

April 24, 2019  
Vancouver  
City Council

# Final Report

The Flats Arterial

COMMUNITY PANEL

# Agenda

1. Project Background
2. About the Flats Arterial Community Panel
3. Panel's Recommendation
4. Panelist Presentations



# Project Background

# Our Team



The **Jefferson Center** is one of the foremost practitioners of deliberative democracy worldwide.

Project staff have designed, facilitated, or otherwise supported more than thirty deliberative projects for municipal, state, and federal government, private businesses, and others in the United States, United Kingdom, and Australia in the past 5 years.

Our team is based in Vancouver & the United States. Susanna Haas Lyons served as Panel Chair.

# Why a Community Panel?

Random Selection

Diverse group of residents & impacted businesses.

Deep Learning

Panelists consider detailed information from a variety of perspectives.

Deliberation

Time and resources to weigh the trade-offs.

Recommendation

Clearly structured, consistent assessment of each route, with clear evaluative logic supporting the final recommendation.

# Initiating the Community Panel

- May 2017** ● Council approved the False Creek Flats Area Plan. At that time, arterial exploration was removed for further exploration.
- May 2018** ● City selects Jefferson Center as independent convener of the Community Panel.
- November 2018** ● Recruitment for Community Panel begins.
- December 2018** ● Members of the Community Panel selected.

# Community Panel Convenes

- January 2019** ● Community Panel begins.
- April 2019** ● Community Panel concludes.

# Recommendations

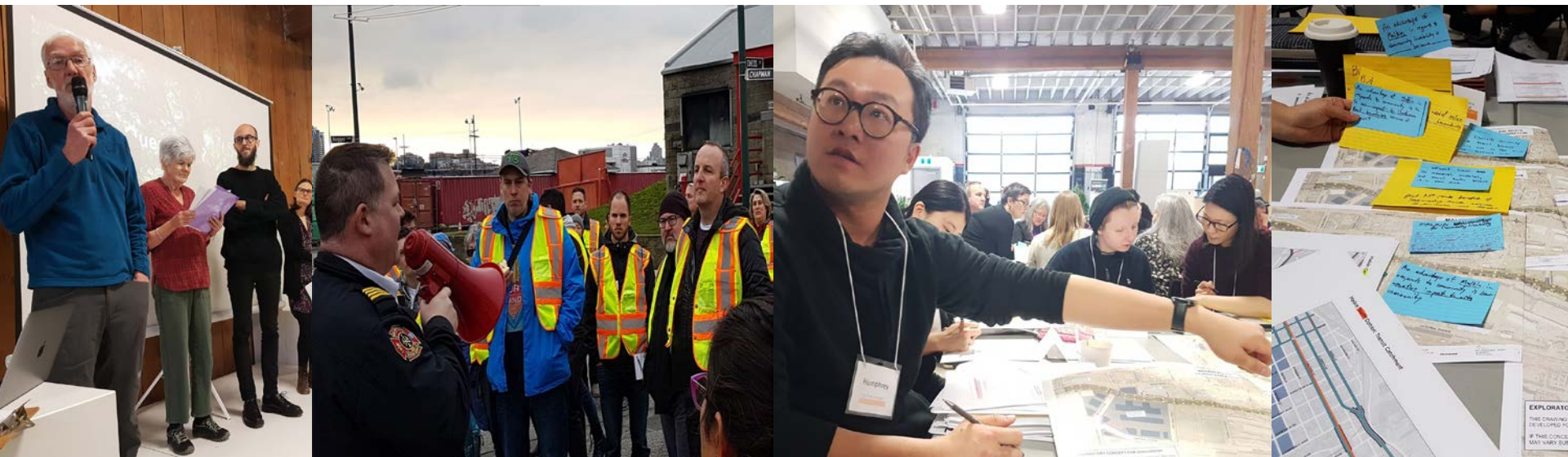
- End of April 2019** ● Community Panel presents recommendation to Vancouver City Council and Vancouver Park Board.
- Fall 2019** ● City and Park Board staff make recommendation to Vancouver City Council and Vancouver Park Board.



About the  
Flats Arterial  
Community  
Panel

# Panel Mandate

The Flats Arterial Community Panel, a diverse group of residents and business participants, was tasked with providing a recommendation and rationale for the preferred alignment of a grade-separated arterial route in False Creek Flats.





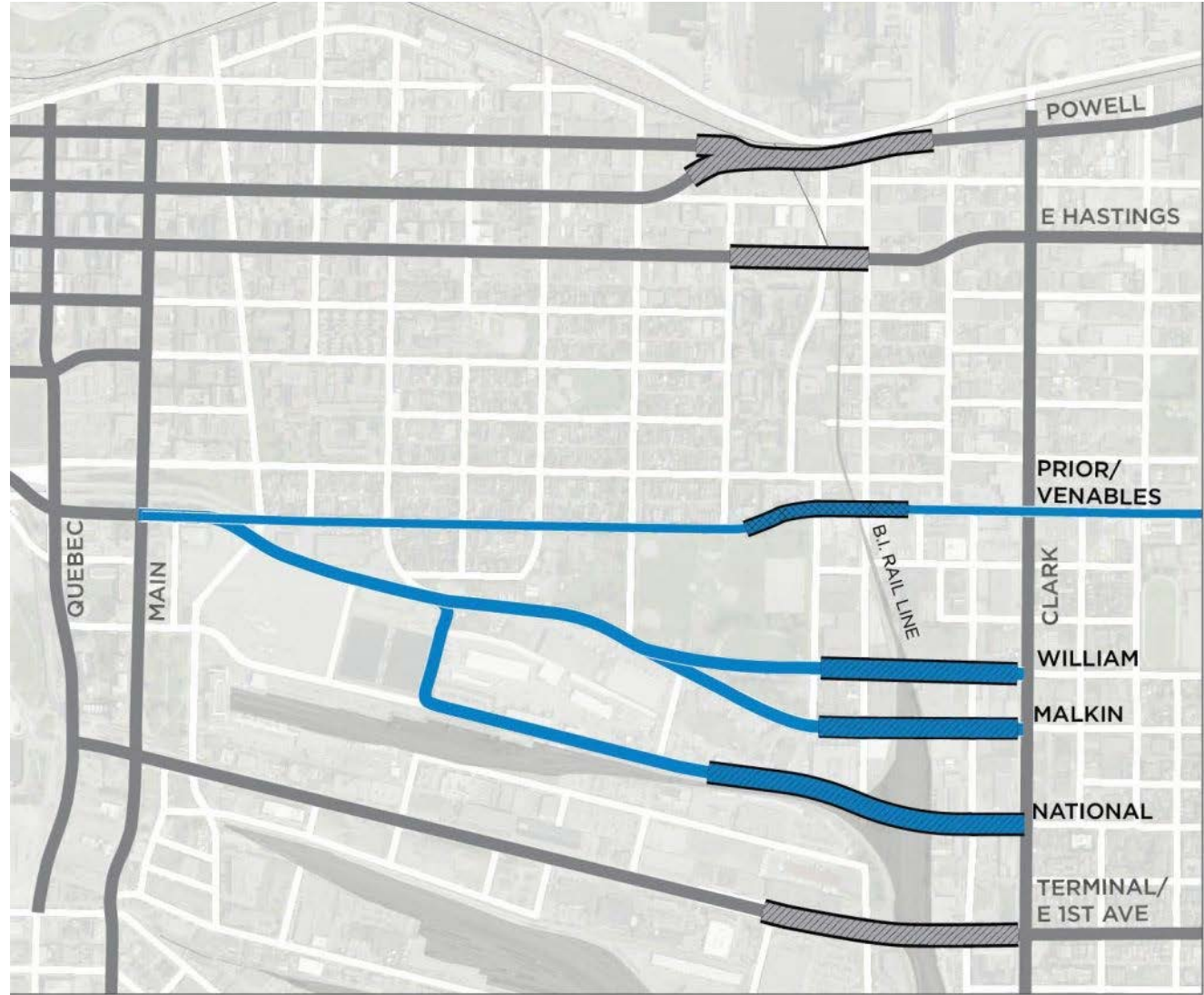
# 4 Route Alignments

**Malkin Avenue**  
(North, Central, & South variations)

**National Avenue**  
(National-Grant, National-Charles, & National-Civic variations)

**Prior/Venables**  
(overpass & underpass variations)

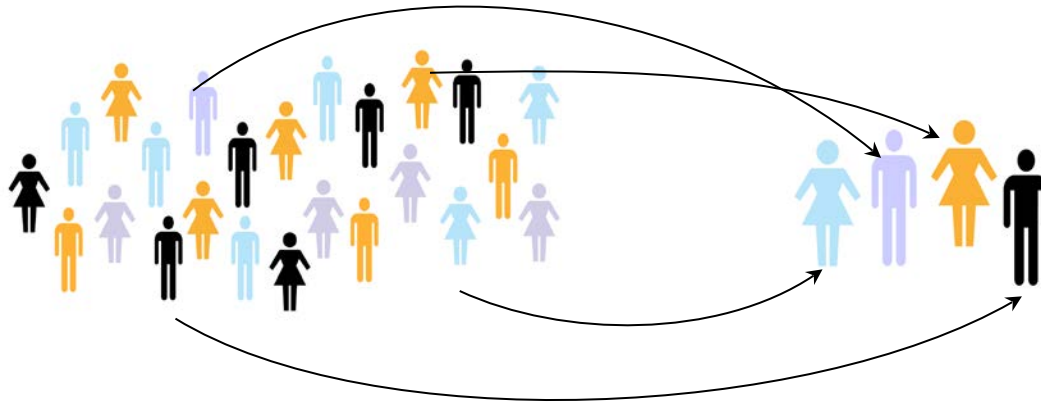
**William Street**



# Stakeholder Engagement

- Produce Row businesses
- Charles St businesses
- William St businesses
- Strathcona BIA
- BC Trucking Association
- Greater Vancouver Gateway Council
- CN Rail, CP Rail, BNSF, Rocky Mountaineer, Southern Railway of BC
- TransLink
- Port of Vancouver
- Greater Vancouver Board of Trade
- Field Sports Federation
- Strathcona Community Centre
- Raycam Community Centre
- Strathcona Residents' Association
- Eastside Culture Crawl
- Cottonwood and Strathcona gardeners
- Earhand Gleaners

# Panelist Recruitment & Selection



11,000 postcards  
mailed  
+ Community outreach

200 volunteers

42 panelists

Residents

21 local and 6 city  
randomly-selected to  
match census  
demographics (age,  
gender, ethnicity,  
location)

Local Business

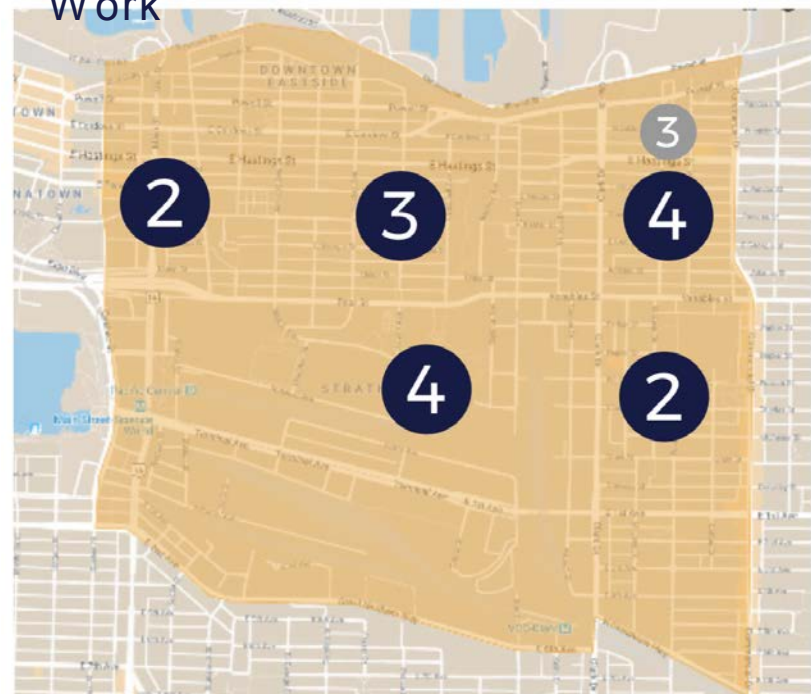
15 randomly-selected  
for varied  
representation  
(business type, size,  
and location)

# Panel Composition

Local Participant + Citywide Participant Residence

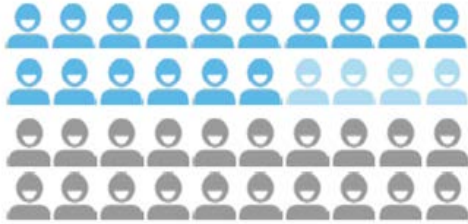


Business Participant Place of Work

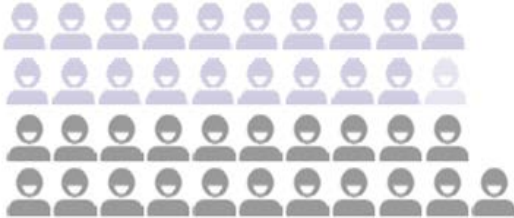


## GENDER

Female



Male



Non-Binary



## ETHNICITY

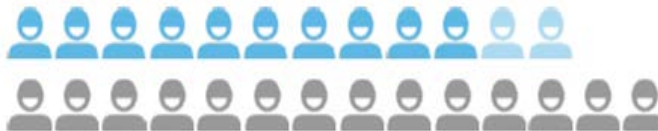
Caucasian/White



Indigenous



Visible Minority



## AGE

16-29



30-44





45-64



65 and over



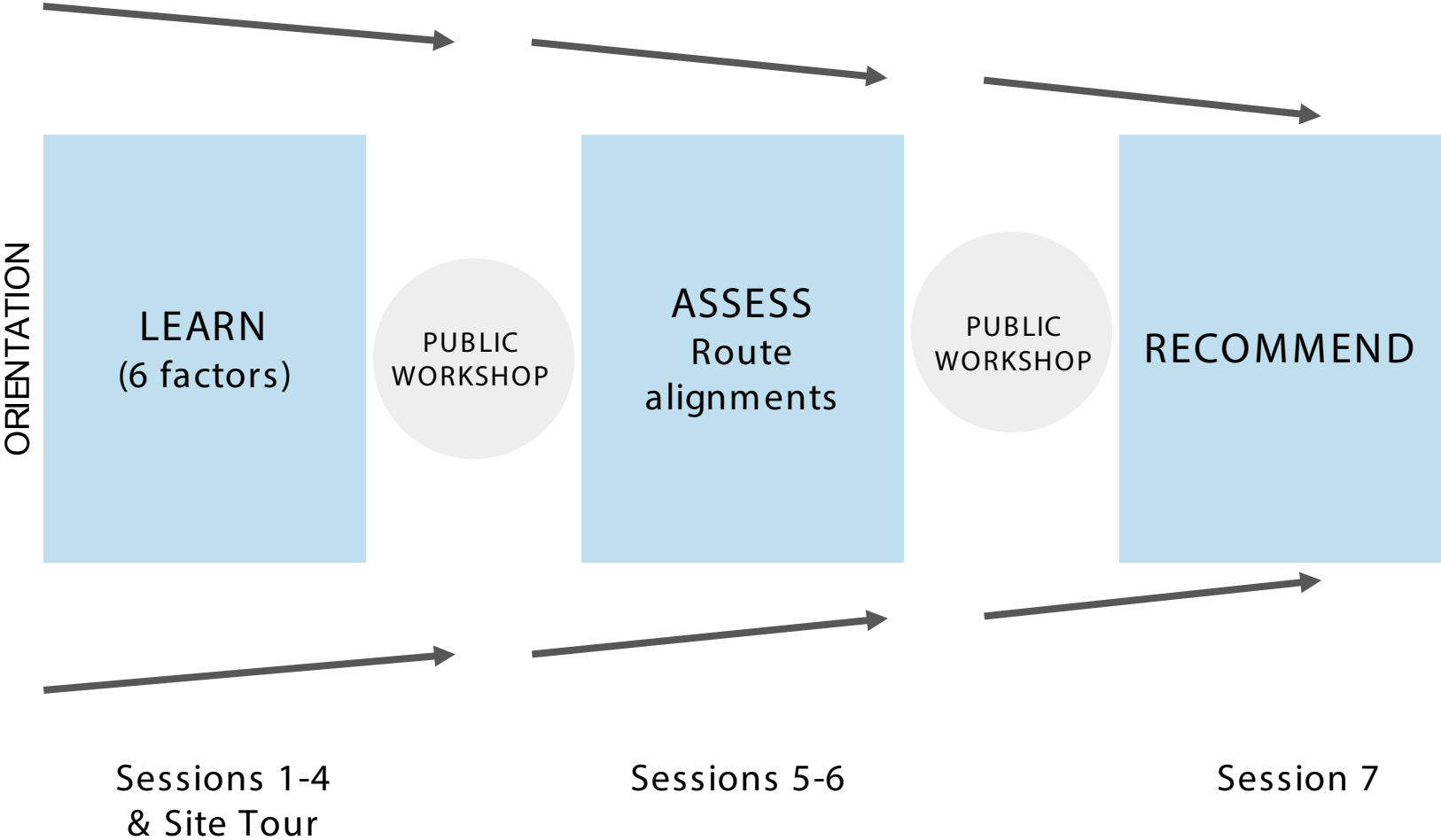
# Selected Panelists & Target Demographics

 = Targets  
 = Actual



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# Panel Process



# 6 Factors to Guide Learning



Transportation  
Performance



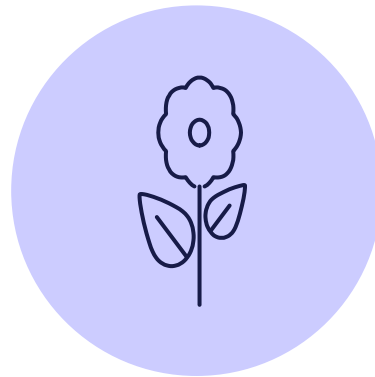
Cost and  
Constructability



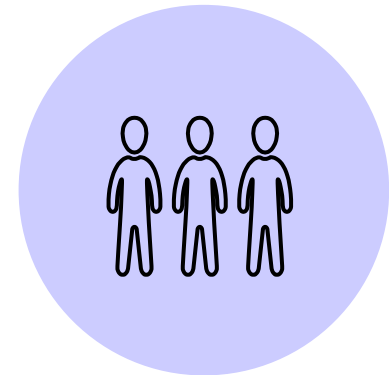
Business



Community  
Livability



Parks, Recreational  
Spaces, Community  
Gardens



Public and Other  
Community Facilities



# The Community Panel's Work

## Detailed Information

Consider **detailed background information** and perspectives from 50+ City and Park Board staff, community members, business representatives, and other affected stakeholders

## Public Input

Consider input from 200 members of the **public** via online forms and public workshops

## Advantages & Drawbacks

Develop **advantages and drawbacks** for each route alignment, relative to the six key factors

## Case Statements

Produce **case statements** highlighting top advantages and drawbacks plus clear rationales for and against each route option

## Recommend

Through **deliberation & voting**, narrow route options from 9 to 5

Using **Ranked Choice Voting**, determine recommended route option supported by a majority of the

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COMMUNITY PANEL



# The Panel's Recommendation

# Narrowing the Route Options

Panelists first narrowed down the route options to 5, through a vote:

- National-Charles
- Prior/Venables - Underpass
- National-Grant
- National-Civic Facilities
- Malkin North

Then, using a ranked choice vote, Panelists voted for the route option they believe best meets the needs of the neighbourhood, city and region.

# Recommended Route: National-Charles





# Panelist Presentations

- ❖ Khelsilem
- ❖ Nicole Stinn
- ❖ Bryan Uyesugi
- ❖ Parveen Rai

# Key Route 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.
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.
6. **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.

# Key Route Drawbacks

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. 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.



# Evaluation

Dr. Tina Nabatchi (MPA, PhD)

Joseph A. Strasser Endowed Professor in Public Administration  
Department of Public Administration & International Affairs  
Program for the Advancement of Research on Conflict & Collaboration  
(PARCC)  
Syracuse University Maxwell School of Citizenship and Public Affairs

Prepared by:

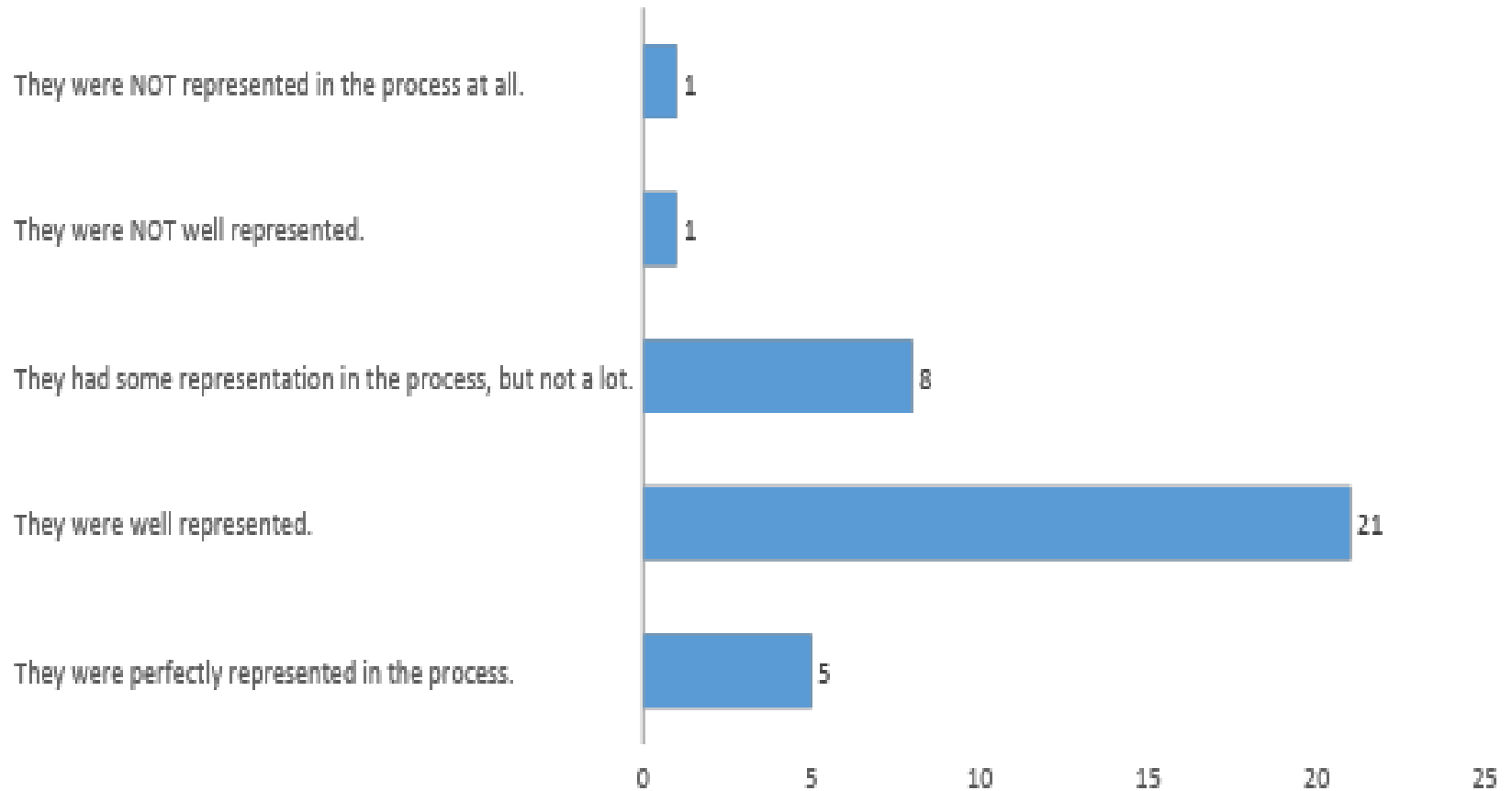
Suyeon Jo

PhD Candidate

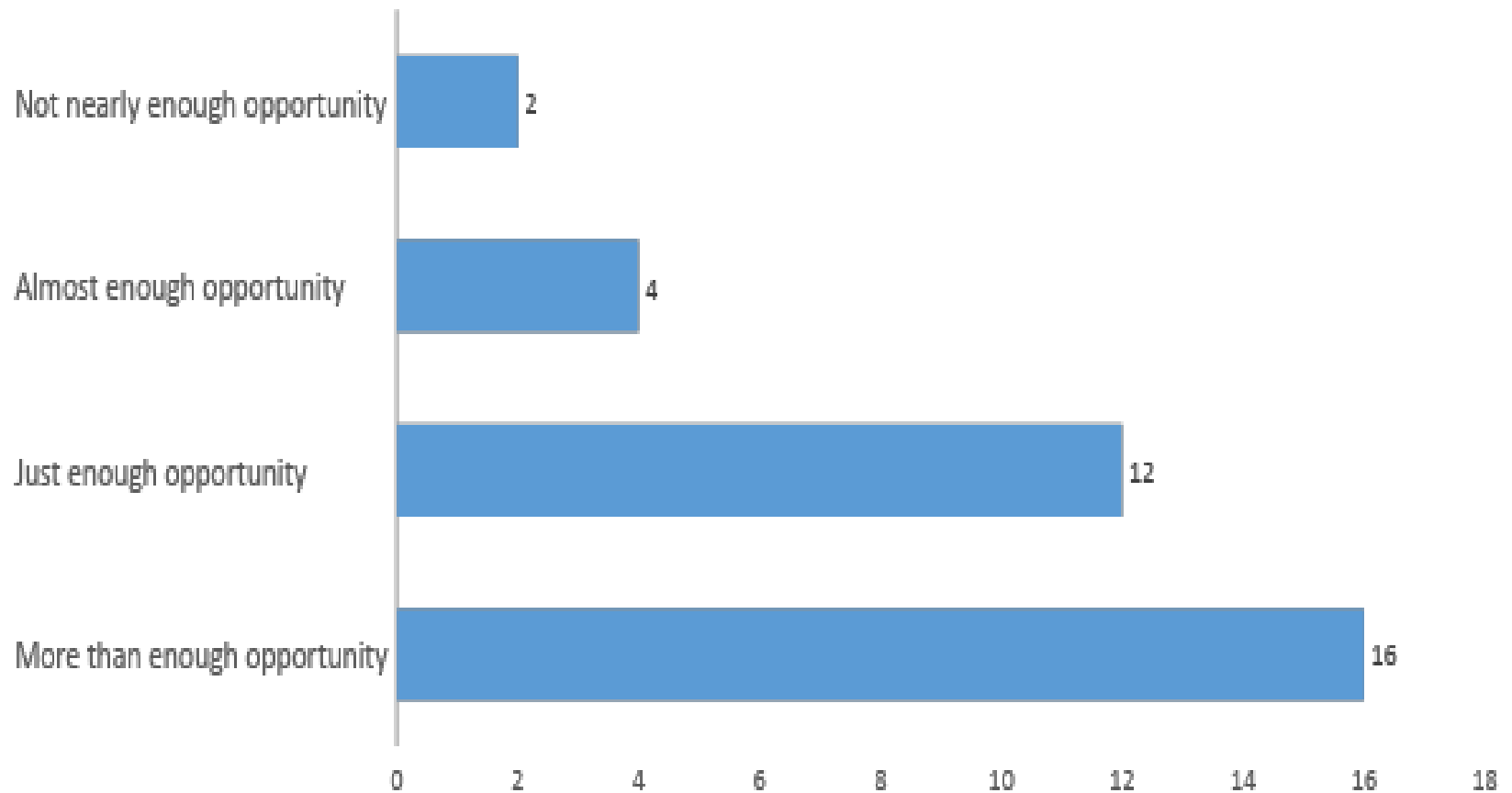
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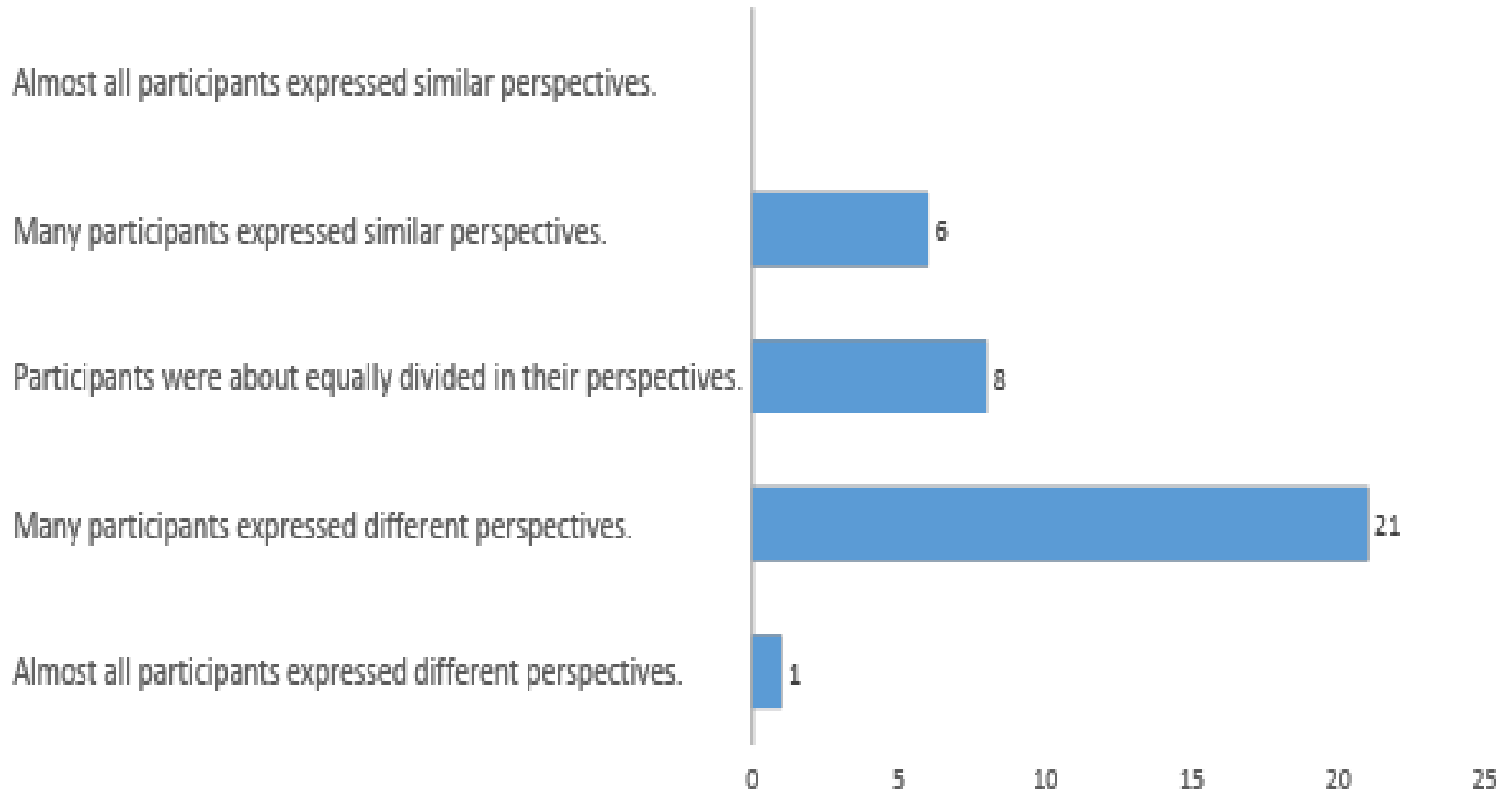
# Were those affected represented in the FACP?



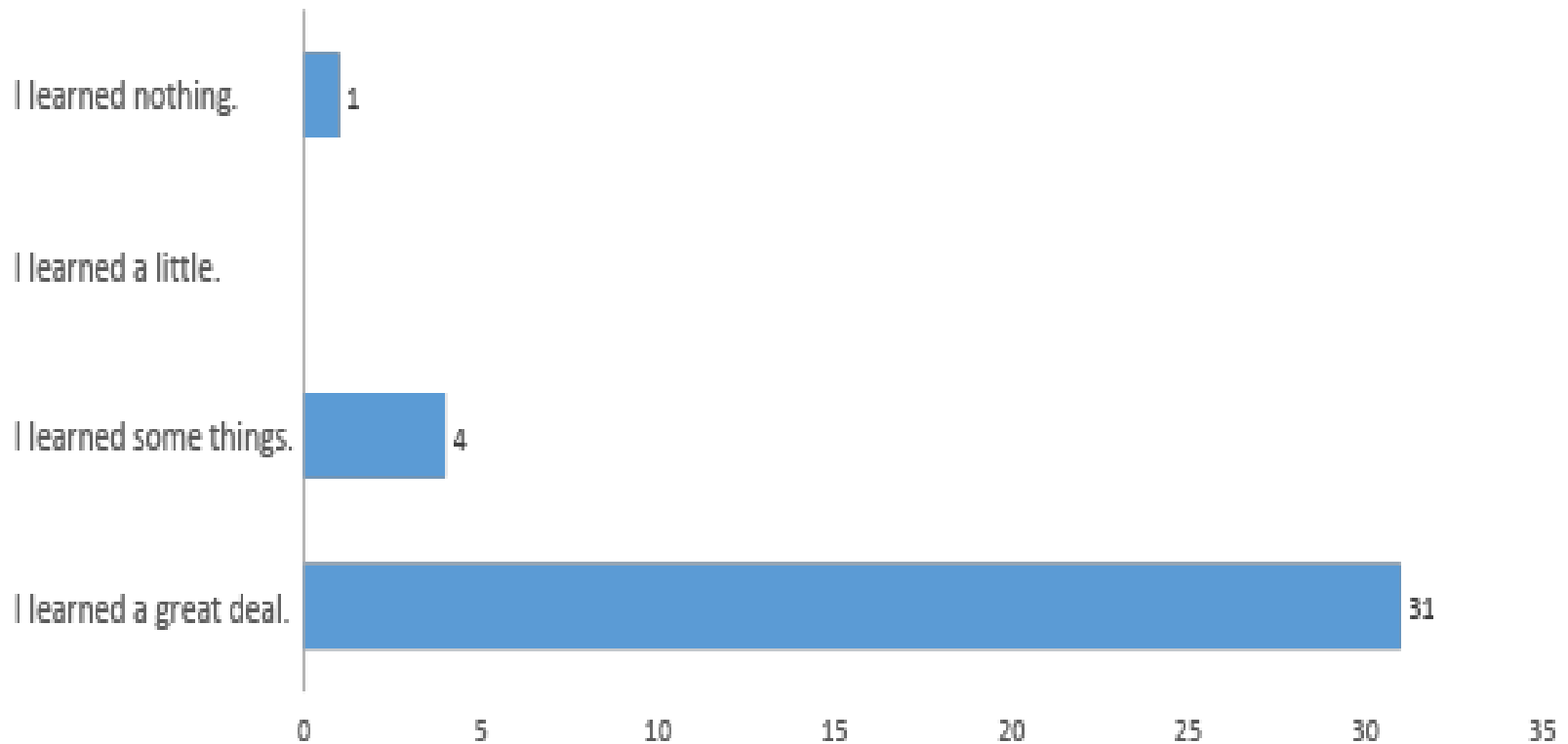
# Did you have an opportunity to express your views?



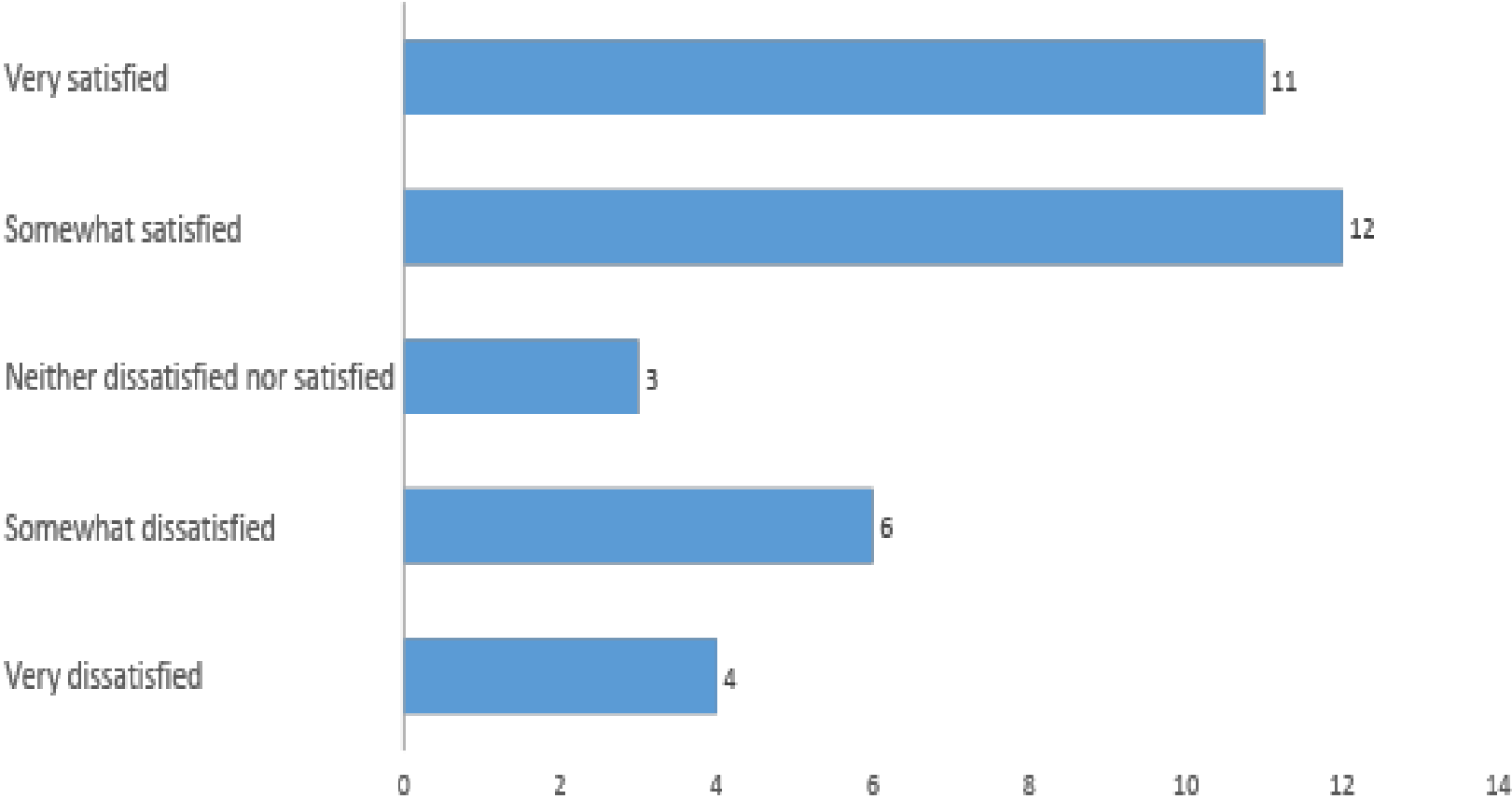
# Did you hear from a variety of perspectives?



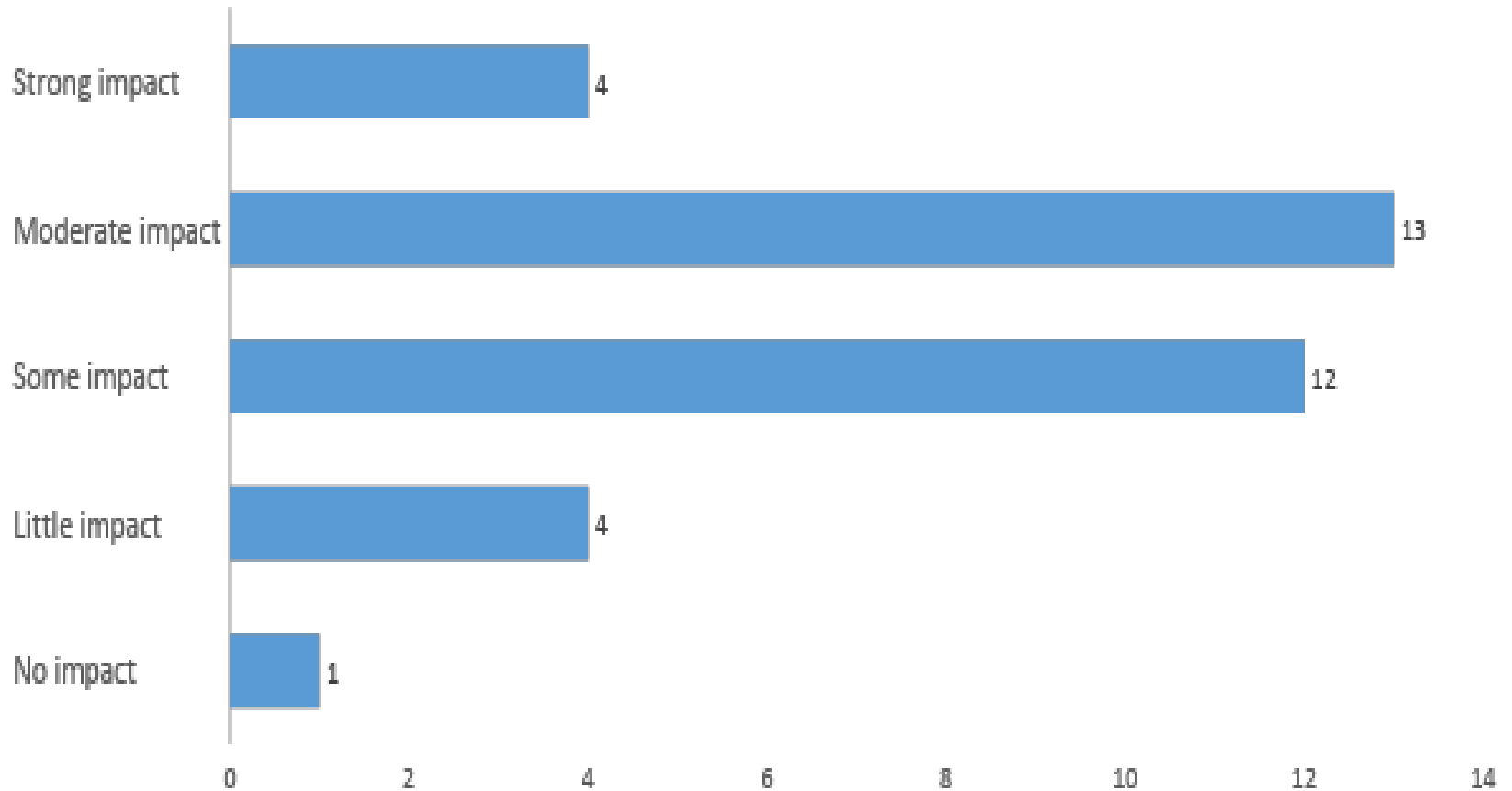
# How much did you learn in the FACP?



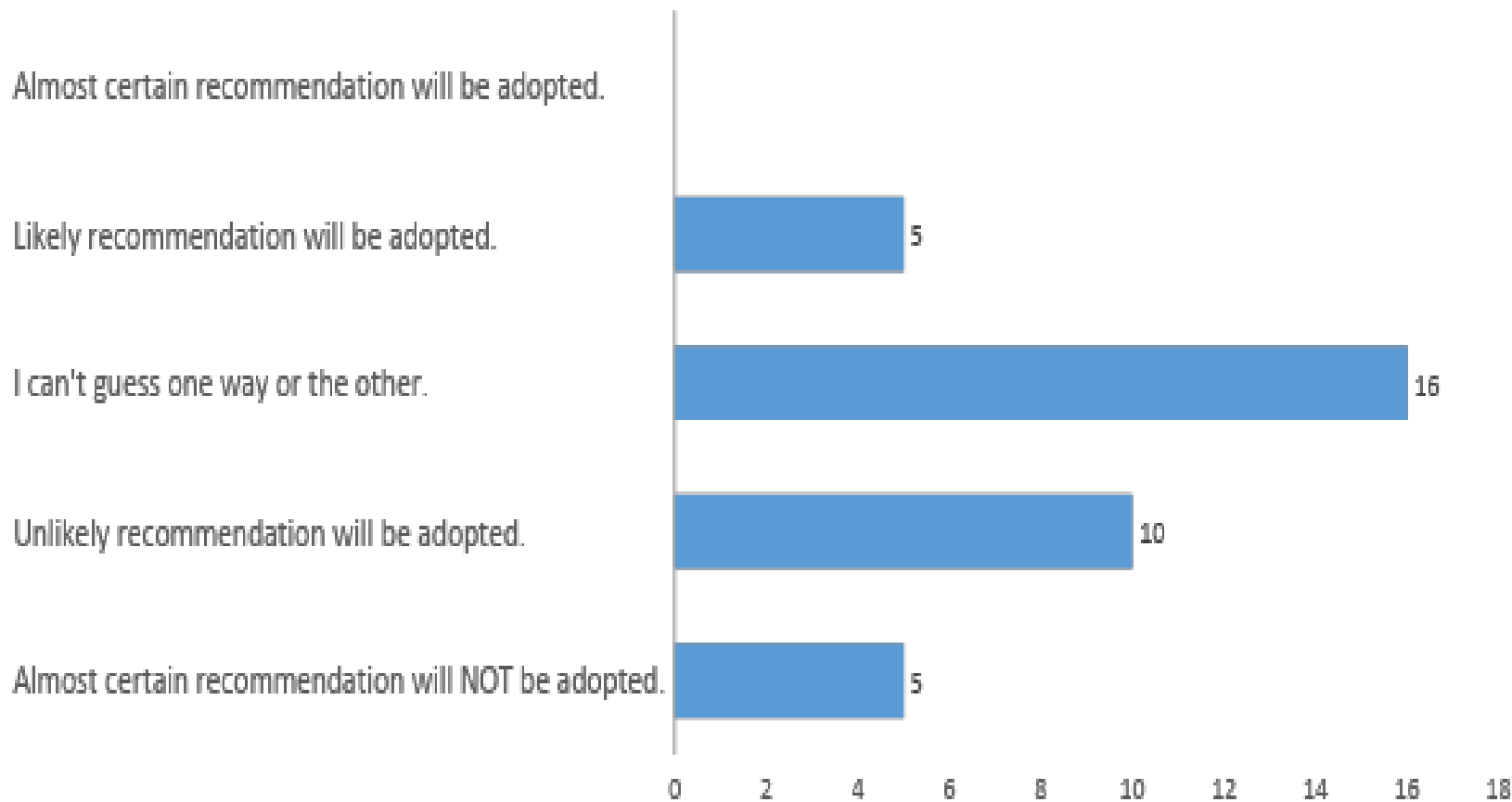
# How satisfied are you with the FACP recommendation?



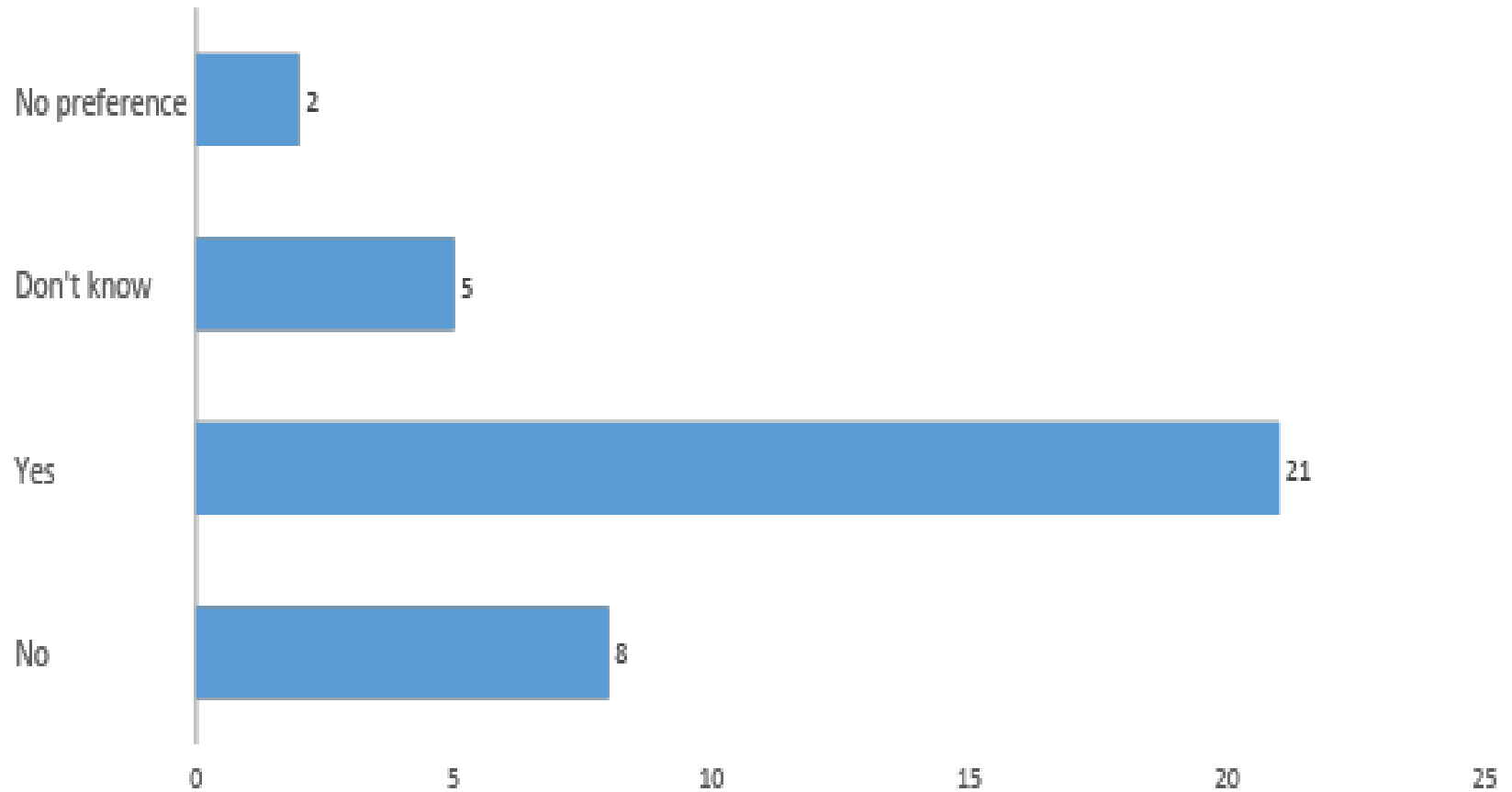
# How much impact will FACP have on the final recommendation?



# How likely is it that FACP recommendation will be adopted?

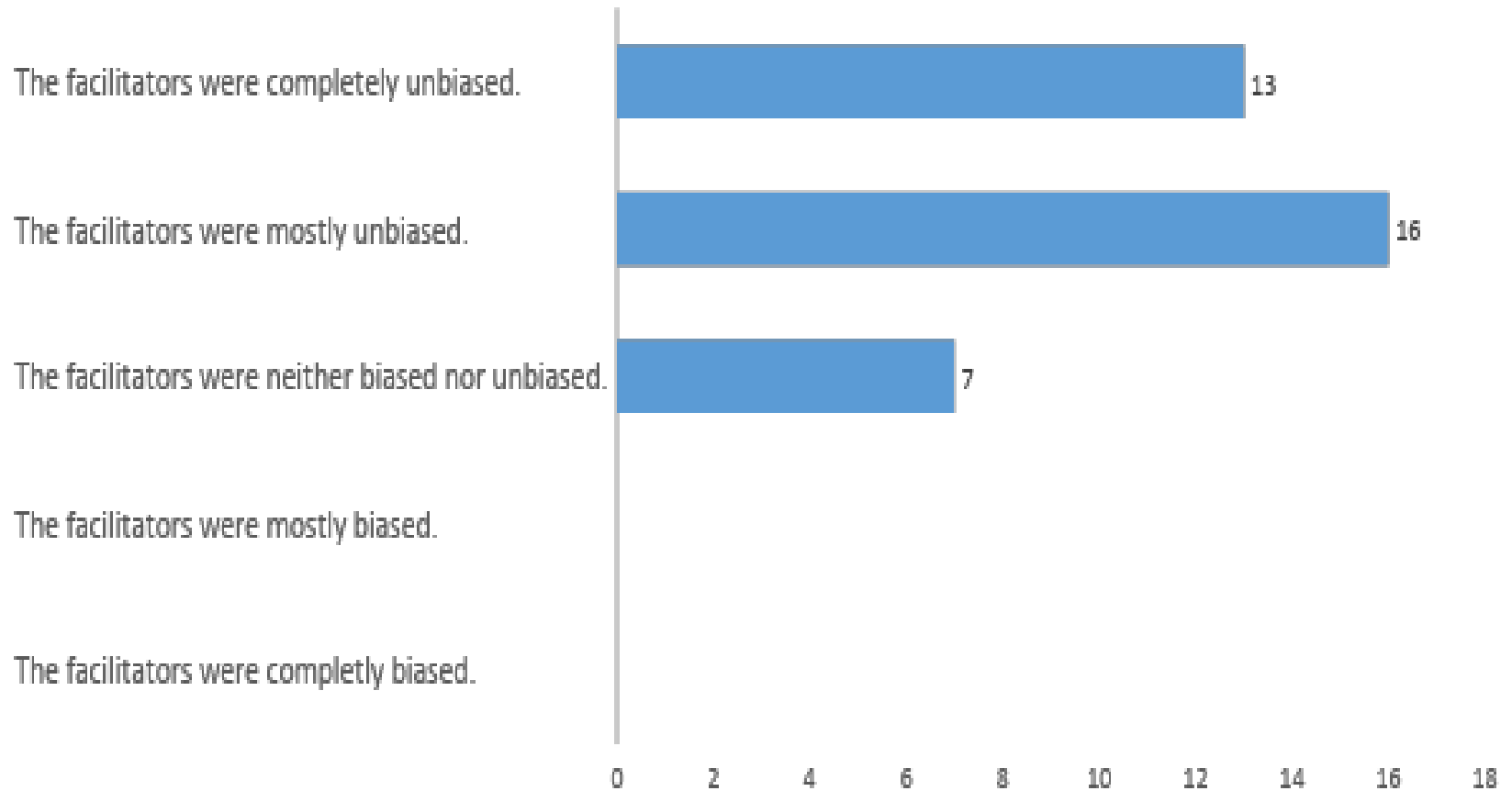


# Should the FACP recommendation be adopted?

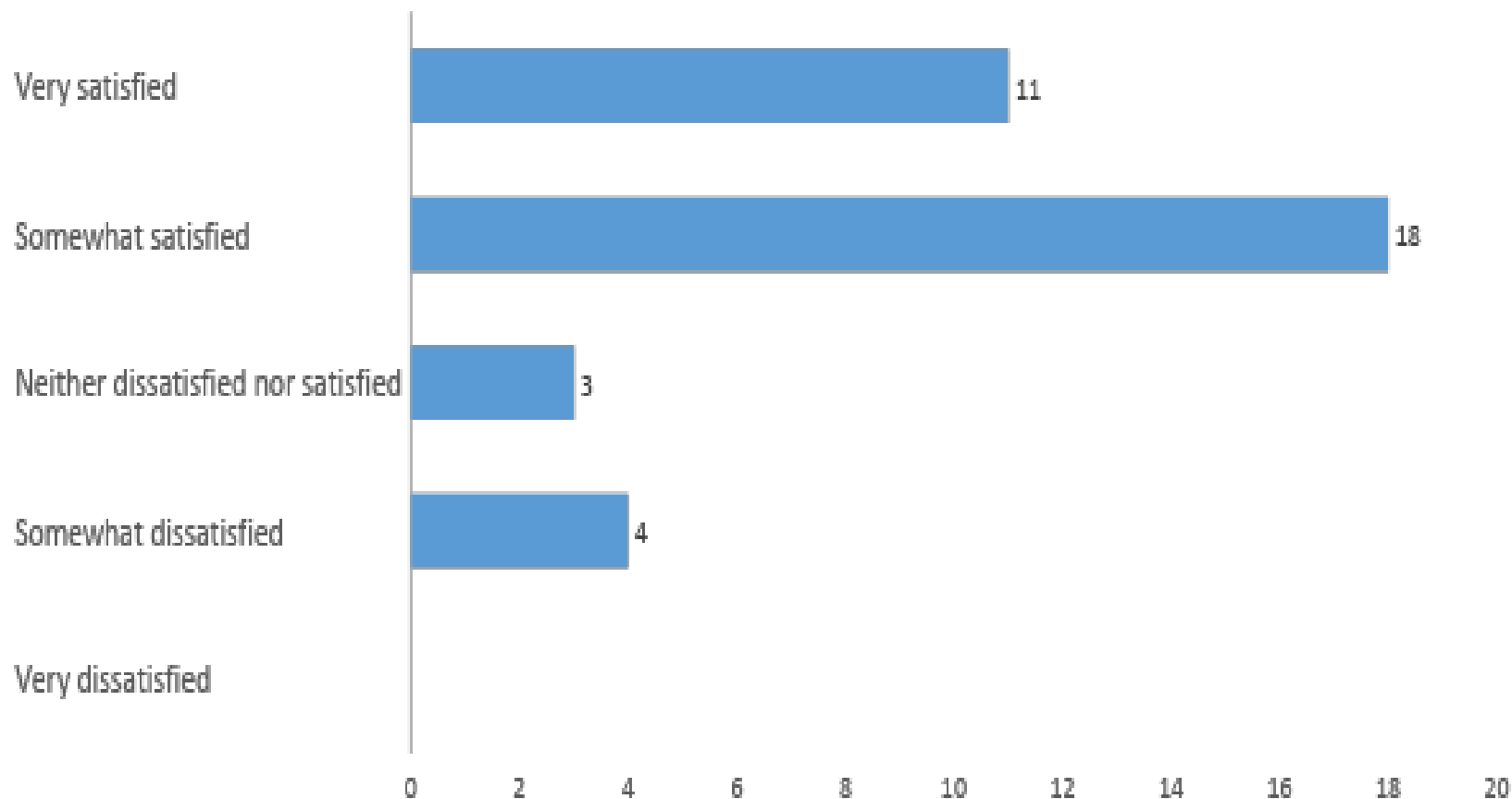




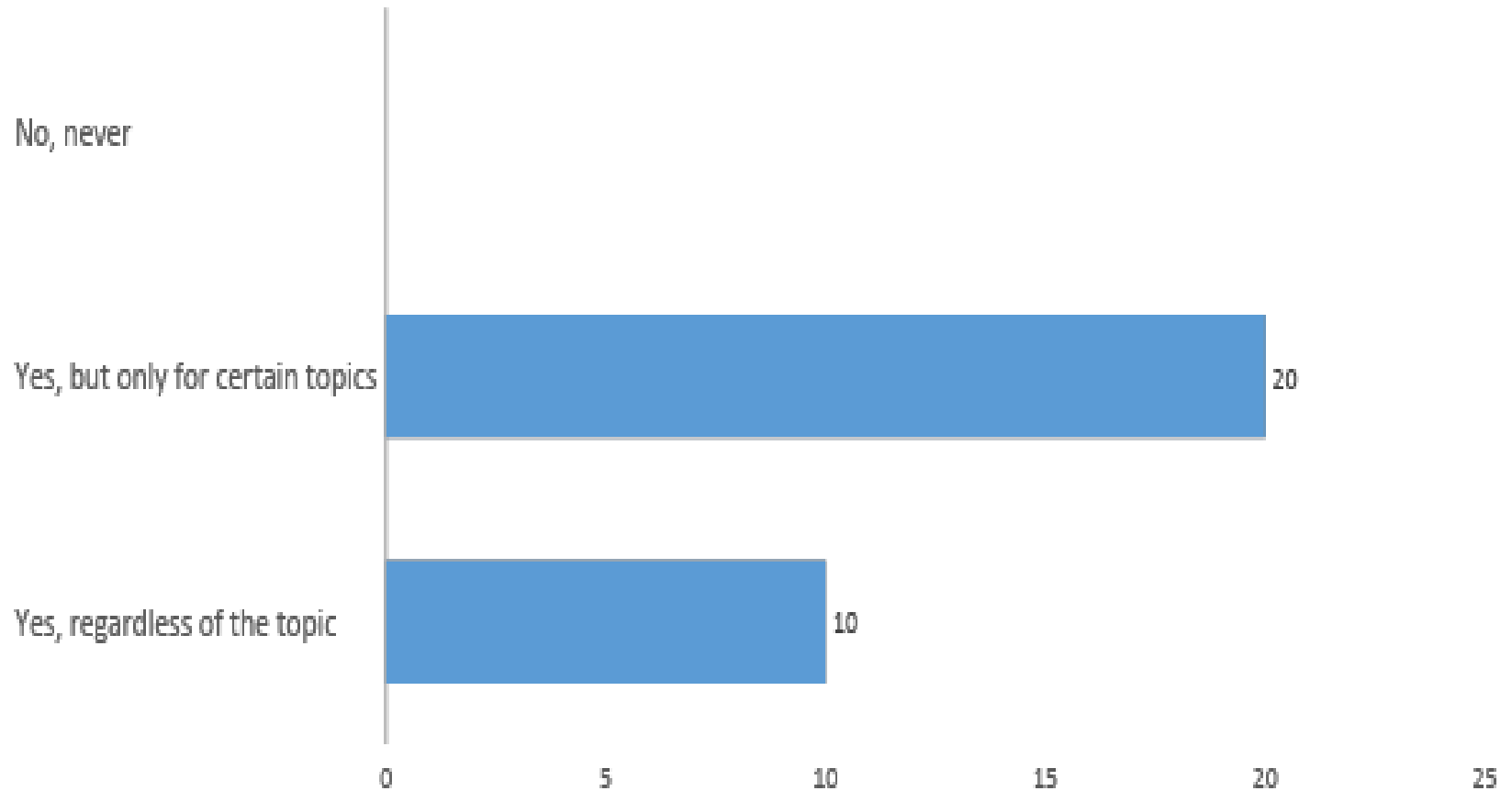
# Were the facilitators biased?



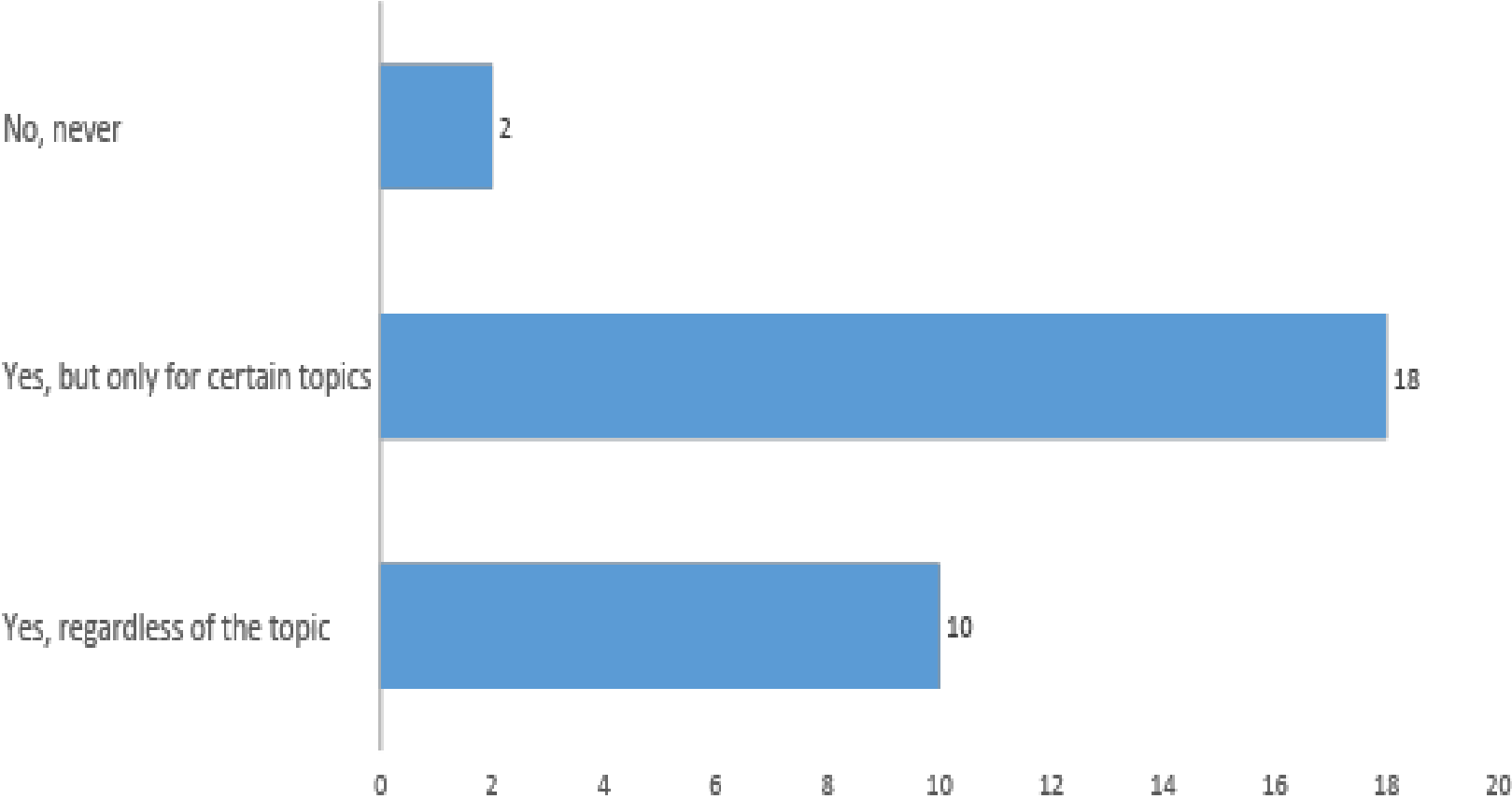
# How satisfied are you with the FACP process?

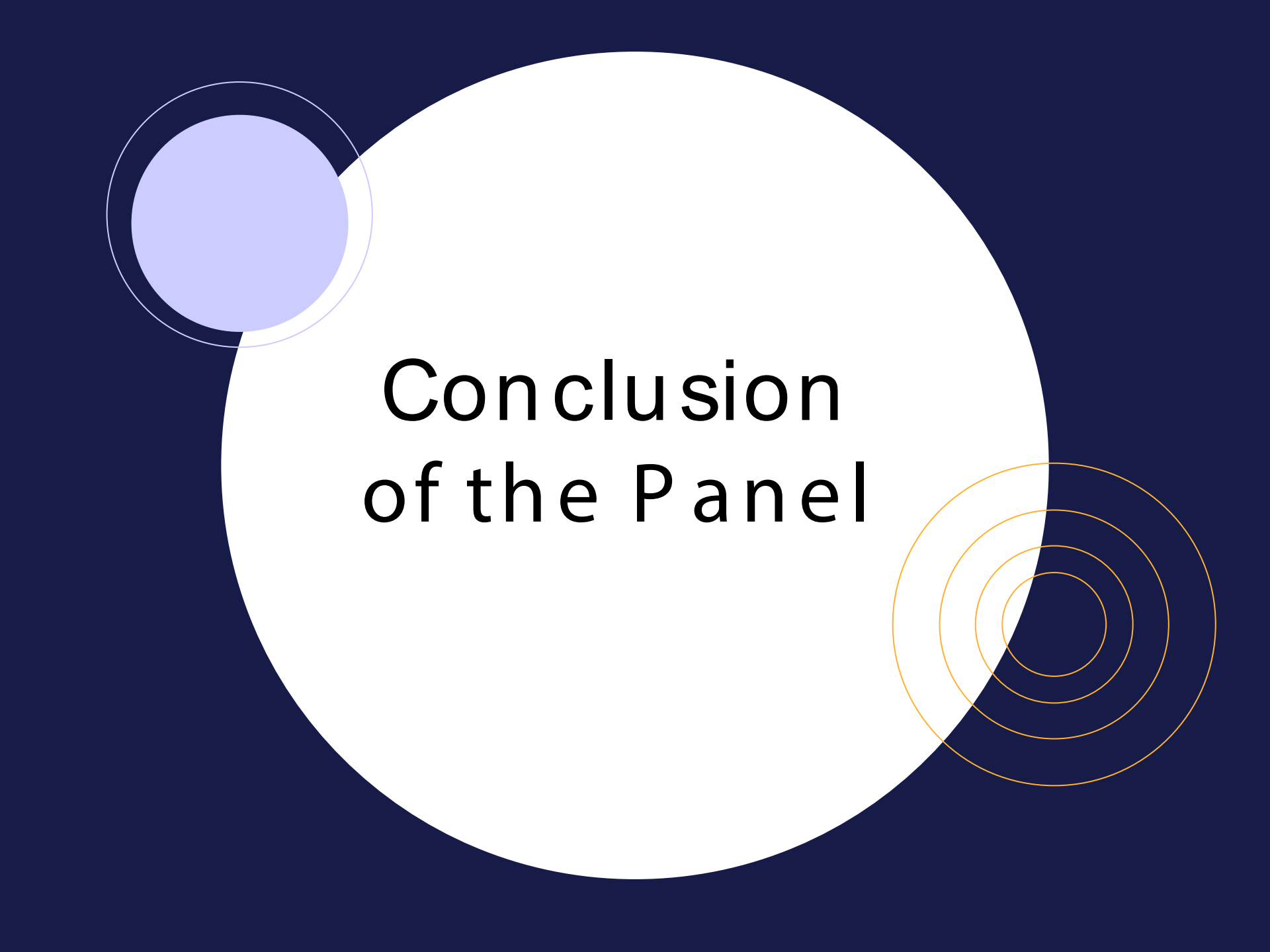


# Would you participate in a community panel process in the future?



# Should the City of Vancouver use a community panel process for future decisions?





# Conclusion of the Panel



# Thank You!

Community Panel members

Members of the public who participated

Presenters

City of Vancouver and Park Board Staff Working Group

Table facilitation team

& Vancouver City Council and Vancouver Park Board



The Flats Arterial

COMMUNITY PANEL

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