

MINUTES OF MEETING
OF THE BOARD OF PARKS AND RECREATION
HELD IN THE PARK BOARD OFFICE
ON MONDAY, MARCH 24, 1997,

PRESENT:	Chair	- Duncan Wilson
	Vice-Chair	- Alan Fetherstonhaugh
	Commissioners	- Allan DeGenova
		- Laura McDiarmid
		- Patrick Warren
		- Gabriel Yong
	General Manager	- Vic Kondrosky
	Director of Administrative & Revenue Services	- Philip Josephs
	Director of Finance	- Doug Holden
	Director of Operations	- Liane McKenna
	Director of Planning	- Jim Lowden
	Director of Recreation	- Allan Argent
	Manager Park Acquisition and Research	- Pieter Rutgers
	Manager - Public Affairs	- Terri Clark
Recording Secretary	- Julie Chiu	

APPROVAL OF MINUTES

Commissioner Warren referred to page 10 of the minutes of the meeting of the Board held on March 10, 1997 and stated that he had voted against the motion regarding the Kersland Reservoir Chlorination Station, Queen Elizabeth Park. Commissioner Warren requested staff to check the correctness of the motions regarding the interpretive centre proposed for the Stanley Park Pavilion and the request for a full Brockton closure.

Commissioner Chesman referred to page 1 of the minutes of the meeting of the Board held on March 10, 1997 and stated that he would like it to be recorded that his enquiry on whether the Board wished to express itself to Council regarding the issue of taxes was based on the comments made by **and out of respect for** former Commissioner Tim Louis at the public meeting.

The approval of the minutes of the meeting of the Board held on Monday, March 10, 1997 was deferred to the next meeting so that Commissioner Warren's questions may be answered.

Commissioner Wilson thanked Commissioner Fetherstonhaugh for chairing the meeting of the Board on March 10, 1997.

CHAIR'S REPORT

1. Chair to report on his trip to Ottawa regarding Stanley Park Causeway.

Commissioner Wilson stated that he will give his report later on in the evening when the Board will discuss the motion on this same subject.

2. Election of Chairs for the Board's two new Committees.

This item was deferred to the next meeting of the Board. Commissioner Wilson clarified that the new structure of Standing Committees is not intended to eliminate special meetings of major concerns. The Board will continue its practice of having special evening meetings to hear delegations on matters of importance such as major issues affecting Stanley Park, Hastings Park, Vancouver Aquarium etc...

3. Revised Regular Board Meeting dates for the Boards' approval.

Moved by Commissioner McDiarmid,

THAT the Revised Regular Board Meeting dates for 1997 be approved.

-Carried Unanimously.

Lion's Gate Crossing

Commissioner Wilson stated that a number of weeks ago there was an allegation of conflict of interest levelled against Commissioner Allan DeGenova. He understood that the allegation was expressed as an opinion by Vancouver-Burrard MLA Tim Stevenson. This was reported in the Vancouver Sun, radio and other media. Commissioner Wilson asked the Law Department to provide the Board with an opinion as to whether there was a breach of the guidelines or whether an investigation would be warranted because of a potential breach. There was also a question concerning a letter that was sent by Commissioner DeGenova to the Premier's office requesting a meeting between Henderson Developments and the Premier's office by way of an introduction being offered by the Park Board to the Premier's office to forward the possibility of a private proposal for a tunnel option to the North Shore. That letter was signed by Commissioner DeGenova as chair of the Park Board Planning Committee. Commissioner Wilson read letters dated March 21, 1997 and March 24, 1997 received from the City's Legal Department which indicated that there was no breach of the conflict of interest guidelines as stated in the Vancouver Charter. Commissioner Wilson advised the Board that he sent a letter inviting M.L.A. Stevenson to attend this Board meeting to explain his allegations in a public forum. The office today received a letter from M.L.A. Stevenson indicating that he will not attend the Board meeting tonight as he is in Victoria.

Commissioner Wilson stated that Mr. Stevenson has an open invitation to meet with the Board on 24 hours notice at his convenience to present his allegations to the Board. Until this meeting takes place, his allegations will be considered frivolous and purely for political purposes.

Commissioner DeGenova thanked Terry Bland, Law Department, for working on

this matter. Commissioner DeGenova stated that he believed he was never in conflict regarding the Lion' s Gate Crossing and was pleased to hear it being confirmed by Mr. Bland. Commissioner DeGenova stated that he understood the Province was to advise on a plan for an option in late March for the Lion' s Gate Crossing and since. Commissioner Wilson was out of town and acting in the best interest of the citizens of Vancouver, Commissioner DeGenova sent a letter requesting a meeting with Premier Clark regarding a private partnership to opt for a tunnel. Commissioner DeGenova apologised for not obtaining the Board' s permission on this matter. Commissioner DeGenova stated that regardless of who builds the tunnel, he believes this is the best option to providing a better transportation system in Vancouver.

Commissioner Chesman referred to Mr. Stevenson' s letter asking Commissioner Wilson to meet with him in Victoria. Commissioner Chesman stated that as former Chair of the Park Board, it would not be appropriate to have such a private meeting with Mr. Stevenson. Mr. Stevenson made a public charge, he has two options, he either attends a Board meeting and publicly discuss his allegations/charges/opinions, or he can withdraw the charges.

Commissioner Chesman stated that the issue before the Board is what is the best option for a second crossing to transport people and vehicles to and from Vancouver and the North Shore. Commissioner Chesman referred to statements made by the current Minister of Highways from Prince George, Ms. Lois Boone who has been somewhat unkind to the Chair. Commissioner Chesman stated that Stanley Park is Federal land, leased to the City of Vancouver, by the Federal government for use as a park. This lease has a 99 year term renewable for a further 99 years. It is a permanent Vancouver public park. The primary motivation for the original creation of a separately elected and accountable Vancouver Park Board was the protection of Stanley Park. Beginning in 1994 and consistently since then, this Vancouver Park Board passed a series of public motions opposing any expansion of the Stanley Park Causeway, and expressing a preference for a tunnel under or outside of Stanley Park. These motions were at all times passed easily and unanimously. In the prior term, COPE and NPA voted for those motions. Those motions were and remain consistent with the Board' s primary mandate, which is to protect and preserve Stanley Park for the public of Vancouver. At no time since 1994 has a Provincial Government, its Minister of Highways, then M.L.A. Barnes, current M.L.A Stevenson, sought a consultation with the Park Board concerning the crossing. Even though they have since then been considering "options" for the crossing, one of which was a widened causeway. Not once has the Province consulted with the Park Board, even though they were considering options which bear directly on our purpose, statutory mandate and our public duty. Hearing rumours that the Province was nearing a decision without consulting the Park Board, and the option was the expansion of the bridge to four lanes and the causeway to four lanes, the Chair properly decided to go public at a public meeting to which the Ministry was invited and participated. There was no hidden agenda, just a simple act of a public board with a mandate doing its duty. The Province responded with a charge, according to the Vancouver Sun, by M.L.A. Stevenson that Commissioner DeGenova was in conflict of interest. This charge has been dealt with tonight by the legal opinion released by the Chair. The Minister of Highways responded by venting a criticism that the Chair was running around with "his head on fire" and that the Board' s expenditure of \$3,000 to send the Chair and Director of Planning to Ottawa concerning Stanley Park was

a "waste of money". Commissioner Chesman stated that the Board has a mandate and duty to protect Stanley Park, in the furtherance of that duty, we spent \$3,000 out of an operating budget of \$55 million. Perhaps if the Minister had contacted the Park Board or her government consulted with this Board at any time since 1994, she would understand that \$3,000 is nothing significant having regard to Park Board' s primary duty. Commissioner Chesman noted the irony of the Minister of Highways accusing the Park Board Chair of wasting \$3,000, mere days from this comment, it was noted that photo radar under her ministry has proven to be a major financial disappointment well in excess of \$3,000 and an embarrassment to this Minister and her ministry. Commissioner Chesman asked Ms. Boone to not interfere with the Park Board' s jurisdiction and to consult with the Park Board. By working together we could achieve a good result and serve the citizens.

Commissioner Fetherstonhaugh stated that the First Narrows Crossing issue is a non-winner for the government. There will never be an N.D.P. M.L.A. from West Vancouver, therefore the Provincial Government feel they can spend as little as possible. The easiest way to accomplish a link to the North Shore is to refurbish the bridge and take an extra lane from Stanley Park. The government has inflated the price of a tunnel option so that they can justify not choosing this option. The tunnel is the best option available. It is best for the environment and will have little or no impact on Stanley Park and should have some provision for transit. There seems to be a concerted effort to discredit the tunnel option. The media has been used by the Provincial Government to accomplish this, by repeating a lie often enough people will start to believe it.

Commissioner Fetherstonhaugh stated that he hopes the media would give as much prominence to the results of Mr. Bland' s finding as they gave to the suggestion of conflict.

Commissioner Chesman left the meeting at this time.

PLANNING AND ENVIRONMENT COMMITTEE

Stanley Park Jitney Service - Contract Award

Board members received copies of a staff report dated March 13, 1997 recommending that the Board approve recommendations A to F which include awarding the contract to The Vancouver Trolley Company to provide service from May 19 to September 14, 1997 between 10:00 a.m. to 6:00 p.m.; that parking fees in Stanley Park be increased from \$1.00 per two hours to \$1.00 per hour, and from \$3.00 to \$5.00 maximum rate per day; that a dedicated lane for the jitney and buses be implemented on North Lagoon Drive from May 1 to September 30, and that approximately 595 roadside parking spaces along the jitney route be eliminated.

Gerry O' Neil, AAA Horse and Carriage appeared before the Board and stated that he supports the jitney service, however, it should have a user fee, should not be free at all, not even for one year. A free jitney service would put the horse and carriage out of business. By offering free service, it would provide inaccurate data on its performance as a permanent feature of the park. Minimizing cars in the

park is a good idea. There are other areas where the Board could spend their money such as youth services.

Dr. John Nightingale, Vancouver Aquarium, stated that the jitney service will restrict access to the park for a number of people who need to drive to the park. The jitney service as proposed provides inadequate access for special needs park users. There are also some safety issues, such as the left hand exit out of the jitney. People coming in to the Aquarium on the jitney from either of the stops will have to cross Park Drive. This is a public relations issue also. The Aquarium receives many complaints about the inadequate parking or parking meters that do not work. There are some potential solutions to this plan that involve an Aquarium, other stakeholders in the park and the Park Board. With some adjustments to the parking and the inclusion of the Stanley Park service yard and the reduction of the removal of Park Drive parking, the jitney service may be tested. If we work in partnership to market it and put a group of volunteers in the parking lots to collect data so that next year at this time there are some figures to go by. Their traffic consultants advised them that there are three types of users, destination, cruisers and multi point users which will be served by the jitney. If parking at the

Stanley Park service yard were available, then it could be workable where people can park and then get on the jitney. Until there is an alternate way for people to get to the park, this is not a Stanley Park Transportation Plan, it is a park access exclusion plan.

Alec Creighton, President, Vancouver Rowing Club, stated that the purpose of introducing the jitney service was to reduce vehicles in the park. However, it seems this will have a reverse effect. Congestion will increase if the perimeter traffic is not removed. A more comprehensive assessment should be made in discussion with stakeholders. It would not be wise to have a jitney service unless traffic is shut down. It would be giving a perception that the Board is discouraging people from coming to the park.

Terry Howard, B. C. Mainland Cricket League, stated that they were opposed to the jitney proposal. There is not enough warning for the user groups. There is no evidence that it will work to enhance the recreational aspect of the park. They have about 50 plus teams that play in their league and their season starts at the end of April. Their schedule is completed and cannot be changed at this late stage. This year they will be hosting the North American tournament. They are already paying a user fee. The proposal does not work for their group. Most of the members of their group are destination users who come from outside of Vancouver, they would be coming in by bus or the skytrain. They would have to drag their gear from the Burrard station to the lower zoo area to catch a jitney. The jitney service could be logically extended to the Burrard station. If the jitney terminates at 6:00 p.m. it will not serve their group as their game usually terminates at 6:30 p.m. or 7:30 p.m.. They supported the proposed removal of parking between Brockton Oval and Lumbermen' s Arch as this was the only sensible way to remove the ongoing conflict between the pedestrians and cyclists. It was always understood that there will be replacement parking at the service yard location and some form of access for their members to drop off their equipment.

Nick Hudson, President, Brockton Pavilion Society stated that the impact on the

reduction of access to the park will have a significant adverse effect on the Brockton Pavilion Society which provides its facilities for various sports such as cricket, rugby, softball and joggers. This proposal does not recognise the needs of the Brockton Pavilion and will be detrimental to all the user groups in the park. It also reduces access to the park instead of enhancing it. The half an hour dispersal time around the park does not enable people to get to the various parts of the park. There should be an attempt to provide additional parking and get people to go to the most commonly use areas of the park which is the area around Brockton Pavilion and the Rowing Club. This proposal should be delayed and a consultation be done with the users and give a serious consideration to what the real objectives are.

Scott Mason, Land Sea Tours, appeared before the Board and stated that the jitney service came out of the Transportation Plan, which is to reduce regular vehicle traffic in Stanley Park. Mr. Mason stated that he would like to see horse drawn carriages continue in Stanley Park. The overall transportation plan will work well for the other bus and tour operators. This is a good start toward the goal of reducing single car traffic in the park.

Nathan Davidowicz appeared before the Board and stated that he had been on the Citizens Transit Advisory Committee in the 1980s. Improvements of service to Stanley Park was one of the issues discussed. Mr. Davidowicz suggested that the Board look at the possibility of paying B.C. Transit to bring its service into the park similar to Granville Island.

Brent Davies, Ferguson Point Teahouse, appeared before the Board and stated that he was concerned with the proposed increase in parking fees to \$5.00 a day. The jitney service should not commence until there is a centralise parking area. There is no budget recommended in the report for marketing this concept.

Jim Houlihan, Independant Canadian Transit Union - Local 11, stated that they support the goals and initiatives to reduce vehicles and provide accessibility around the park. However, they do not support the manner in which it is being proposed. Mr. Houlihan stated that the Vancouver Regional Transit Commission has already approved the Saturday, Sunday and holidays round the park service beginning April 5, 1997. If the jitney service should go ahead there will be a duplicate of service. On Saturday, Sundays and holidays, there will be a need to carry standees for which a permission from the Motor Vehicle Commission must be received. There is no lift equipped service at this time and only one lift equipped vehicle in the future to provide wheelchair service. There will be a bus coming in to Stanley Park beginning Sunday which is fully lift equipped to carry two wheelchairs every seven minutes. Mr. Houlihan suggested that the Board subsidise the weekdays service, while B.C. Transit provides the weekend service, the Board could save a lot of money. Mr. Houlihan stated that the jitney service also has a potential conflict with the British Columbia Transit Act and suggested that the Board review this.

Eleanor Hadley stated that the Vancouver citizens and taxpayers who pay for the maintenance of Stanley Park should not be paying for those who want to have a free ride on the jitney. Ms. Hadley stated that she agreed with comments from previous delegations that it was necessary to have lift equipped buses for wheelchairs. Ms. Hadley stated that adding diesel buses in Stanley Park does not

make sense. Ms. Hadley was against the proposal of a parking lot at the service yard as this would destroy the rose gardens.

Moved by Commissioner DeGenova,

A. THAT the Board approve the award of the contract for the Stanley Park jitney service to The Vancouver Trolley Company for a base price of \$164,502 to provide service from May 19 to September 14, 1997, generally between 10:00 a.M. to 6:00 P.M. daily.

B. THAT additional services may be purchased at a rate of \$55.31 per hour per bus up to a maximum of \$20,000 and that additional hours of service are to be determined based on consumer response.

C. THAT no legal rights shall arise hereby, and none shall arise until execution of the contemplated contract in Recommendations A and B. The Board may rescind this resolution at any time up to the execution of the contemplated contract in Recommendations A and B.

D. THAT parking fees in Stanley Park be increased from \$1.00 per two hours to \$1.00 per hour, and from \$3.00 to \$5.00 maximum rate per day.

E. THAT a dedicated lane for the jitney and buses be implemented on North Lagoon Drive from May to September 30.

F. THAT approximately 595 roadside parking spaces along the jitney route on Park Drive and North Lagoon Drive be eliminated.

Board members discussed the matter and Commissioner Yong stated that he cannot vote on this matter as he needs more information.

Moved by Commissioner Yong,

THAT this matter be deferred to the next meeting of the Board.

Board members discussed the timeline for this project with staff. Commissioner McDiarmid stated that there were a lot of things that still need to be looked at. Commissioner Warren stated that unless there are some serious revision to this plan, he will be voting against it. It does not address accessibility to the park and is costing a significant amount of money. There is not enough facts in the recommendations to make an informed decision on this. If this is deferred then it should be reworked.

Commissioner Wilson stated that he will vote against the deferral motion because there are a number of things that has been raised and would like the opportunity to discuss and there might be special instructions for staff.

The motion was put and it was DEFEATED.

(Commissioners DeGenova, Fetherstonhaugh, Warren and Wilson contrary)

Commissioner Wilson stated that his understanding was that the parking at the

service yard would be available when the jitney service came into effect. Commissioner Wilson asked staff to report back on the feasibility of getting the parking ready at the service yard by May. Commissioner Wilson stated that he was concerned that only one vehicle will be equipped for wheelchair access, this is not enough. Commissioner Wilson would also like to have more information on which roadside parking will be removed as there has been some concerns raised by a senior citizen who has osteoporosis and must drive to the park. Commissioner Wilson stated that the number of parking spaces to be eliminated could be reduced. Commissioner Wilson stated that he would like staff to investigate the legal implications such as conflict with B.C. Transit.

Commissioner McDiarmid stated that the selection of the vehicle to provide the service was not selected as a group and she has a problem going with a diesel powered vehicle. Commissioner McDiarmid stated that she would like staff to investigate other forms of vehicular transportation which is more environmentally friendly.

Commissioner DeGenova stated that although there is a need to move towards car free days and better transportation around the park, it is necessary to step back and look at all the question that have come forward to make an informed decision.

Moved by Commissioner Fetherstonhaugh,

THAT this matter be referred to the Planning and Environment Committee on April 14, 1997.

-Carried Unanimously.

Commissioner Chesman returned to the meeting at this time.

Commissioner DeGenova left the meeting at this point.

Lion's Gate Crossing

Richard Campbell appeared before the Board and stated that he supported the tunnel option. Mr. Campbell stated that the present Lion' s Gate bridge should be retained and dedicated to recreational use such as shops and a cafe along the bridge.

Commissioner Wilson asked Mr. Campbell to write his ideas to the Provincial Government. Commissioner Chesman advised the delegation that one of the Board' s objective was to return the causeway to traditional park use.

COMMUNITY SERVICES AND BUDGETS COMMITTEE

1997 Fee Approval

Board members received copies of a staff report dated March 13, 1997 recommending that the Board approve the regular 1997 fee increase of 2% for Artists in the Park.

Moved by Commissioner Yong,

THAT the Board approve the regular 1997 fee increase of 2% for Artists in the Park.

-Carried Unanimously.

1997 Basic and Added Basic Budget

Board members received copies of a staff report dated March 11, 1997 recommending that the Board approve the 1997 Basic and Added Basic Budgets as per Appendix I.

Moved by Commissioner Yong,

THAT the Board approve the 1997 Basic and Added Basic Budgets as per Appendix I.

- Carried Unanimously.

Commissioner DeGenova returned to the meeting at this time.

1997 Award of Concession Food Tenders

Commissioners Chesman and Warren left the room on a potential conflict of interest.

Board members received copies of a staff report dated March 19, 1997 recommending that the Board approve the recommended list of suppliers for concession products.

Moved by Commissioner Yong,

THAT the Board approve the recommended list of suppliers (Appendix A) for concession products.

-Carried Unanimously.

Commissioners Chesman and Warren returned to the meeting at this time.

PLANNING AND ENVIRONMENT COMMITTEE

Lumbermen's Arch Bicycle and Inline Skating Path

Board members received copies of a staff report dated March 13, 1997 recommending that the Board award Quotation 97-14 for the construction of a new bicycle and inline skating path west of Brockton Point to east of Lumbermen's Arch to Jack Cewe Ltd. for a price of \$64,710.

Commissioner Chesman stated that on a previous occasion when the Board dealt with matter with regard to Jack Cewe Ltd. he left the room on the possibility of a conflict of interest. However, he has now done a check and find that there is no conflict.

Moved by Commissioner DeGenova,

A. THAT the Board award Quotation 97-14 for the construction of a new bicycle and inline skating path west of Brockton Point to east of Lumbermen' s Arch to Jack Cewe Ltd. For a price of \$64,710.

B. THAT no legal rights shall arise hereby, and none shall arise until execution of the contemplated contract. The Board may rescind this resolution at any time up to the execution of the contemplated contract.

-Carried Unanimously

Season Pass for Pay Parking at the Jericho Beach Area Parking Lots

The Board' s Community Services and Budgets Committee heard delegations and received copies of a staff report dated March 13, 1997 regarding season passes for pay parking at the Jericho Beach Area Parking Lots. The CS&B committee forwarded the following three recommendations for the Board' s approval.

Moved by Commissioner McDiarmid,

1. THAT the Board request City Council forgo their 1/3 share of pay parking at Jericho to enable the continued volunteerism and community service of the Jericho Sailing Centre.

2. THAT staff explore with Jericho Sailing Centre means by which an exemption to pay parking for Jericho Sailing Centre be implemented.

3. THAT this motion does not bind the Board to an exemption for Jericho Sailing Centre from Jericho pay parking.

-Carried Unanimously.

ENQUIRIES

Commissioner Chesman advised the Board that he received correspondence from residents on West King Edward regarding the loss of a panoramic view due to street trees. It appeared that the people were advised that these trees would not grow tall enough to impede the view of residents. Commissioner Chesman requested staff to look into the matter.

Commissioner Wilson asked staff to draft a letter to the Heritage Commission to appoint a liaison to work with staff regarding the Stanley Park Pavilion renovations.

Commissioner Wilson stated that he received a phone call from a concerned parent from the McSpadded Park area who was concerned that the playground was torn down. They understand that the playground will be replaced, however no one has contacted them yet. Commissioner Wilson handed the phone message to staff to follow up.

INFORMATION ITEMS

1. **Approval of Warrants**

Warrant #9 in the amount of \$591,602.17 Cdn., \$1,072.85; Warrant #10 in the amount of \$307,999.95 Cdn., \$894.45 US; Warrant #11 in the amount of \$522,912.30 Cdn., \$842.29 US.
