

## Ten Good Reasons to Support NatCha

1. **The Panel picked it.** A “good standard” Community Panel of 40 local residents, business owners, and workers spent three months debating this question in minute detail and overwhelmingly chose NatCha.
2. **It calms Prior.** It reconnects residents with their park, improves street life on Prior, allows for much needed street parking and promotes the development of a safer, healthier community and park. Imagine Strathcona in 20 years once Prior is turned back into a quiet residential street.
3. **It works for Produce Row.** Delivery trucks would have access at Chess, Thornton and possibly even Raymur. Use of Malkin and Glen to manoeuvre trucks would be exactly as it is now for all 14 Produce Row businesses.
4. **It doesn't take away greenspace.** It preserves Strathcona Park, Cottonwood and Strathcona Gardens, trees, amenities, and eagle habitat. It only impacts a small corner of Trillium.
5. **It creates a pollution barrier.** By routing business, commuter and hospital traffic through an industrial area, it keeps air pollution safely away from homes and two senior care facilities. Medical studies show that living less than 150m from an arterial is especially damaging to the respiratory systems of children, women and seniors.
6. **It's comparable in cost to other options.** Malkin, the city's original choice, required an overpass that extended across Glen and possibly Vernon, plus considerable park and property acquisition. The city considered that affordable. NatCha crosses no roads and is almost entirely on land the city owns now.
7. **There's room to make it wide enough to be a proper arterial.** The current right-of-way on National measures 22.5m, enough for four traffic lanes and one separated sidewalk with only minor boundary adjustments. Other than moving a sidewalk, the City Works Yard is not otherwise impacted.
8. **It's safer for bikes and pedestrians.** Pedestrian and bike traffic could be routed onto an underpass at Union or Venables, away from traffic.
9. **It provides better bus access** for an estimated 4000 employees and visitors to the hospital, Produce Row and City Works Yard. A shuttle would keep 22 bus access on Prior.
10. **COV isn't paying.** The Port of Vancouver estimated the cost for two overpasses (vehicle and bike) will be \$225M. They've applied to the National Trade Corridor

Fund for \$100M and state the rest will come from the CN Rail (who will directly profit from increased rail access), Translink and COV. For comparison, COV contributed only \$3.75M to the \$50M cost of Powell Street.