

Public Suggestions on Route Advantages & Drawbacks

Flats Arterial Community Panel

The following is a summary of ideas shared by the public at a March 5, 2019, workshop as well as through an online form for those who were unable to attend.

The Flats Arterial Community Panel cannot verify the accuracy of these statements. We encourage Panelists to consider looking for key concerns and values that underpin each statement.

The demographic makeup of attendees of the Public Workshop and of those who provided input online:

Gender Identity

Male: 42

Female: 34

Non-Binary: 1

Prefer Not to Say: 1

Age

<19: 2

19-24: 2

25-34: 8

35-44: 16

45-54: 13

55-64: 25

65+: 11

What's your connection to the area?

I live in the False Creek Flats area: 26

I work in the False Creek Flats area: 28

I live in another area of Vancouver: 35

I work in another area of Vancouver: 28

I live outside of Vancouver: 17

I work outside of Vancouver: 9

PRIOR/VENABLES

Suggested Advantages (Prior/Venables)

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.

Suggested Drawbacks (Prior/Venables)

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 Lupolo 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 Spaces, 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.

Other Comments (Prior/Venables)

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 Spaces, 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.

Public and Other Community Facilities

- N/A

NATIONAL

Suggested Advantages (National)

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 Spaces, 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

Suggested Drawbacks (National)

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.
- 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 Spaces, 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.

Other Comments (National)

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

Business

Parks, Recreational Spaces, and Community Gardens

Public and Other Community Facilities

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

MALKIN

Suggested Advantages (Malkin)

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 the & better lighting

Parks, Recreational Spaces, and 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.

Public and Other Community Facilities

Suggested Drawbacks (Malkin)

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 Spaces, and 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
 - 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 out through the northern portion of the hospital land. This has many service implications.

Other Comments (Malkin)

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.

Transportation Performance

Cost and Constructability

Business

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

Parks, Recreational Spaces, and 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

Suggested Advantages (William)

General

Transportation Performance

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

Cost and Constructability

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 Spaces, and 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.

Public and Other Community Facilities

Suggested Drawbacks (William)

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 Spaces, and Community Gardens

- 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.

Other Comments (William)

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 emerg 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 Spaces, and Community Gardens

- Would Hawkes 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

Public and Other Community Facilities

ALL ROUTES/UNSORTED/OTHER SUGGESTIONS

Other Comments

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.

Community Livability

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 it 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 or 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.