

WORKSHOP 3

Moving what matters:
Connectivity, transit
and transportation

June 16, 2015 - 5.30 PM - 8.00 PM

Feedback,
Issues & Ideas

WORKSHOP OUTLINE

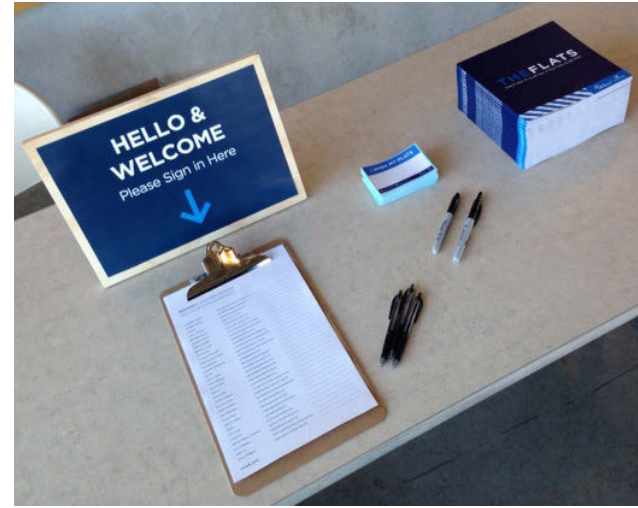
1. Introductions & Presentation
2. Key Issue - Sticky Notes Exercise
3. Facilitator Report Back Key Issues
4. Break (Facilitators sort issues into major themes at tables)
5. Opportunities, Challenges & Ideas
6. Facilitator Report Back
7. Conclude - Thank You

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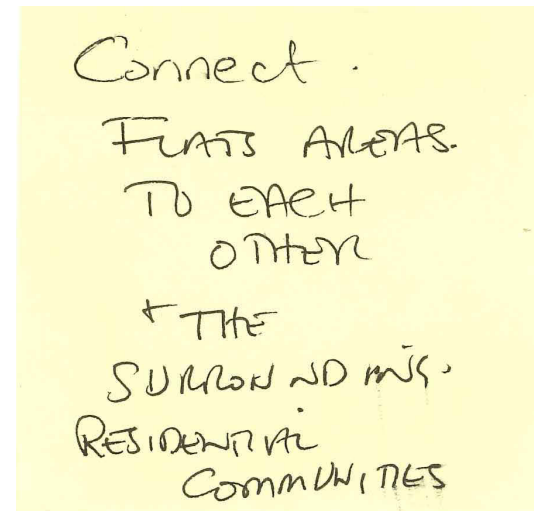
National Works Yard
701 National Avenue
Vancouver

THEFLATS



KEY ISSUES

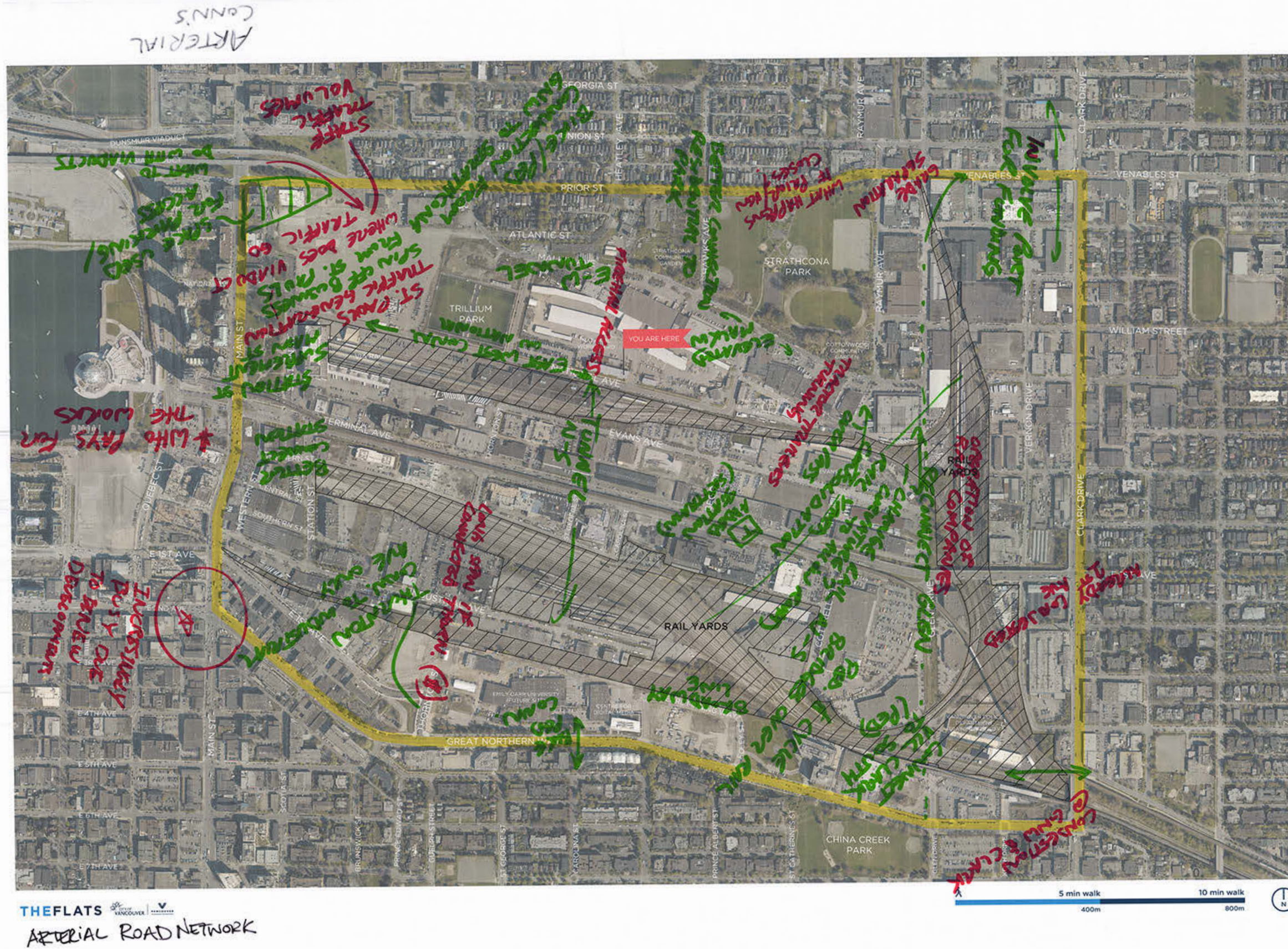
After a brief presentation, workshop participants were asked to discuss and document what they felt were the key issues that the False Creek Flats planning process needed to address, related to the workshops topic (Working in the Flats: Inner-City Industrial and Employment Intensification). The key issues were collected and organized into major themes, and these themes were used to arrange focused discussions on opportunities, challenges and ideas during the final part of the workshop.



Sticky-Note Feedback: Key Issues

ISSUES THEMES	Pedestrian/Bikes	Arterial/Road Network	Long Term Rail	N/S Connections	Others
RESPONSES FROM WORKSHOP PARTICIPANTS	Cycling connections, bike lanes	Connect Flats areas to each other and the surrounding residential communities	Rocky Mountain passenger train operational seasonal	N/S rapid transit connections	Main St community gardens
	Cycle track next to rail	transition towards surrounding residential neighbourhoods	Rail safety	N/S connection over rail	Manufacturing infrastructure to support innovative businesses
	Conflict b/w modes of transport	Smaller spaces for innovative start-ups	Emergence of personal rail transport in the future...	E/W transportation corridor?	"Flats as good neighbour - no pollution - no extra traffic - routes between GNW, Strathcona, Mt. Pleasant, and Seawall"
	Would be great to see some pedestrian cycling connectivity N/S if possible	Reduce congestion along bounding arterials	Crossing obstacles of rail yards, friendly for all modes (tunnel, bridge, elevator)	Break up major E/W blocks to improve accessibility for everyone	Clusters of use/industry = Hospital/Health Camp
	"Great cycling and walking connections for all ages and ability (sic) through the Flats and to destination on the Flats - passenger rail - hub for bike originated (sic) businesses and groups"	Terminal and Main traffic congestion	Rail needs long term plan	It is critical whatever improvements to the network prioritizes support of industrial use first and foremost, versus being built for bike connections.	Produce grow long term future
	Improve this intersection for pedestrians and bikes	What is being moved through the rail?	Consider rail consolidation, reconfiguration	Overcome rail barrier	Uncovering building codes and barriers to creating 'living buildings' a la Bullitt Centre in Seattle
	N/S vehicle/cycling and pedestrian across the rail yards	E/W connector	(high speed?) passenger rail (bullet train)	N/S connections	Transportation efficiency in the future
	Connect existing cycle routes	Public transportation connectivity through the site...	Need for space for future high speed rail. Connect to Waterfront rather than Pacific Central.	N/S pedestrian/cyclist pass-through	Loss of employment land in context of loss of industrial lands in Strathcona and DTES area
	Disconnected bike routes	Look at synergy between transit, housing, mobility, livability, and workability	High speed passenger rail	N/S transportation	Potential loss/impact on Cottonwood and Strathcona community gardens
		Impact of viaduct removal on Malkin ave traffic? Already very congested	Issue - rail bisects (sic) study area	N/S connection for transport	Soil is difficult to build on
		Engagement with Malkin wholesalers in planning process?	Issue - rail footprint dictates what can be done		Urban agriculture
		Terminal Ave cuts the Flats in half and impedes connectivity between the S/N side of the Flats. Need pedestrian/cycle connectivity.	Opportunity - provide better connections/grade separation rail/cyclists		Facintate (sic) prototyping spaces from digital/education to industrial scale production
		Traffic pattern changes with St. Paul's relocation and viaduct removal	Less rail, more than enough rail already exists in the Flats. Try to remove non-essential rail already existing		"Separation of industrial uses from... - residential - education"
		Achieving a connected road network (post viaducts)	Protect rail capacity, provide for increased rail movements, identify ways to improve all movements to mitigate (sic) the congestion		
	Remove the viaducts	Balance B/W rail vs. land use			
	New E/W connection into DT/Hospital				
	What is the time frame of the key issues?				
	Moving cars off Prior to Malkin				
	Use/manage existing E/W roads, Bld N/S and don't add more! Only car use.				
	Rationalize parking				
	Permeability				
	Remove the viaducts				
	New E/W connection into DT/Hospital				
	What is the time frame of the key issues?				
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OPPORTUNITIES, CHALLENGES & IDEAS



6 CO-OPERATION NETWORKING

- a network of people and organizations working together to achieve a common goal

OPPORTUNITIES, CHALLENGES & IDEAS ACTIVE, PED. + BIKES



A LAND USE PLAN THAT PUTS EYES ON STREET ALONG BIKE/ PED ROUTES FOR SAFETY + ANIMATION - Link to Arts/ Cult Prod + studios

USE PARKS FOR REC/ PEOPLE

Bus route 1st Terminal

depth of bike path - all along roads
new pedestrian route along Georgia
Roving activity
The street's end in...
The street is...
Use parks for recreation/people

to create a safe route on
Side walk on
a ped/bike
or shared side walk
Calm prior/
vehicles using

Not enough
places to safely
cross Clark in
this area

Separated
bike lanes
on commercial
drive

Excellent
north-south
alternative
to Clark!

CLARK IS
WIDE ENOUGH
FOR A BIKE
LANE
(NOT PEAK HOURS?)

B public
bike station

1 Main protected
Separated bike lane
on Main

2 Terminal
INTERNAL ROUTES

36 Gleno/
Vernon
#1
#2
GUEN DR.
CONNECTOR
#1 CONNECTION
TO PARK

33 CONNECTION
TO HILL

41-11
MAIN
ALTERNATIVE

QUICK WIN!
AN EASY
ALTERNATIVE
TO MAIN ST.

Bike Ped path
Under Skytrain
Guideway
could move
traffic to North
side of Main

Use 3rd/4th/5th
lanes on right
turn off
Main at 2nd
SB Main
turn off
Main at 2nd

protected
bike lanes
Main on ly
direct
obvious
route

ADDITIONAL
SPACE FOR
ACCESS TO
NEW CAMPUSES.

This is an
existing
route!
UNDER-USED!

QUICK WIN!
PED/BIKE ROUTE
CORPORATE
PARTNER?!

QUICK WIN!
WIDEN
PATH/SIDEWALK
ON THE BRIDGE

This is already
a dirt foot path!
FLATE
NO NEED TO CLIMB HILL
UP TO CLARK! with
BIKE

TRANSPORT? FALSE CREEK FLATS
BIKE SHARE, HERE ONLY?
MICRO-SHUTTLE
LOOP?

THE FLATS logo and scale bar: 5 min walk, 10 min walk, 400m, 800m

OPPORTUNITIES, CHALLENGES & IDEAS



N/S CONNECTIONS

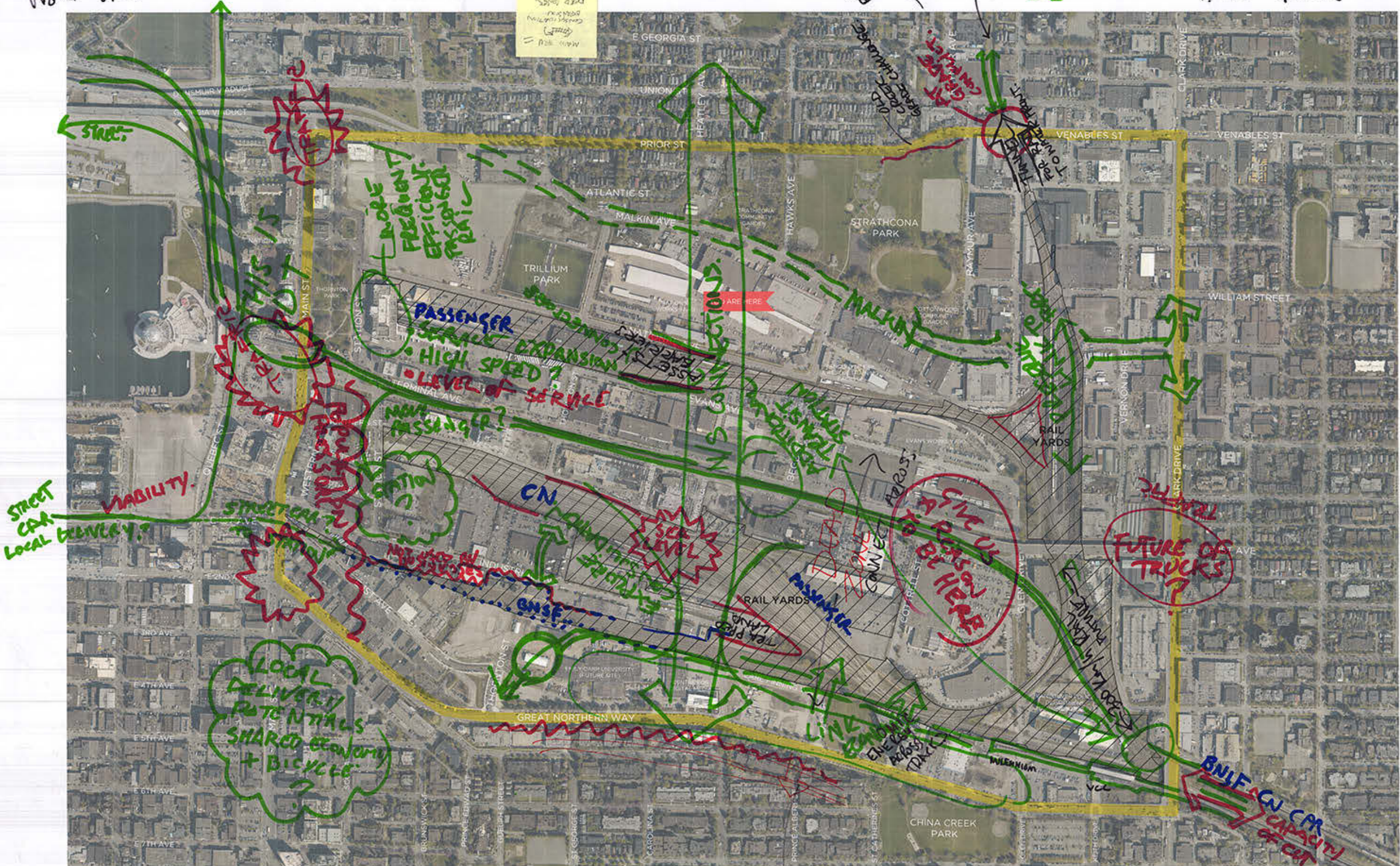
OPPORTUNITIES, CHALLENGES & IDEAS

LONG TERM RAIL FUTURE.

DATE: 2018
 CONSULTANT: [unclear]
 PROJECT: [unclear]

RESIDENTIAL FRONT PORCH CONFLICTS
 PORT. CONFLICTS
 RAIL LINES
 DOUBLE UP RAIL TO PORT.
 IMPROVE N/S EFFICIENCY

THINK BOTH SHORT & LONG TERM RAIL.
 EXPLORE BEST PRACTICES OF GETTING OVER RAIL.



THE FLATS VANCOUVER

Scale: 1:1000
 120 - 140m @ 1:1000

LONG TERM RAIL & CONNECTIONS
 MITIGATE GRADE TO CONNECT



ADAM. I WISH MY FLATS