

## **AN EVEN BETTER WAY: NATIONAL-CHARLES STRAIGHT**

The SRA had no time to share the advantages of a straighter National-Charles (NatCha) arterial option during our Panel presentation on February 9. There's growing interest in continuing the route with a straighter alignment along the existing west section of the National roadway.

So here are the SRA's views on this route's pros. We remain committed to the principles of doing the least harm and of opening the most opportunities for positive developments in the neighbourhood --- see your copy of *A Better Way* report (or find in FACP's Additional Resources under "Learn with the Panel").

**Taking Natcha Straight:** Towards the west end of National roadway, the route turns north onto Station St (or could continue to Main/Quebec). It has all the pros of NatCha. **And more:**

- IT SAVES/OFFERS MORE DEVELOPABLE SPACE, WITH COST BENEFITS

**Uses less space within FCF's developable area.** Existing roadway is alongside the rail line. Saves more developable space than all the routes that use Malkin. Removes need for the long and entirely new Malkin section between Main St and Atlantic St (0.5km).

**Offers Hospital opportunity to develop on north side.** No need for the new Malkin section, so Hospital could develop up to Prior St.

**Lowers budget costs for this route.** Utilizes entire existing National roadway, including portion provided for in the Hospital road network. Less asphalt needed. No land purchase costs for Malkin section.

- IT OPTIMISES APPROPRIATE ALIGNMENT

**Allows less travel time on a straighter route.** Much easier route with the Thornton S-curve removed.

**Extends pedestrian/cycle route to west.** Improves link to existing pedestrian/cycle route in False Creek.

**Puts entire arterial where it belongs.** Appropriate route within the industrial area for commuter, truck and emergency traffic 24/7 sirens. (Use some undeveloped area to improve National-Station curve.)

**Meets requirement that route starts from Prior and Main.** The Station St section ends at Prior, one block from Main. An area flexible to alignment adjustments at point where Viaducts will be removed.

- IT WORKS WITH HOSPITAL'S ROAD NETWORK CONCEPT PLAN

**Offers access to/from existing and new roads at convenient points on National and Station St.** At Hospital's "New Local Street" and "New High Street", and possibly off Station onto two/three future streets shown on the Hospital's concept plan.

**Ensures Emergency access to Hospital's north location off Prior or another local street.** Hospital prefers access off a local road (like a now calmed Prior St) to access from arterial (Prior/Malkin options).

**Offers more space to develop.** Southern section of Hospital plan still under revision. Scope to expand north to lower building heights, increasing healthy sun exposure.

- IT PROTECTS ALL GREEN SPACE AND PROMOTES BIODIVERSITY NETWORK

**Further preserves limited green space.** No losses to the park and community garden space desperately needed by a rising population in an already underserved area (way below Park:Population ratio of 1.1ha:1000). All the benefits of NatCha, and more.

**Spares all our forest canopy.** No trees lost from lowest % city-wide (5.9%) (Park Board data). All the benefits of NatCha, and more.

**Avoids impact on an existing green biodiversity corridor.** Broken only by today's Malkin Ave, this corridor extends from west edge of North Trillium Park continuously to east end of Cottonwood Garden. A major green space and wilderness area in Strathcona-DTES-FCF. Includes "Marvin Gardens", unofficial greenway between Atlantic St and Malkin Ave (established in the 1900s by Atlantic St residents and maintained to this day).

**Supports Park Board's aim to develop ecological networks and "biodiversity hotspots".** Offers the rising Strathcona-FCF population vital environmental and health benefits (projected 50%+ population increase). Strengthens links between green spaces for a network supporting biodiversity.

- IT MINIMISES POLLUTION, AVOIDS PROPERTY IMPACTS AND NEIGHBOURHOOD DISRUPTION

**Protects entire neighbourhood from noise and air pollution of arterial-overpass traffic.** Puts all heavy arterial traffic at a distance from where people live and work (particularly from Atlantic St). Assume Hospital campus will have CO<sup>2</sup> protections, as does National Works Yard building.

**Puts all future construction activity on the FCF.** Disruptive arterial-overpass construction work goes where it belongs, with all the major construction to come. A long-established, growing neighbourhood is largely left undisturbed.

**Avoids need to widen Malkin and Thornton Aves.** North American Produce would not have to close. No impact on Trillium Park. Minimal impact on National Works Yard.

- IT RETAINS IMPORTANT ACCESS AROUND THE NEIGHBOURHOOD

**Assures easy access to North Trillium Park.** Over today's Malkin Ave crossing --- for local families, schools and ecology/art groups.

**Keeps the #22 bus route on Prior.** Links to the arterial via Chess. If TransLink wants the #22 on the new arterial then a Community Shuttle bus system will be needed to serve the neighbourhood's rising population and existing/new businesses.