



Date: July 20, 1998

TO: Board Members - Parks and Recreation
FROM: General Manager - Parks and Recreation
SUBJECT: STANLEY PARK CAUSEWAY REDEVELOPMENT

RECOMMENDATION

THAT the Board permit the Provincial Ministry of Transportation and Highways to redevelop the Stanley Park causeway to a total width including sidewalks of 17 meters on the terms and conditions outlined in this report.

THAT the Board's permission for this redevelopment is limited to forty years and this permission does not convey to the Province any further rights than it currently holds for the causeway.

BACKGROUND

As part of the proposed upgrading of the Lions' Gate Bridge the Ministry of Transportation and Highways is seeking permission to widen the causeway to match new lane widths on the bridge and double the sidewalk widths.

DISCUSSION

The cross section of the redevelopment acceptable to staff of the Ministry and the Park Board would include 3.5 meter vehicle lanes, 2.8 meter bicycle/pedestrian sidewalks and 0.4 meter curb and gutters for a total cross section width of 17 meters. Where necessary, retaining walls and cantilevered sidewalks will be incorporated to minimize the amount of tree damage.

The project will include low noise asphalt on the roadway which will reduce the current noise level by 50%. Causeway drainage will be redesigned to feed both Beaver Lake and Lost Lagoon.

This will include oil separators and filtration marshes at both water bodies. These two environmental measures are considered integral to the project.

In recognition of the infringement on Stanley Park greenspace that this redevelopment will cause, and in recognition of the role Stanley Park plays as part of the Provincial tourist industry, the Board is requiring the Province to contribute to the cost of managing and enhancing Stanley Park

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as a condition of the permission to redevelop the causeway. Specifically, it is requesting the Province to fund the following list of environmental and user enhancements to Stanley Park:

1. In relation to the causeway itself the Board wishes to see the redevelopment of the Chilco bus loop and underpass to create a stronger pedestrian and bicycle linkage between the two sides of the park.
2. Similarly, the Pipeline Road underpass should be redeveloped to also improve pedestrian and bicycle linkages as well as accommodate future electrification of the transit line.
3. Both Beaver Lake and Lost Lagoon require major interventions to sustain them as biologically active water bodies. Beaver Lake requires dredging of the lake, water lily removal, shoreline improvements and improved water mounument and volumes to forestall the eutrophication which is presently occuring. These changes will also enhance the waterflows in Beaver Creek and benefit the fish stocking efforts which have occured in the past. This has been examined through the Beaver Lake Environmental Enhancement Program which has been pursured by staff and volunteers. Lost Lagoon also will derive significant benefit from enchanced water flow and shoreline erosion control.
4. A project related to the removal of construction material for the causeway is the widening of the seawall at Prospect Point. This would significantly reduce the rockfall hazard for users of the seawall and remove an annual \$60,000 expense for scaling the cliffs.

Additional improvements in Stanley Park which the Board is seeking include the following list:

5. completion of the cycleway improvements on the west side portions of the seawall walkway,
6. cycleway development on Pipeline Road,
7. major repairs to the Brockton Point Lighthouse area,
8. Stanley Park forestry program assistance,
9. redevelopment of the old zoo area plaza,
10. improvements to the meadow areas at Ceperley, Prospect Point picnic grounds

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and the totem pole site.

With these improvements, the Park will be better equipped to handle the increasing visitor volumes well into the next century. The major assets of the lakes and forest will be sustained while the high use areas will be improved to reduce conflicts.

CONCLUSION

While the Board's preference has always been the removal of the causeway and the reunification of the Park, it can accept the refurbishment of this element in the Park if it is part of a larger improvement package for Stanley Park funded by the Province. The life expectancy of the proposed bridge and causeway improvements is forty years. At the end of this period the validity of this roadway through the park should be reconsidered.

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