

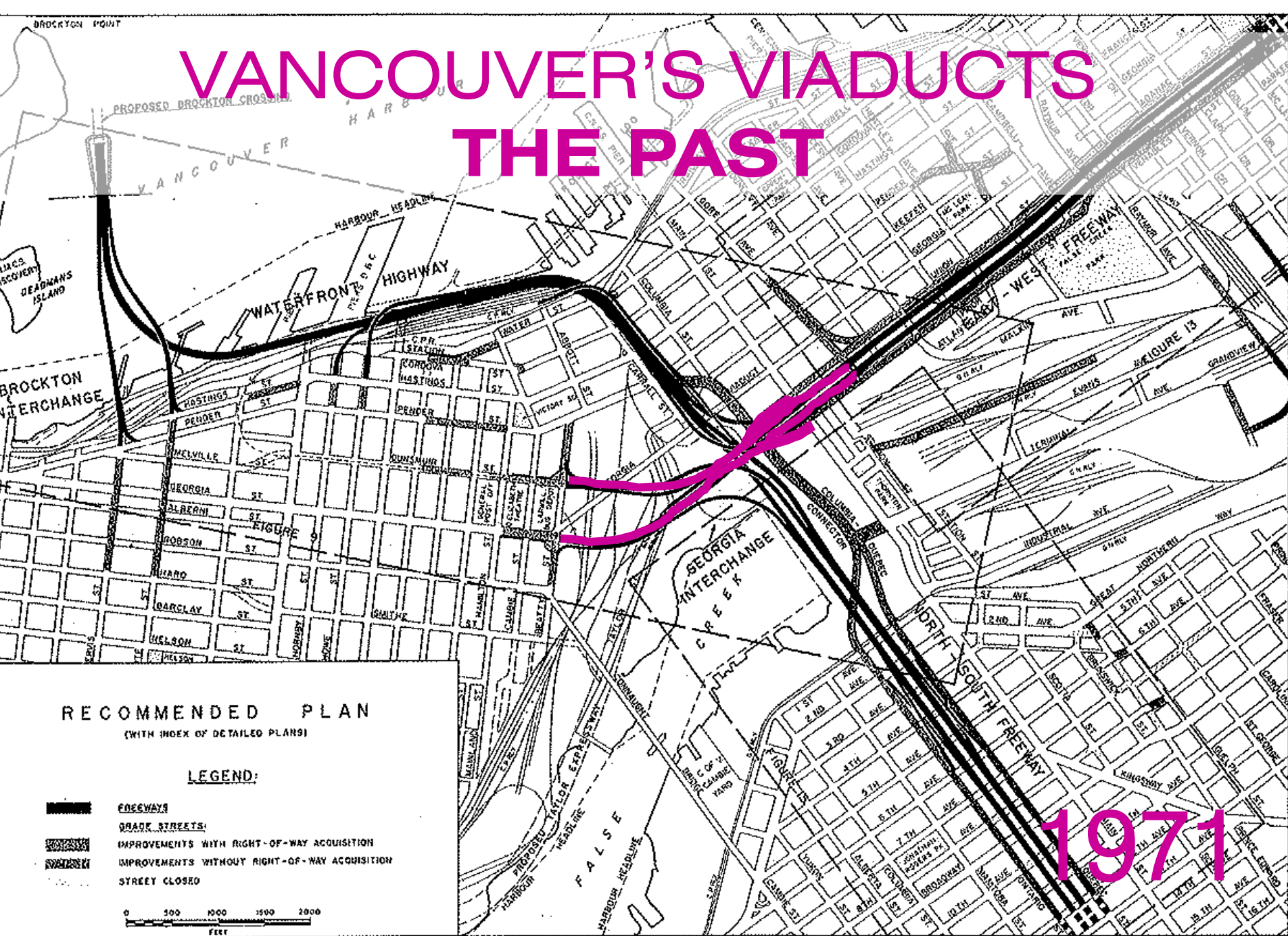


# Vancouver's Viaducts

NEFC Joint Working Group Update

June 22, 2015

# VANCOUVER'S VIADUCTS THE PAST





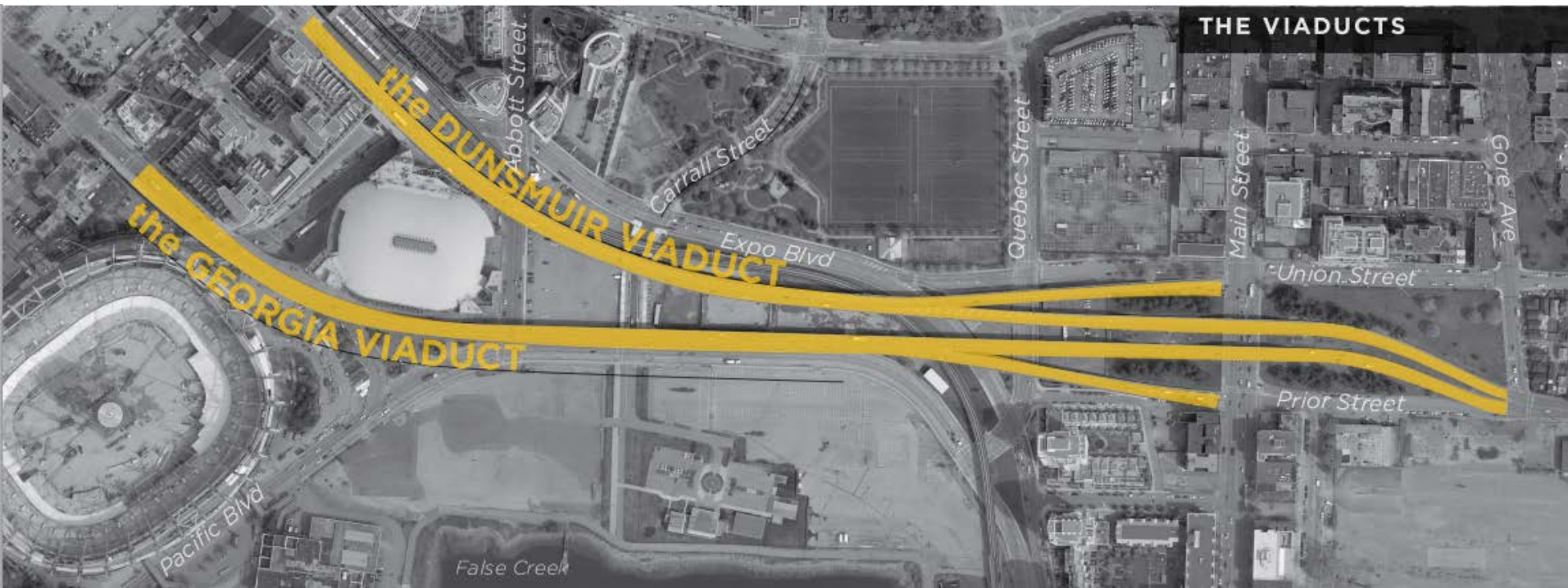
# VANCOUVER'S VIADUCTS THE PAST





# VANCOUVER'S VIADUCTS

## THE PRESENT



With capacity to carry upwards of 1,800 vehicles per lane per hour, the Georgia and Dunsmuir Viaducts carry only 750 vehicles per lane per hour during their busiest hours: less than half of their designed capacity.

# COSTS OF MAINTENANCE

**5-10X COST**  
**vs. at-grade street**

**\$8-10M IN**  
**15 YEARS**

# CUTTING OFF COMMUNITIES



Physical and psychological barrier

The space between and beneath the viaducts is largely inaccessible and unused.



# UNDER-UTILIZED LAND

2 full city blocks are used for the down-ramps from the viaducts

Disconnects Main Street




# WINDOW OF OPPORTUNITY





# VANCOUVER'S VIADUCTS A BRIGHT GREEN FUTURE!



A Bigger and Better Creekside Park  
Repairing Main St  
Affordable Housing on City blocks  
Connecting communities and removing barriers  
Ceremonial Georgia Street  
Improved transportation network – efficiency and safety



# Bigger, better Park

**ANDY  
LIVINGSTONE  
PARK**

**25% - 50%  
ADDITIONAL PARK  
OPPORTUNITY**

**FUTURE  
CREEKSIDE  
PARK  
EXTENSION**



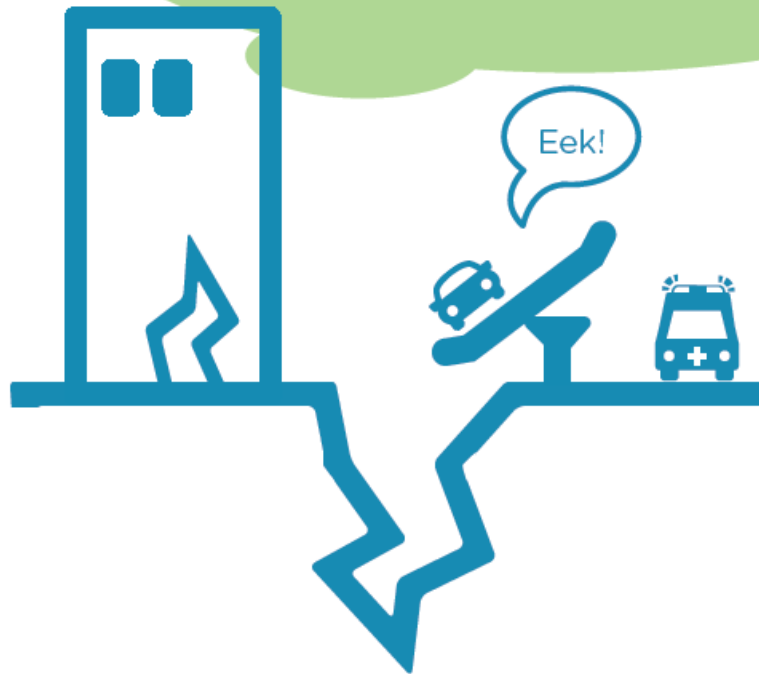
# Improved Connections





# Improved Safety

A mostly at grade option  
is safer in a seismically  
active zone.

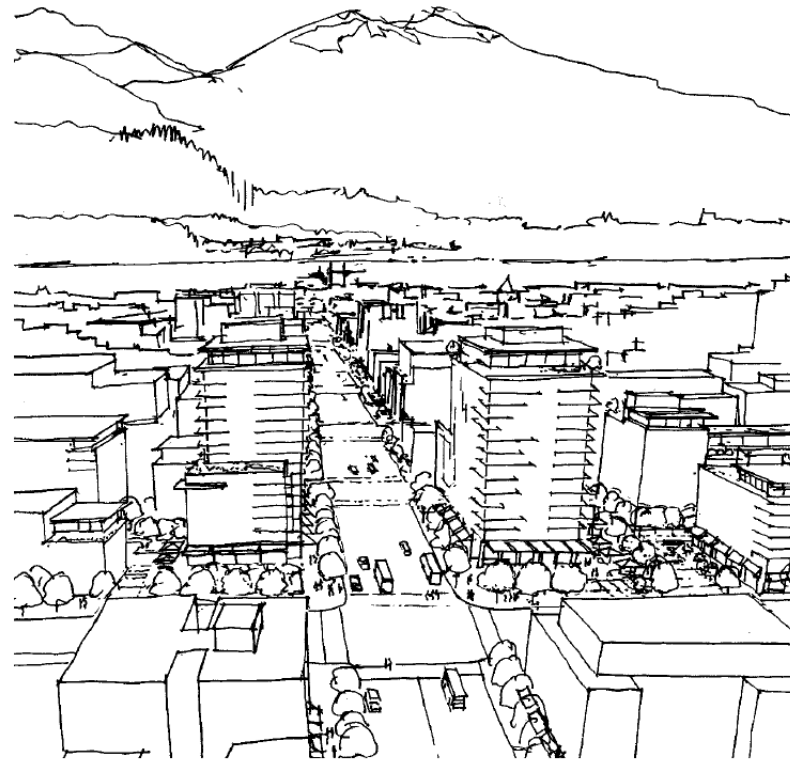
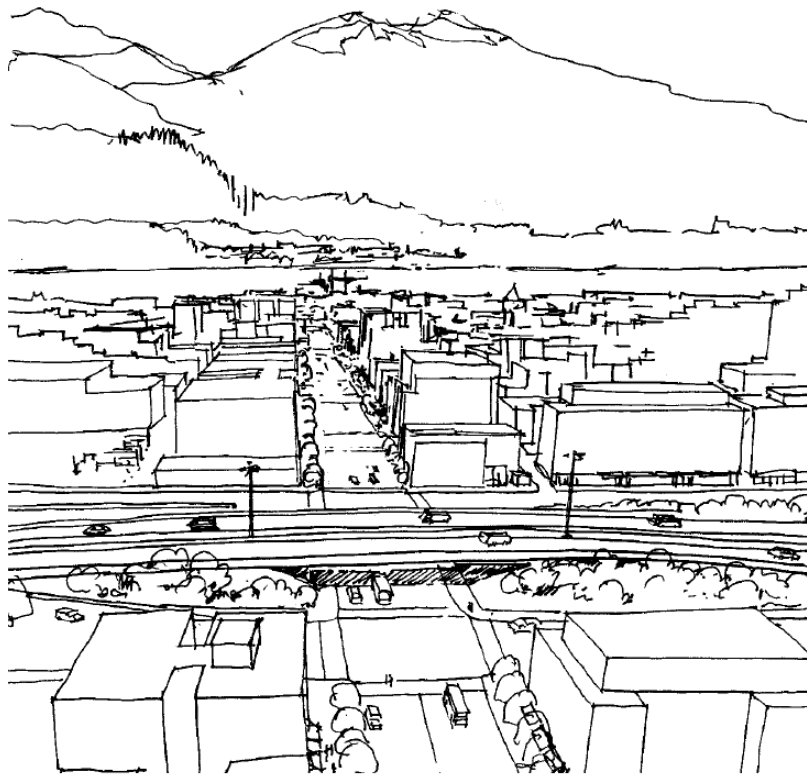


# New Local Business and Affordable Housing Opportunities





# Restore the Main Street Experience



# Process



## Phase 1 Viaducts

Council consideration: September 2015

## Phase 2 Neighbourhood + Park

Planning work starts: Fall 2015

Viaducts + NEFC Process Timeline

