Facilities]

Full List of Advantages and Drawbacks

Drawbacks:

1. For the south and central Malkin alignments, it would severely disrupt the transportation of regional food and other goods because there is a potential existential threat to Produce Row though the North version may mitigate impact. [Transportation]
2. Negative impact to Produce Row because access, loading, and dock sales would be more difficult. The Malkin alignment may put some companies out of business, like North American Produce. [Business]
3. The higher impact of the Produce Row being greatly affected during road construction. [Cost]
4. The Malkin South variation offers minimal mitigation opportunities to integrate Produce Row and arterial through traffic. [Transportation]
5. For all Malkin alignments, moving the #22 bus route further south may reduce access for the local residential community because it would reduce the number of residents within a 5 minute walk to transit, making it a longer and harder journey for the elderly (many elderly residents in the neighbourhood) and those needing to do shopping. However, a shuttle bus on Prior can help mitigate this drawback. [Transportation]
6. The negative impact to local small businesses because of limited mitigation options - would displace them. [Business]
7. Homes on Atlantic Street will be exposed to increased noise, traffic and air pollution. [Community]
8. There would be significant impact to the urban forest canopy and ecosystem from removal of large, mature trees that have eagles (wildlife habitat) and we cannot recreate this. [Community]
9. Noise and traffic pollution impacts on all garden and green spaces adjacent to Malkin; noise and air pollution make existing recreation uses uncomfortable for space users, including school groups at Trillium Park and users of cultural assets at Trillium Park. [Parks]
10. The collective creativity and synergy of artists/ businesses that currently define character of East side would be displaced. [Business]
11. For all Malkin variations, construction and arterial traffic may negatively impact eagle habitat, with more significant impacts for the Malkin North variation, comparative fewer impacts for the Malkin Central variation, and the least impact for the Malkin South variation. [Parks]
12. Poorer circulation/access choices for the hospital, as it will not be as direct or flexible for emergency circulation route. [Facilities]
13. The construction costs are higher due to larger structure and depth to stable soil compared to the Prior route. [Cost]
14. Air quality with diesel trucks, exhaust, dust, increased traffic would negatively impact food supply on Produce Row. [Business]
15. Compromise of potential eagle habitat; residents and community value their place in the park and society [Community].
16. Negative impact to Trillium Park because there would be new barriers for park users and negative impact on spaces used for school programs and cultural assets. However, a pedestrian overpass could mitigate some of these problems. [Parks]
17. No significant drawbacks to civic facilities with the Malkin option. The animal services site is needing to enter a process of future planning and this route may be an opportunity for them to explore the highest and best use of this land. [Facilities]
18. The elimination of some light-industry space (east side of Glen) through expropriation. [Community]

Full List of Advantages and Drawbacks

19. Outdoor perimeter spaces for the hospital will be reduced in greenspace and quiet. [Facilities]

National-Charles

Advantages

1. Has a lower negative impact on businesses compared to other alignments because of improved access and least impact on Produce Row and other businesses, though the National-Charles St variation would require minimal building modifications [Business]
2. Moves arterial traffic further away from residential areas because the alignment is further south of Prior and Strathcona Park (it would allow Prior to be downgraded to a local street). [Transportation]
3. Preserves the Cottonwood and Strathcona Gardens, which is important because these create community and food security. [Community]
4. National-Charles involves the least amount of park land loss and preserves existing parks, gardens, and natural assets. [Parks]
5. Allows for complete street / maximize flexibility of road design because the right of way width would not be as constrained/narrow as Prior (wider than the existing route).
6. That truck traffic can access Produce Row off of the arterial because they can continue on Malkin at multiple intersections.
7. For all National variations, it has a low impact on artists/artisans and art-based businesses because many of them are located along/ close to the other routes. [Business]
8. Supports community's interests [Community]
9. Received a significant number of favourable public submissions and comments. [Community]
10. Moves traffic and congestion away from residents in Strathcona, reducing emissions and improving air quality. [Community]
11. In line with City goals of greener city because residents will have more greenspace and the City has ambitious goals of combating climate change. [Community]
12. Efficient flow of traffic because the alignment has relatively good arterial spacing (similar to Malkin). [Transportation]
13. Cost of National-Charles may be less than other National options because the overpass is a similar length as that of the Malkin options. [Cost]
14. The public works yard has quicker and easier access to areas in the city because they will be on an arterial street.
15. Improves access to parks by providing easier transit access to Trillium Park and includes more pedestrian and bike routes. [Parks]
16. Overpass will be more beautiful in this area. [Community]
17. No impact on the animal shelter because it is not on National. [Facilities]

Drawbacks:

1. May be most expensive to build because of widest span over rail (14 lines), land acquisition and construction costs. It may be hard to secure funding partners and positive cost/benefit. [Cost]
2. Substantial portion of the project costs may not be eligible for partners funding (ie. land acquisition to relocate/ rebuild Fire Training and HUSAR facilities and property mitigation for city works yard). [Cost]
3. Would increase local impacts because of longer construction time and complexity, along with relocating services. [Cost]
4. Opportunity costs and compromises across the City because of the costs required for land acquisition and construction to move facilities may take away from other city priorities and projects. [Facilities]

Full List of Advantages and Drawbacks

5. Impacts and inefficiencies in public services because of the interconnected systems and optimal location of existing works yard. [Facilities]
6. Increased isolation of the east side of Strathcona (east of the BI tracks) from the west side of Strathcona because the at-grade crossing may be closed and the only through-way vehicle access will be at National and Hastings (which are 9 blocks apart). [Community]
7. It would close down the makers garden because the road would cut into the Northern edge of Trillium Park and the noise beside the Park would make their work untenable. [Parks]
8. Costs incurred because Civic Works Yard and fire training and HUSAR facilities will have to be modified and/or moved. [Facilities]
9. In a major disaster, National routes are less resilient because there is not a street network to the South due to the railyards. [Facilities]
10. Adds uncertainty to the project because of additional costs and poor ground conditions. [Cost]
11. Hinders access and creates risks for emergency vehicles because it creates a less direct route with fewer options for secondary through-roads in emergency situations. [Facilities]
12. For all variations, disruption to local businesses because an arterial road may cause loss of revenue, relocation, or closure. The National-Grant and Civic Facilities variations would potentially impact 35 businesses, Yellow Cab, and the back of Produce Row buildings. The National-Charles variation would potentially impact 15 artists, 12 other local businesses, and Fresh Point. [Business]
13. Reduced land available for St Paul's clinics and patient resources because Malkin/National will use some space for these road options. [Facilities]
14. Greater challenge to those driving to the park (particularly sports users) because it may be hard to find parking on the arterial street during peak hours. [Parks]
15. St Paul's suffers lower safety and quality of care standards because of hindered access, noise, pollution, lack of light, etc. [Facilities]
16. Potential impacts on Vancouver School Board facility at Clark & Grant because of intersection/overpass, with the exception of the National-Charles variation. [Facilities]

National-Civic

Advantages

1. Preserves the Cottonwood and Strathcona Gardens, which is important because these create community and food security. [Community]
2. Moves arterial traffic further away from residential areas because the alignment is further south of Prior and Strathcona Park (it would allow Prior to be downgraded to a local street). [Transportation]
3. Allows for complete street / maximize flexibility of road design because the right of way width would not be as constrained/narrow as Prior (wider than the existing route).
4. Safer relative to the other National variations because it doesn't have an S-curve, which could double the rates of collisions. [Transportation]
5. For all National variations, it has a low impact on artists/artisans and art-based businesses because many of them are located along/close to the other routes. [Business]
6. Truck traffic can access Produce Row off of the arterial because they can continue on Malkin at multiple intersections.
7. Lower negative impact on businesses because of improved access and least impact on

Full List of Advantages and Drawbacks

- Produce Row, but the “Civic Facilities” variation may cause some disruption to Produce Row though Produce Row will not need to relocate as the path mainly by-passes Produce Row buildings. [Business]
8. Supports community's interests [Community]
 9. National-Civic route has the least impact on the community, businesses, park lands, and art spaces, all of which have intrinsic and intangible value that cannot be measured in dollars and cents. [Community]
 10. Better flow of traffic because the alignment has fewer intersections than other arterial options, and the Civic Facilities variation would remove the S-curve and be a more direct route. [Transportation]
 11. Moves traffic and congestion away from residents in Strathcona, reducing emissions and improving air quality. [Community]
 12. Allows for complete street / maximize flexibility of road design because the right of way width would not be as constrained/narrow as Prior (wider than the existing route), but if the Civic alignment is selected, it would create/cause impact to municipal buildings and emergency services. [Transportation]
 13. Good traffic flow and access for Produce Row because there would be less road congestion and easier access to an arterial (especially without the S-curve). [Transportation]
 14. The public works yard has quicker and easier access to areas in the city because they will be on an arterial street.
 15. Better in line with City goals of greener city because residents will have more greenspace and the City has ambitious goals of combating climate change. [Community]
 16. Overpass will be more beautiful in this area. [Community]
 17. Does not impact the animal shelter because it is not on National. [Facilities]
- Drawbacks:**
1. May be most expensive option to build because of widest span over rail (14 lines), land acquisition and construction costs. It may be hard to secure funding partners and positive cost/benefit. [Cost]
 2. A substantial portion of the project costs may not be eligible for partners funding (ie. land acquisition to relocate/ rebuild Fire Training and HUSAR facilities and property mitigation for City Works Yard). [Cost]
 3. Poor arterial spacing. It is most closely located to Terminal and 1st T-intersection with Clark and may create congestion problems at these intersections. [Transportation]
 4. For all variations, disruption to local businesses because an arterial road may cause loss of revenue, relocation, or closure. The National-Grant and Civic Facilities variations would potentially impact 35 businesses, Yellow Cab, and the back of Produce Row buildings. The National-Charles variation would potentially impact 15 artists, 12 other local businesses, and Fresh Point. [Business]
 5. Long distance between current bus line (#22) and the surrounding communities, leaving a large gap in transit on Clark between Hastings and National (which is heavily used) and negatively impacts mobility and access, but the Civic variation is slightly better than the other National variations, though still far. [Transportation].
 6. Would increase local impacts because of longer construction time and complexity, along with relocating services. [Cost]
 7. Costs incurred because Civic Works Yard and fire training and HUSAR facilities will have to be modified and/or moved. [Facilities]
 8. Opportunity costs and compromises across the City because of the costs required for land acquisition and construction to move facilities

Full List of Advantages and Drawbacks

- may take away from other city priorities and projects. [Facilities]
9. Hinders access and creates risks for emergency vehicles because it creates a less direct route with fewer options for secondary through roads in emergency situations. [Facilities]
 10. Adds uncertainty to the project because of additional costs and poor ground conditions. [Cost]
 11. St Paul's suffers lower safety and quality of care standards because of hindered access, noise, pollution, lack of light, etc. [Facilities]
 12. Potential impacts on Vancouver School Board facility at Clark & Grant because of intersection/overpass, with the exception of the National-Charles variation. [Facilities]
 13. If the National-Civic variation is selected, then the National Works Yard will require more significant modifications compared to National-Grant and National-Charles. [Facilities].
 14. Increased isolation of the east side of Strathcona (east of the BI tracks) from the west side of Strathcona because the at-grade crossing may be closed and the only through-way vehicle access will be at National and Hastings (which are 9 blocks apart). [Community]
 15. Greater challenge to those driving to the park (particularly sports users) because it may be hard to find parking on the arterial street during peak hours. [Parks]
 16. Impacts and inefficiencies in public services because of the interconnected systems and optimal location of existing works yard. [Facilities]
 17. Reduced land available for St Paul's clinics and patient resources because Malkin/National will use some space for these road options. [Facilities]
 18. Would close down the makers garden because the road would cut into the Northern edge of Trillium Park and the noise beside the Park would make their work untenable.
 19. In a major disaster, National routes are less resilient because there is not a street network to the South due to the railyards. [Facilities]
 20. Negative health effects on park users (sports users and gardeners) because there are increased noise and pollution beside Trillium Park. [Parks]
 21. Difficult access to and noise and pollution in Trillium Park due to the arterial. [Parks]
 22. The National-Civic option may interfere with the Vancouver School Board (VSB) yards. [Facilities]
 23. For all variations, it would be more difficult to access businesses on Prior/Venables because vehicle and transit traffic would be on National.

National-Grant Advantages

1. Moves arterial traffic further away from residential areas because the alignment is further south of Prior and Strathcona Park (it would allow Prior to be downgraded to a local street). [Transportation]
2. Improved access and least impact on Produce Row. Produce Row will not need to relocate as the path mainly bypasses the buildings and companies. [Business]
3. Low park land loss. It preserves existing parks, gardens, and natural assets, which is more likely receive Park Board approval. [Parks]
4. Allows for more complete street / maximize flexibility of road design because the right-of-way width would not be as constrained/narrow as Prior (wider than the existing route). [Transportation]
5. For all National variations, it has a low impact on artists/artisans and art-based businesses because many of them are located along/

Full List of Advantages and Drawbacks

close to the other routes. [Business]

6. Moves traffic and congestion away from residents in Strathcona, reducing emissions and improving air quality. [Community]
7. In line with City goals of greener city because residents will have more greenspace and the City has ambitious goals of combating climate change. [Community]
8. Public works yard has quicker and easier access to areas in the city because they will be on an arterial street. [Facilities]
9. Improved transit access to Trillium park because bus routes/ stops will be closer to service this park. [Parks]
10. Improved park access because the arterial route will include more pedestrian and bike routes. [Parks]
11. No impact on the animal shelter because it is not located on National. [Facilities]

Drawbacks:

1. The S-curve because of safety hazards. S-curves are less safe for people walking/ cycling and ICBC statistics indicate that rates of vehicle collisions double with S-curve road profiles.
2. Least equal arterial spacing. It is most closely located to Clark-Terminal intersection and may experience congestion problems.
3. Long distance between bus line (#22) and the surrounding communities, leaving a large gap in transit on Clark between Hastings and National (which is heavily used) and negatively impacts mobility and transit access for residents.
4. This route is the most expensive to build because of widest span over rail with 14 lines, land acquisition and construction costs.
5. A substantial portion of the project costs would not be eligible for partners funding (ie. land acquisition to relocate/ rebuild Fire Training and HUSAR facilities and property mitigation), which would take away from other City priorities and projects because it would dominate capital demands. However, if replacing fire training and HUSAR aligns with City needs for upgrading these facilities, this would not be as big of an impact.
6. May create access challenges for pedestrians and cyclists to Trillium Park due to the arterial traffic on two sides and S-curve. In general S-Curves are considered more hostile for pedestrians and cyclists as the design has a larger roadway footprint, drivers have less visibility of people walking and cycling because of the curves, and there would be fewer opportunities to cross the street safely.
7. Increase isolation to east and west parts of Strathcona areas due to the distance between vehicular access-points with rail overpass. The only places to cross the rail tracks in a vehicle would be Hastings and National, as the Prior Road crossing would be closed in future (Prior would no longer be a vehicle thru-road after construction of new arterial route).
8. Opportunity costs and compromises across the City because of the costs required for land acquisition and construction to move civic facilities. If money is invested in relocations, there is less money available for other civic investments.
9. May be challenging to gain political and partner funding because it is the most expensive and difficult route to build.
10. Would close down the makers garden because the road would cut into the Northern edge of Trillium Park and the noise beside the Park would make their work untenable.
11. May add uncertainty to the project because of additional costs and poor ground conditions.
12. Disruption to local businesses because

Full List of Advantages and Drawbacks

an arterial road may cause loss of revenue, relocation, or closure. The National-Grant would potentially impact 35 businesses, Yellow Cab, and the back of Produce Row buildings.

13. Negative health effects on park users (sports users and gardeners) because there are increased noise and pollution beside Trillium Park. The S-Curve variation would cause more noise because of stop-and-go traffic and because the arterial is on two sides of the park.
14. Significant costs incurred because Civic Works Yard, fire services and HUSAR emergency training facilities will have to be modified and/or moved.
15. Impacts and efficiencies in civic services because of the interconnected systems and optimal location of existing works yard.
16. Opportunity costs and compromises across the City because of the costs required for land acquisition and construction to move civic facilities. If money is invested in relocations, there is less money available for other civic investments.
17. Would interfere with the Vancouver School Board VSB facility yards at Clark & Grant because of intersection/overpass modifications.

Appendix F: Detailed Report of Panelist Values

Personal Values

Process and Decision Making Considerations

- Balanced approach w/ all voices heard
- Community engagement - important to include everyone
- Inclusivity of different user groups including residents, old businesses, and new businesses

Community Considerations

- Neighborhood integrity, safety and quietness
- Walkability
- Community vibe
- Community resilience is greater than consumer society - maintaining open connections, social connectedness
- Strong, rooted community with a sense of belonging, a diversity of people. Room for everyone, open to new residents but a sense of security that people can stay there, that it isn't just transient.
- Public spaces for lingering & convening
- Relief for people along Prior
- Keep neighbourhood character, structure preserved - keep distinction of neighbourhood
- Preservation of the neighbourhood and quality of community life
- Benefits for local people. Corporate interests (Port related, CN rail etc) do not consider anything more than \$ bottom line. Impacts on local community are high importance and priority.
- Preserving and enhancing sense of community - integration with new developments.
- Strengthen liveability: more emphasis on active transport modes, reduce sound pollution, equity in public transit

Other Local Considerations

- Ensure parks/green space/air quality
- Maintain affordable industrial / studio spaces in the area
- Affordable housing in the face of development
- Wild spaces and the therapy provided by it

- Protect the environment
- Street safety
- Protect green spaces and gardens
- Support Arts and Culture: minimize impact on tradition of East Van Arts Crawl and don't reduce art studio spaces
- Health - air quality and food security
- Affordability of business and residential properties so that businesses and communities can thrive
- Food security because the area contribute greatly to the local food markets

Transportation Considerations

- Easy access to healthcare/emergency response
- Access to Metro Van/suburbs/connection that make sense
- Efficient route that can grow/scale
- Efficiency/traffic flow
- Ease of use - ensuring connectivity, smooth & efficient traffic flow as well as allowing for multi-modal transportation

Citywide Values

Process and Decision Making Considerations

- All voices/ interests/concerns managed
- Appropriate costs/best use of money
- Longevity - a plan that we can be proud of in the future (both personal & city goal)
- Cost
- Representation - more non-caucasian voices
- Triple bottom line (economy, environment, social)
- Cost-efficiency
- Efficiency in terms of decision-making
- Community engagement - important to include everyone
- Future-proofing: long-term viability

Detailed Report of Panelist Values

- Consider future use of built environment - change values over time and maintaining flexibility
- Changing values over time
- Support and reconciliation
- Process & outcomes need to be properly supported
- Flexible and responsive to potential changes in the short term while still respecting identified values
- Federal versus local interests - Benefits/ costs/ compensate for larger regional interests
- Long term thinking - future generations and investments that are well considered
- Balancing Values - less tangible aspects (community, social, arts, greenspace) are given equal importance. Businesses and financial are not weighted more.

Community Considerations

- Accessibility for work, school, and relationships; accessibility
- Walkability; people & bikes moving
- Balance park use w/ transportation needs
- Beauty/aesthetics
- Preserve/enhance public spaces/activations
- Safety of pedestrians and children
- Neighbourhood history / culture / atmosphere
- Gardens and park spaces
- Community environment & activities
- Support local businesses

Transportation Considerations

- Easy access out of the city
- Existing and future drivers/traffic
- Access to downtown
- Creativity - spreading the traffic through 4 routes or so
- Transportation - allow for flow to be quickly
- Public benefits such as safety and efficiency in terms of transportation
- Maintaining access to key destinations
- Consider geometric constraints

- Arterial calming and increasing active/ sustainable modes of transportation
- Strengthen inter-urban connections

Other Considerations

- Having jobs & making a living; job opportunities
- Affordability of business and residential properties
- Environmental concerns: climate change and rising sea levels
- Maintaining communities and neighbourhoods
- Accessibility of future St. Paul Hospital

How might we attend to both personal and citywide values?

Process and Decision Making Considerations

- All voices/interests/concerns balanced against best use of money
- Balancing Values - social, community life, business, financial, greenspace
- Balance between places to live and places to work to increase liveability and be inclusive not just to those in the area but to all.
- Citizen control: transparency and good process. Allow citizens to be heard, involved, and have chance to make real impact. Make sure that citizens are given good reasons and rationale for why things are happening in their city.
- Take holistic perspectives
- Differing perspectives can allow for better solutions
- Community engagement is important to both personal and city as a whole - important to include everyone
- Ensure community involvement in design and function. Consider the flow between distinct neighbourhoods - the False Creek Flats & arterial road should blend characteristics from neighbouring Mount Pleasant & Strathcona.
- General congruence between the two

Detailed Report of Panelist Values

[personal and citywide values] - not entirely dissimilar

Community Considerations

- Community feeling with quiet/accessibility/walkability/relief for Prior
- Benefits for local citizens and residents (community health, safety, air quality)

Transportation Considerations

- Efficiency and scalability of route while preserving parks/green space/air quality
- Consider efficiency of traffic flow, especially N-S on Clark, as it affects both businesses and quality of life for residents
- Be creative - can a road be more than a road? For instance, think about affordable housing along the road, add housing/public space/jobs along road.

Other Considerations

- Consider produce supply because it affects prices and choices of produce and food security city-wide
- Consistent with Greenest City
- Consider Emergency Preparedness and safety for local residents, businesses, and city-wide systems
- Respect city-wide needs

Appendix G: Learning Program Summary + Resources

Community Panel Speakers & Guests (in order of appearance)

Sessions 1 & 2

- Paul Mochrie, Deputy City Manager
- Amanda Gibbs, Manager of Civic Engagement, City of Vancouver
- Lon LaClaire, Director of Transportation, City of Vancouver
- John Atkin, Historian and Strathcona resident
- Tom Wanklin, Senior Planner, City of Vancouver
- Doug Shearer, Senior Planner, Vancouver Board of Parks and Recreation
- Dale Bracewell, Manager of Transportation Planning, City of Vancouver
- Carol Kong, Senior Transportation Engineer, City of Vancouver

Tour of the Study Area

Panelists participated in a full-day bus and walking tour of the study area. The following is the tour itinerary and list of presenters. Where no presenter is listed, commentary was provided by City of Vancouver staff Carol Kong, Engineering, and Cory Dobson, Planning.

- Hawks and Prior (Dan Jackson, Strathcona Residents Association)
- Main and Prior
- Intersections along Prior
- Rail crossings on Glen
- Atlantic Avenue
- Site of the new St. Paul's Hospital
- Trillium Park (Leila Todd, Park Board)
- Strathcona Community Garden
- Strathcona Park (Leila Todd, Park Board)
- Cottonwood Community Garden (Leonard Kydd, Cottonwood Garden)
- Malkin Avenue and Produce Row (Philip Wong, Produce Terminal, and Colleen Goto, Fresh Point)

- National Avenue and Civic Works Yard (Erin Hoess & Duminda Epa, City of Vancouver)
- HUSAR/Fire Training (Chief Tyler Moore & Chief Chris Herbert, Vancouver Fire & Rescue Services)
- William between Raymur and Glen
- South on Clark Drive between Venables and 1st
- Terminal Street Overpass
- Businesses east of the rail tracks, heading south on Vernon
- Powell Street Overpass
- Paul Storer, Manager of Transportation Design, City of Vancouver
- Mike Henderson, Managing Director, Greater Vancouver Gateway Council
- Dave Earle, President, BC Trucking Association
- Carol Kong, Senior Transportation Engineer, City of Vancouver
- Matt Craig, Manager of System Plans, TransLink
- Stephanie Williams, General Manager, Better Environmentally Sound Transportation
- Paul Krueger, Transportation and Public Space Planner, City of Vancouver
- Kate Gibson, Director of Financial Planning and Analysis, City of Vancouver
- Steve Brown, Manager of Rapid Transit, City of Vancouver
- Jared Duiveststein, Transportation Engineer, Parsons

Session 3

- Pietra Basili, Manager of Industrial Initiatives, Vancouver Economic Commission
- David Rawsthorne, Senior Transportation Design Engineer, City of Vancouver
- Philip Wong, President, Produce Terminal
- Theodora Lamb, President, Strathcona Business Improvement Association

- Kelly Ready, Founder and Owner, BlackSuns Studio Art Gallery
- Tom Edstrand, Co-Founder, Landyachtz
- Terry Kaufenberg, Property Manager, Beedie Development Group
- Anthony Spagnuolo, Strata President, Grant Street Business Park
- Lacey Hirtle, Senior Traffic Safety Engineer, City of Vancouver
- Dan Jackson, President, Strathcona Residents' Association
- Richard Taplin, Member, Strathcona Residents' Association
- Dr. Lawrence Chan, Strathcona resident
- William Ma, President, Mah Benevolent Society
- Craig Ollenberger, Director, Grandview-Woodland Area Council
- John Steil, Board Member, Eastside Culture Crawl Society

Session 4

- Doug Shearer, Senior Planner, Vancouver Board of Parks and Recreation
- Leila Todd, Planner, Vancouver Board of Parks and Recreation
- Anne Thompson, President, Vancouver Field Sports Federation
- Sharon Kallis, EarthHand Gleaners Society
- Beth McLaren, Cottonwood Garden
- Leonard Kydd, Cottonwood Garden
- Noel Macul, Cottonwood Garden
- Emily Keller, Environmental Youth Alliance
- Carla Frenkel, Strathcona Garden
- Michelle Schouls, Associate Director of Facilities Planning, City of Vancouver
- Erin Hoess, Manager of Street Operations, City of Vancouver
- Duminda Epa, Manager of Traffic, Electrical Operations and Design, City of Vancouver

- Chief Tyler Moore, Vancouver Fire & Rescue Services
- Chief Chris Herbert, Vancouver Fire & Rescue Services
- Kathryn Holm, City License Inspector, City of Vancouver
- Jim de Hoop, Manager of Planning, Vancouver School Board
- Rhonda Lui, Senior Manager, Provincial Health Services Authority

Session 5

- Sadhu Johnston, City Manager, City of Vancouver

Resources

All the presentations Panelists reviewed, and recordings of the presentations are available at fcfcommunitypanel.com/learning-materials

Appendix H: Terms of Reference

The Flats Arterial

COMMUNITY PANEL

The Flats Arterial Community Panel Terms of Reference

1. City of Vancouver Objectives

The City of Vancouver is sponsoring an in-depth and deliberative public engagement process to help identify a grade-separated east/west arterial route through False Creek Flats. In establishing a Community Panel, the City has a core objective:

- To support a process that provides a representative group of residents and local business¹ participants with the mandate of recommending a preferred arterial option that weighs shared and contrasting values, technical information, and opportunities and challenges, with the concerns, goals, and needs of all² involved and affected by the alignment.

2. Guiding Principles for Community Panel's Work

These Guiding Principles are derived from best-practice research and previous City of Vancouver consultations.

- *Openness and Transparency* – The Community Panel will regularly share its learning and deliberations with the public.
- *Accountability and Legitimacy* – The Community Panel will work within a defined mandate on behalf of Vancouver residents, businesses, organizations and others impacted by the arterial. The Panel will deliver its final report directly to Vancouver City Council and Vancouver Park Board.
- *Effective Representation* – The Community Panel members will be responsible for representing the needs and interests of all residents of the city of Vancouver, as well as impacted businesses. Panel members will be selected to broadly represent the demographics of the local neighbourhoods, impacted businesses, and the city at large.
- *Accessibility and Inclusion* – The Community Panel design team will endeavour to provide reasonable supports to address barriers that may prevent a Panel member from participating successfully, including making translation into Mandarin and/or Cantonese available.
- *Independence* – The Community Panel will have full independence to determine how to best fulfill its mandate.
- *Well-informed* – The Community Panel will deliver sound recommendations in its final report. The Panel's recommendations will be informed by a range of perspectives and sources of expertise.
- *Balance* – The Community Panel will consider a diversity of voices and perspectives in its deliberations.
- *Collaborative decision-making* – Community Panel members will work towards consensus when drafting their recommendations, while also respecting and documenting differing perspectives among its members.
- *Respect* – Community Panel members will strive to be conscientious and fair-minded in their deliberations and in their consultations with the local and city-wide community.

¹ For the purposes of this Terms of Reference, "local business participants" includes any licensed business located in the study area. See Section 7 for more details.

² Community Panel members will actively consider (through presentation, written materials, tours, and public workshops) the needs and perspectives of those involved and affected by the proposed routes.

The Flats Arterial Community Panel Terms of Reference

3. Mandate of the Community Panel

The Flats Arterial Community Panel will endeavour to represent local neighbourhoods, impacted businesses, and city-wide residents to recommend a preferred arterial alignment that best meets the needs of the neighbourhood, city and region as a whole. The Panel's recommendations and rationale will be received by Vancouver City Council and Vancouver Park Board and will significantly inform the selection of the arterial route.

Specifically, the Community Panel will:

- Develop a set of criteria to guide the evaluation and selection of a preferred grade-separated east/west arterial road alignment.
- Recommend a route for the arterial road, with rationale for the recommendation and suggestions for mitigating any remaining concerns.

It is expected that these items will, to the greatest extent possible, represent the consensus view of the members of the Community Panel. Divergent views of Panel members will also be included in the Community Panel's Final Report.

3.1 Learning Program

To assist the members of the Community Panel with their task, an extensive learning program will provide them with the opportunity to examine:

- An overview of previous public input and City-developed planning materials.
- The history of False Creek Flats, including the current False Creek Flats Plan.
- The broader context of transportation in Vancouver, including relevant City policies, transportation objectives and transportation principles, regional goods movement patterns, and key transportation planning concepts.
- Key park objectives, principles, and planning concepts.
- Key local economy concepts.
- Key issues of concern from local residents, businesses, nonprofits, artists and others impacted by the decision.
- The role of the flats as a central location for multiple civic services.
- Technical aspects and estimated cost of each proposed arterial option.

3.2 Community Involvement

During its learning and deliberations, the Panel will also inform and consult at regular intervals with the community-at-large through:

- Public roundtable meetings, which will provide Panel members and members of resident, business and organizational communities an opportunity for face-to-face discussion.
- Regular open sessions of the Community Panel to observe Panel proceedings.
- Web and e-newsletter updates from the Community Panel.
- Inviting online submissions to the Panel through its website.

The Flats Arterial Community Panel Terms of Reference

4. Constraints on the Community Panel

The Panel will enjoy wide latitude in its ability to make recommendations concerning the preferred arterial route through False Creek Flats. However, for recommendations to be incorporated into the future arterial design, the Panel must identify an arterial route that is:

- A. Grade-separated from the rail line corridor, e.g. an overpass or underpass.
- B. Connected with Main & Prior Streets to the west and Clark Drive to the east between Prior Street and Terminal Avenue.
- C. Reliable and efficient, with connections to the broader transportation network between downtown and east Vancouver.
- D. Supportive of all transportation modes, including walking, cycling, transit, automobiles, and trucks.
- E. Consistent with City of Vancouver and Vancouver Park Board policies (see Appendix A).
- F. Consistent with the False Creek Flats Plan and its guiding principles.
- G. Not likely to put an undue fiscal burden on the City of Vancouver or other levels of government and funding partners.

Vancouver City Council and Vancouver Park Board will have the final authority to accept, modify or reject specific recommendations from the Panel at its discretion, or refer aspects to appropriate City and Park staff.

5. Schedule of the Community Panel

The Community Panel will convene in an estimated eight full-day sessions beginning in January 2019. Additional meetings of the Panel may be scheduled at the discretion of the Chair. The Community Panel will also host an estimated two public roundtable meetings which will be open to the public.

6. Reporting & Communications of the Community Panel

The Community Panel will communicate regularly about its work to the public, City Council, Park Board, and to the City of Vancouver's interdepartmental staff working group. The interdepartmental staff working group is composed of Transportation, Planning, Communications, Real Estate and Facilities Management, Park Board, and other departments as necessary. The Community Panel will conclude its work with the submission of a final report to Vancouver City Council and Vancouver Park Board.

The final report will include:

- Letter from the Chair outlining her or his satisfaction with the process.
- Summary of the proceedings of the Community Panel.
- Set of criteria to help select a preferred route for the arterial road.
- Recommendation and rationale for the preferred alignment of the arterial road.
- Additional commentary concerning the recommendations from members of the Panel.
- Brief biographies of members of the Community Panel.

The Community Panel will present this report to Vancouver City Council and Vancouver Park Board, which may, at their discretion, refer the report to the City's Engineering and Planning Departments and/or other City departments, and/or Park Board staff for comment, response and incorporation, where appropriate, into draft plans for the east/west arterial road.

The Flats Arterial Community Panel Terms of Reference

7. Composition of the Community Panel

7.1 Recruitment Process

Members of the Community Panel will be randomly selected to ensure that a broad, representative cross-section of local residents, city-wide residents, and local businesses are selected to participate. People from each group are invited to apply to participate in the Panel by completing an application before the specified date; application and dates will be available at fcfcommunitypanel.com.

Prior to the Panel's commencement, the Flats Arterial Community Panel consultant will conduct a randomized draw from the pool of applicants to reflect the target demographics, described below.

7.2 Number of Members and Qualifications

The Community Panel will consist of 42 members.

7.2.1 Local Residents

To be eligible to serve as a local resident participant on the Community Panel, an applicant must:

- Reside within the False Creek Flats arterial road study area, as defined by the study area map. (See map in section 7.3); and
- Be at least 16 years of age as of November 7, 2018.

7.2.2 City-wide Residents

To be eligible to serve as a city-wide resident participant on the Community Panel, an applicant must:

- Reside within the city of Vancouver but outside of the study area; and
- Be at least 16 years of age as of November 7, 2018.

7.2.3 Business Participants

To be eligible to serve as a business participant on the Community Panel, an applicant must:

- Operate a licensed business within the study area; or,
- Own a commercial or industrial property within the study area; or,
- Be currently employed by a licensed business within the study area, working 20 hours or more per week.

7.2.4 Additional Qualifications for All Candidates

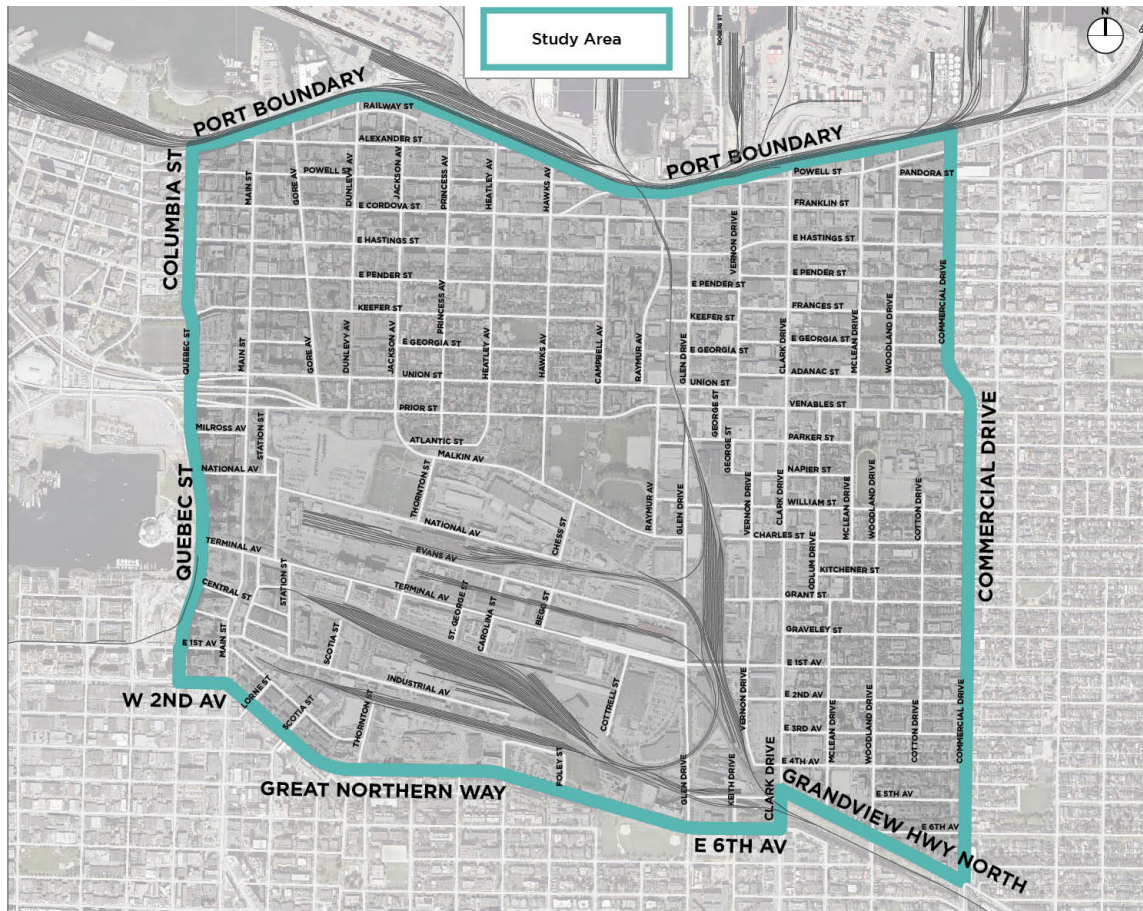
To be eligible to serve as a business participant on the Community Panel, an applicant must:

- Prospective candidates may only submit their name once. Duplicate applications will be removed from the pool.
- All residents and eligible business participants may apply to serve on the Community Panel. However, only one person per residential address (unit in building) or business will be eligible to become a member of the Panel.
- Employees of the City of Vancouver or Vancouver Park Board, as well as elected municipal or Park Board officials, are ineligible to serve on the Community Panel.
- Please see Section 8.1 for a full description of Panelist roles and responsibilities.
- All applicants must be willing to contribute to the Panel's work in a spirit of collaboration, representing the best interests of all residents and businesses in Vancouver, not as an advocate for their own individual positions or business or organizational interests.

The Flats Arterial Community Panel Terms of Reference

7.3 Study Area Boundaries

For the purposes of this Terms of Reference, the Flats Arterial Community Panel study area is defined as: North - the Port boundary; South - Great Northern Way and North Grandview Highway; West - Quebec Street and Columbia Street; East - Commercial Drive.



7.4 Community Panel Composition

The Panel will be constructed to ensure fair representation of local and city-wide residents as well as local business interests. As described below, the ratio of local to city-wide residents emphasizes the more immediate impacts local residents will likely face as a result of the arterial decision, while recognizing the role this arterial will play for Vancouver's transportation network as a whole. Similarly, the inclusion of a greater number of businesses along the proposed routes and in I-2 and MC-1 zoning districts relative to other businesses in the study area emphasizes the potential disproportionate impact borne by some businesses, while ensuring diverse perspectives pertinent to the local transportation network and the False Creek Flats as a whole are included in the deliberation.

Among the 42 members, the spaces will be reserved as follows:

- 21 local residents selected in accordance with the following demographic composition targets, in proportion to Census data for the study area:
 - A demographically proportionate number of individuals who identify as men, women, and trans*/non-binary (drawing from both Census and other available data); and,

The Flats Arterial Community Panel Terms of Reference

- A demographically proportionate number of members from five age cohorts: 16-29 years, 30-44 years, 45-64 years, 65+ years; and,
- A demographically proportionate number of “visible minority” individuals, as defined by the Census; and,
- At least 2 members who self-identify as Indigenous, in proportion to Census data for the study area; and
- Geographic mix within the study area, with an emphasis on Strathcona residents.
- 15 local businesses selected to reflect a:
 - Mix of location, with an approximate 2:1 ratio of businesses in areas zoned I-2, MC-1, or along a proposed arterial route, to those located in other zoning districts and/or in other parts of the study area; and,
 - Mix of business size according to number of employees;
 - Mix of business types; and,
 - As possible, composed of a mix of genders and ages.
- 6 city-wide residents
 - Each from a different neighbourhood, composed of a mix of genders and ages.

If any category is not filled through the lottery process, these spaces will be reassigned to the other categories or left unfilled at the discretion of the Panel Chair to ensure balance and inclusion of diverse perspectives without overrepresenting any single perspective.

7.5 Community Panel Support

To assist Panel members to participate, the City of Vancouver will reimburse reasonable transportation, childcare, honoraria for low-income individuals, and other costs directly related to participation, as needed. Assistance will also be provided to those members with differing physical or learning abilities. The working language of the Panel is English. Translation services for Mandarin and Cantonese speaking members will be made available.

8. Roles and Responsibilities

8.1 Roles and Responsibilities of Community Panel Members

Members of the Panel are expected to fulfil their duties and agree to:

- Attend each of the eight weekend sessions of the Community Panel as well as a minimum of one of the two public roundtable meetings.
- Work to understand and represent the varied perspectives of local residents, city-wide residents, businesses and organizations, as well as others who are impacted by the choice of route.
- Treat each other with respect and take an active role in the work of the Panel.
- Work collaboratively to achieve a strong consensus concerning the Panel’s recommendations.
- As appropriate, produce “minority reports” outlining perspectives that diverge from majority assessments and recommendations.

If a member of the Panel must withdraw owing to illness or unexpected events, his or her position may be filled from the pool of applicants at the discretion of the Chair. If a panelist misses a significant amount of meeting hours, the Chair may decide at her or his discretion to withdraw that person from the Panel.

The Flats Arterial Community Panel Terms of Reference

8.2 Roles and Responsibilities of the Chair

The Chair of the Community Panel will be appointed by the City to design and host the proceedings of the Community Panel. The Chair will not be a City employee and is expected to remain neutral with regards to the recommendations or direction of the Panel. This is a paid position and the Chair does not have voting privileges in Panel proceedings.

The Chair, with the support of the Community Panel consultant team, is charged to:

- Oversee a fair and representative member selection process.
- Develop a balanced learning program that provides opportunities for Panelists to hear local and city-wide perspectives from residents, businesses, affected organizations, and stakeholders.
- Support respectful dialogue and deliberation amongst members.
- Ensure that regular updates concerning the Panel's proceedings are made publicly available.
- Produce and deliver a Final Report concerning the Panel's activities and recommendations to City Council in early 2019.
- Exercise discretion in ensuring the integrity and sound conduct of the Panel.

The Chair will be supported by the Community Panel consultant staff, who is comprised of experts in public deliberation, communication and facilitation.

8.3 Roles and Responsibilities of Residents, Businesses, Organizations, and the Broader Public

All residents of the city of Vancouver, as well as affected businesses and organizations, have a role to play in assisting and ensuring the success of the Community Panel. Residents, businesses, and other organizations are encouraged to:

- Attend public roundtable meetings hosted by members of the Community Panel to discuss its progress and solicit community perspectives.
- Attend open sessions of the Panel to observe its proceedings.
- Submit ideas to the Panel website.
- Review regular public updates produced by the Panel team.

8.4 Roles and Responsibilities of the City of Vancouver

The role of City of Vancouver staff is to support the Community Panel. The City will endeavour to:

- Provide transportation and planning expertise and access to existing technical documents, and to provide additional information, as required and available.
- Provide consultation summaries on previous City-led engagement activities on the arterial alignment.
- Provide technical expertise on potential impacts to City facilities and amenities by the proposed arterial alignments.
- Incorporate wherever possible, at the direction of Council, the recommendations made by the Community Panel in the draft arterial road alignment plan.

The City of Vancouver will respect and support the independence and integrity of the Community Panel.

The Flats Arterial Community Panel Terms of Reference

8.5 Roles and Responsibilities of the Vancouver Park Board

The role of Park Board staff is to support the Community Panel. The Park Board will endeavour to:

- Provide technical expertise on how parks and Park and Recreation services may potentially be affected by the various options.
- If the preferred option has impacts on a park, Park Board staff will conduct further study and community engagement to assess the impacts of the proposed option on the park, as well as potential mitigation strategies, and present this report to the Park Board Commissioners.

The Park Board will respect and support the independence and integrity of the Community Panel.

Appendix - Relevant City of Vancouver & Vancouver Park Board Policies

The following policies are highly relevant to the Community Panel's work and will be inform the Panel's deliberation. This list is not exclusive.

2019-2022 Capital Plan (2018)

<https://vancouver.ca/your-government/capital-plan-2019-2022.aspx>

Biodiversity Strategy (2016)

<https://vancouver.ca/files/cov/biodiversity-strategy.pdf>

City of Vancouver Corporate Plan (2018)

<https://vancouver.ca/files/cov/corporate-plan.pdf>

Congestion Management Strategy (2018)

<https://vancouver.ca/files/cov/congestion-management-strategy.pdf>

Council Motions: Northeast False Creek Final Motion as Adopted (2018)

<https://council.vancouver.ca/20180213/documents/spec20180213min.pdf>

Council Report: Removal of the Georgia and Dunsmuir Viaducts (2015)

<http://council.vancouver.ca/20151021/documents/cfsc20151021min.pdf>

Downtown Eastside Plan (2014)

<https://vancouver.ca/files/cov/downtown-eastside-plan.pdf>

False Creek Flats Plan (2017)

<https://vancouver.ca/files/cov/false-creek-flats-plan-2017-05-17.pdf>

False Creek Flats Rail Corridor Strategy (2012)

<https://vancouver.ca/docs/eastern-core/rail-corridor-strategy.pdf>

Greenest City Action Plan (2015)

<https://vancouver.ca/files/cov/greenest-city-2020-action-plan-2015-2020.pdf>

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Healthy City Strategy (2015)

<https://vancouver.ca/files/cov/Healthy-City-Strategy-Phase-2-Action-Plan-2015-2018.pdf>

Local Food Action Plan (2013)

<https://vancouver.ca/files/cov/Local-food-action-plan.pdf>

Moving Toward Zero: Safety Action Plan (2016)

<https://vancouver.ca/files/cov/moving-towards-zero-council-presentation-dec-2016.pdf>

Rewilding Vancouver: Environmental Education & Stewardship Plan (2014)

<https://vancouver.ca/files/cov/enviromental-education-stewardship-action-plan.pdf>

Transportation 2040 (2012)

https://vancouver.ca/files/cov/Transportation_2040_Plan_as_adopted_by_Council.pdf

Urban Agriculture Strategy (2014)

<https://vancouver.ca/files/cov/park-board-urban-agriculture-policy.pdf>

Urban Forest Strategy (2014)

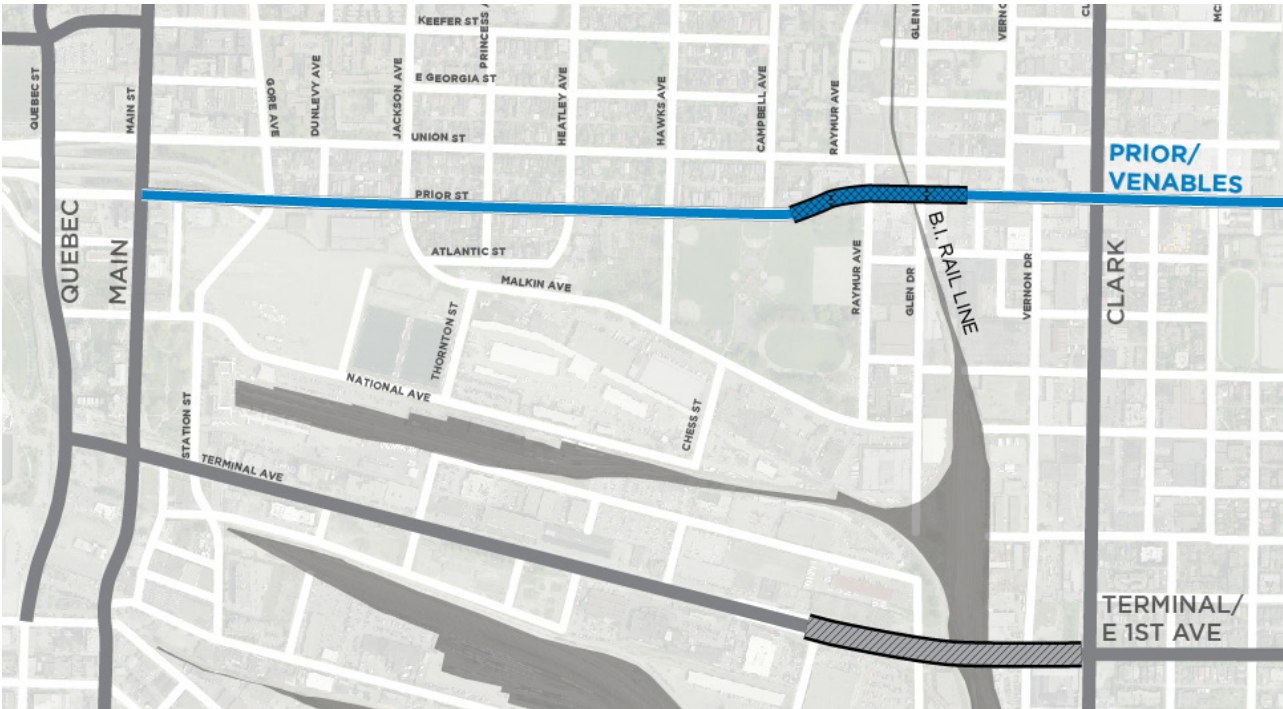
<https://vancouver.ca/files/cov/Urban-Forest-Strategy-Draft.pdf>

Vancouver Food Strategy (2013)

<https://vancouver.ca/files/cov/vancouver-food-strategy-final.PDF>

Appendix I: Proposed Arterial Routes Maps

PRIOR/VENABLES -
OVERPASS AND UNDERPASS



WILLIAM



MALKIN NORTH



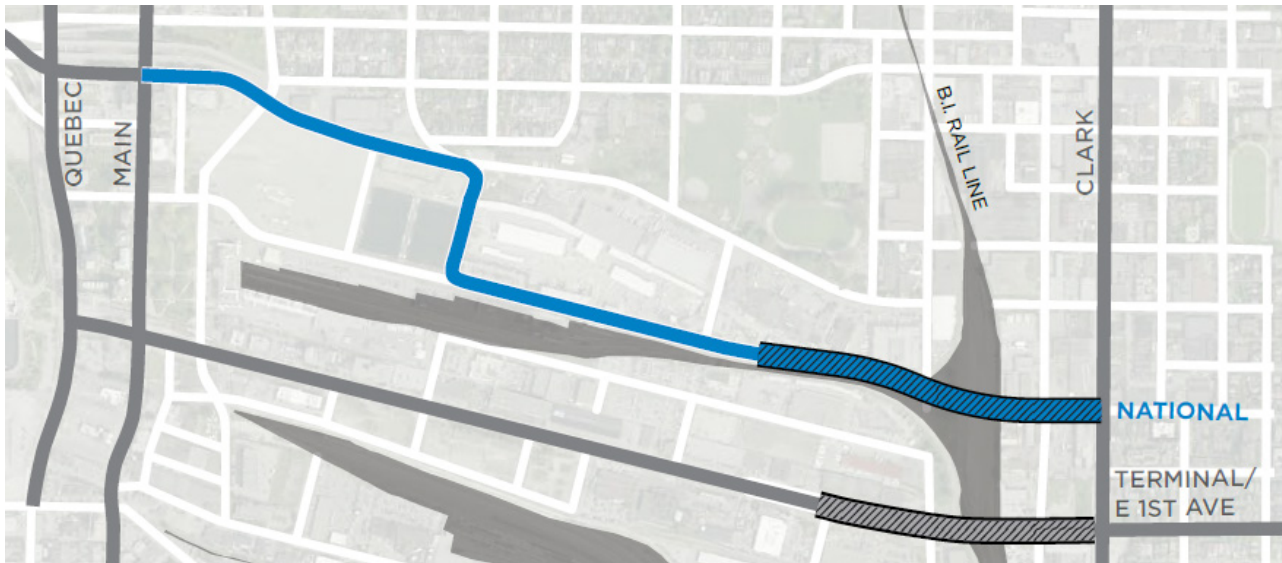
MALKIN CENTRAL



MALKIN SOUTH



NATIONAL-GRANT



NATIONAL-CHARLES



NATIONAL-CIVIC FACILITIES





About the Jefferson Center

The Jefferson Center is an international leader in civic participation, deliberation, and engagement, driven to design the future of democracy. With over four decades of experience, we partner with citizens, communities, and institutions to design and implement informed, innovative, and democratic solutions to today's toughest challenges.

To learn more about our work, please visit: jefferson-center.org



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.

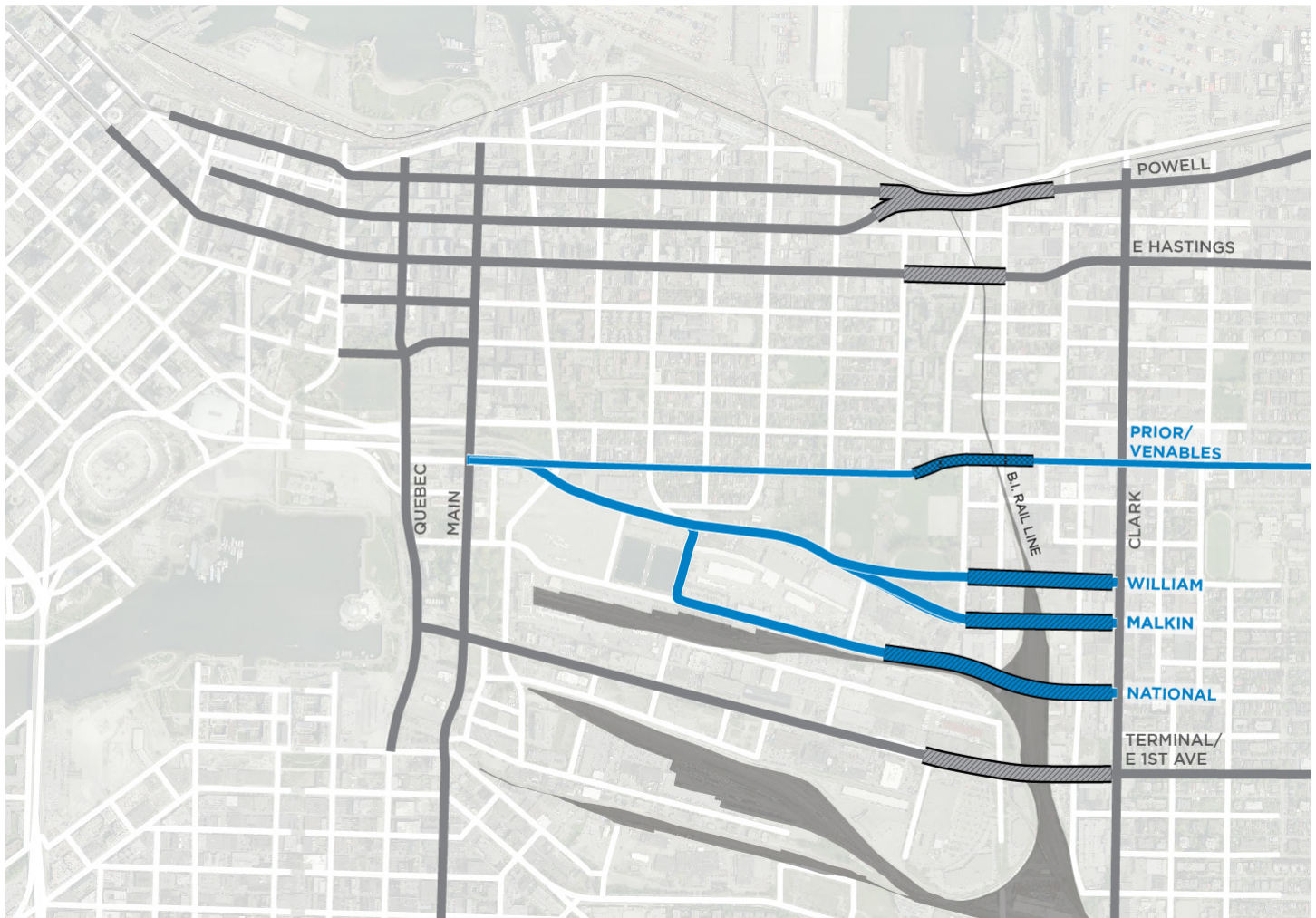
Input from the workshops and the online form are summarized over the following pages.

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

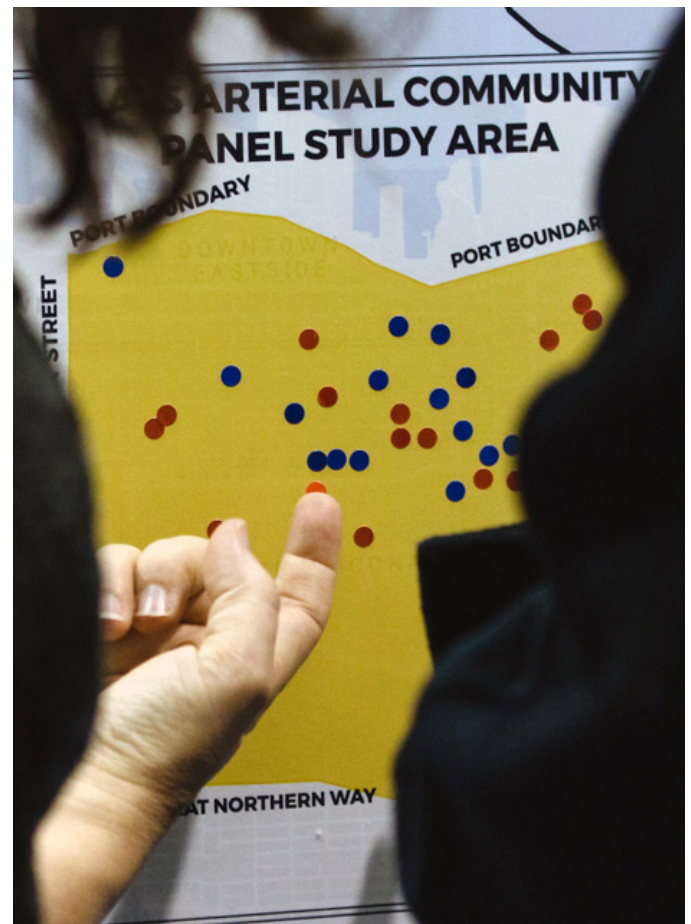
- If overpass how will trucks access Produce Row? Left turn from Prior onto Hawks?
- How can small businesses benefit from increased traffic in the area? Are there opportunities for cars to drive up to businesses and pull away from the road?

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

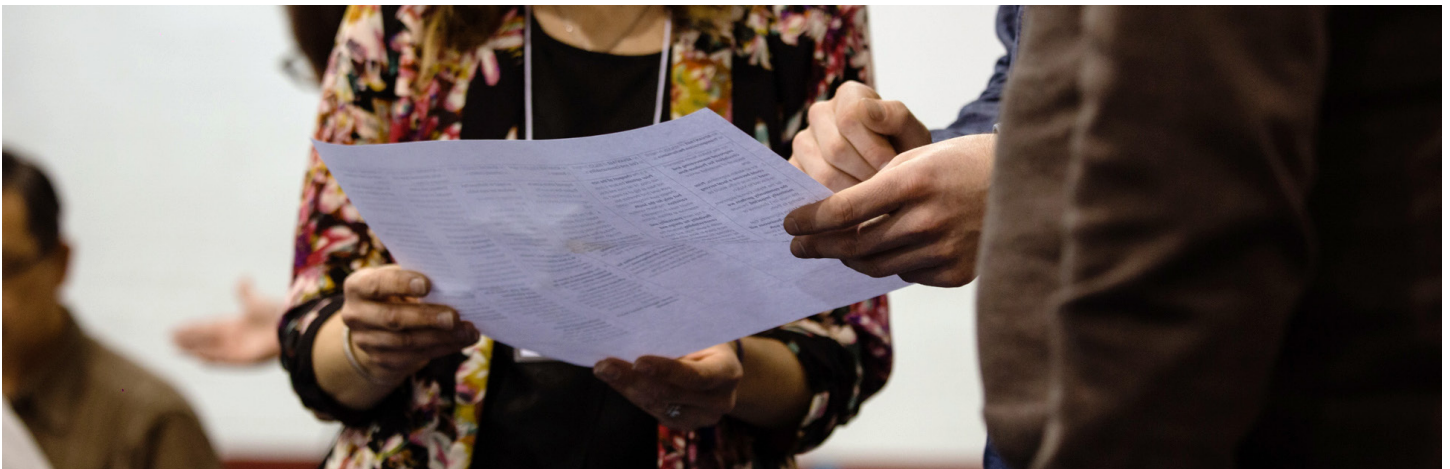
- The City should not take money from other needed community services
- Everybody will just continue using Prior as an arterial anyway.
- Planning
 - Is there a way to better incorporate the National-Charles option to the Northeast False Creek Plan? - To talk more about the cohesiveness between this 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

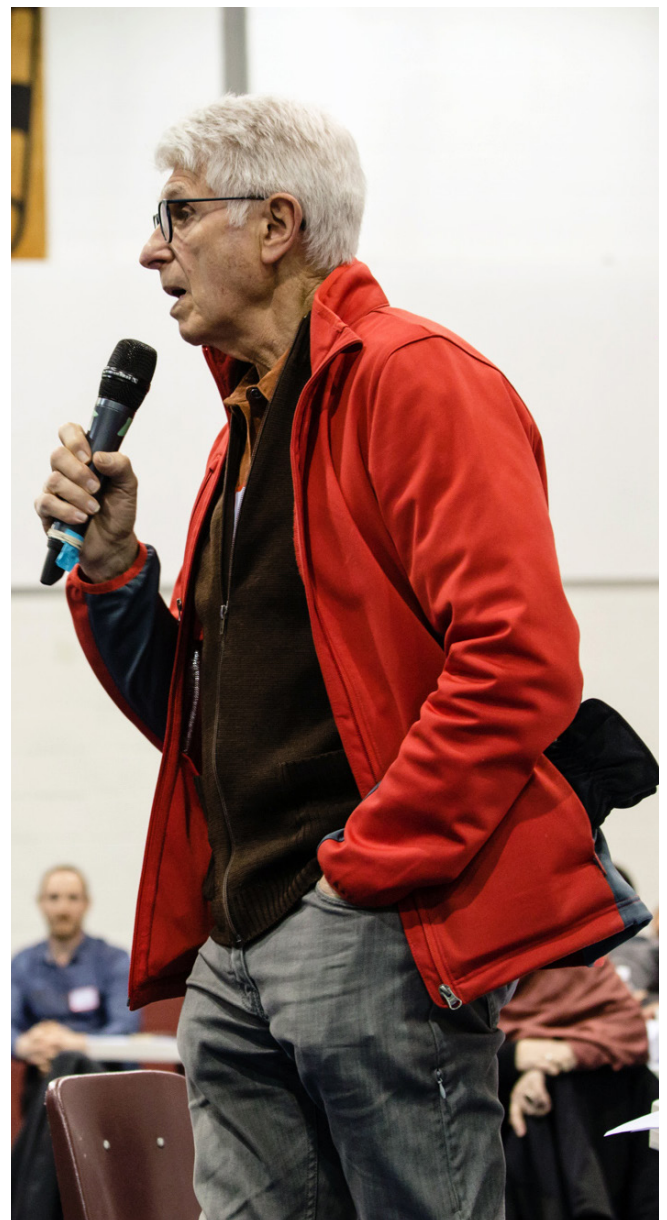
- No walk-in retail business will be affected; all warehouses on Williams
- Works best for Produce Terminal businesses
- Lower impact on businesses

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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