

**MINUTES OF MEETING
OF THE BOARD OF PARKS AND RECREATION
HELD IN THE PARK BOARD OFFICE
ON MONDAY, FEBRUARY 21, 2000**

PRESENT:	Chair	- Duncan Wilson
	Vice-Chair	- Laura McDiarmid
	Commissioners	- Roslyn Cassells
		- Allan De Genova
		- Clarence Hansen
		- Dianne Ledingham
		- Christopher Richardson
	General Manager	- Susan Mundick
	Director of Planning & Operations	- Pieter Rutgers
	Director of Corporate Services	- Anita Ho
	Director of Stanley District	- Jim Lowden
	Manager of Public Affairs	- Terri Clark
	Recorder	- Julie Casanova

APPROVAL OF MINUTES

The minutes of the regular meeting of the Board held on Monday, February 07, 2000 were adopted as circulated.

Commissioner McDiarmid stated that the minutes of the meeting were excellent and commended the Recording Secretary on a job well done.

Commissioner Cassells referred to the minutes of the special meeting of the Board held on Monday, January 31, 2000 and stated that she did not put up her hand for the two minute time limit for delegations.

The minutes of the special meeting of the Board held on Monday, January 31, 2000 were adopted as amended.

City Council Report

The General Manager reported on the preliminary target for the year 2000 budget as set by Council.

Pieter Rutgers, Director of Planning and Operations advised the Board that a report on the Seaside Bike Route was scheduled to go to Council for approval.

STAFF REPORTS

Stanley Park Causeway

Commissioner Wilson explained that there has been misinformation in the press with regard to his non participation in the Stanley Park Causeway discussion . Commissioner Wilson explained that he did not abstain, but that he removed himself from the discussion on a potential conflict of interest as he is employed by ICBC, one of the parties involved in the Stanley Park Causeway improvements.

Commissioner Wilson left the room at this point of the meeting on a potential conflict of interest.

Commissioner McDiarmid chaired the meeting.

This matter was referred from the January 31, 2000 special meeting of the Board. Staff report dated January 26, 2000 which was submitted to the Board at the special meeting will be discussed.

Commissioner McDiarmid asked for adoption of the minutes from the public meeting held on Wednesday, February 16, 2000. The General Manager advised the Board that the minutes were not from a formal Board meeting and were for Commissioners information.

Moved by Commissioner De Genova,

- A. THAT the Board approve the attached Stanley Park Causeway Term Sheet (Appendix 1), also to be approved by the British Columbia Transportation Financing Authority (BCTFA), the Insurance Corporation of British Columbia (ICBC), TransLink and the City of Vancouver, including:
 - 1. Commitment to a long-term objective to remove private automobile traffic from the Stanley Park Causeway by 2030, in conjunction with developing a new crossing of Burrard Inlet.
 - 2. Comprehensive safety upgrade to the Stanley Park Causeway and park entrance as follows:
 - (a) Widening the three Causeway vehicle lanes from 2.95 metres to 3.5 metres, and re-aligning the s-curve at Lost Lagoon.

- (b) Rebuilding the Park Drive overpass at Prospect Point.
 - (c) Rebuilding the Pipeline Road underpass at Lost Lagoon.
 - (d) Rebuilding the pedestrian Chilco Street underpass.
 - (e) Developing Stanley Park loop as the new all-season terminus for Stanley Park buses.
 - (f) Turning Chilco bus loop and Chilco Street between Georgia and Alberni Streets into park space.
- B. THAT no additional or altered legal rights shall arise from this approval in terms of the Provincial tenure of the Causeway as outlined in the agreement of July 12, 1999, between the Province and the Park Board.
- C. THAT the Board authorize the General Manager to amend the July 12, 1999 Causeway Agreement to reflect the changes described in Recommendations A.(2) and B. of this report.

Commissioner DeGenova stated that he wished to put forward an amendment to the motion.

Moved by Commissioner DeGenova,

THAT the Board strike a Task force with the BCTFA, the City of Vancouver, TransLink and ICBC to develop a comprehensive long-term plan to displace non-transit motorized vehicle traffic from the Stanley Park. The Task Force should include North Shore municipalities as participants and funding agencies in developing the plan, and include representation from other stakeholders and the public. The objective of the Task Force would be to examine other crossing options, determine their viability and encourage the timely implementation of the plan. The Task Force should report back to the Board within 60 days with an outline of their budget and workplan, and then report on a quarterly basis with a summary of their progress.

Commissioner Cassells called point of order on Commissioner DeGenova who decided to reserve his comments until other members of the Board had spoken. Commissioner Cassells maintained that as a mover of the motion Commissioner De Genova was obligated to speak first.

The Chair advised Commissioner Cassells that Commissioner De Genova was reserving his comments on the amendment motion and he is allowed to make that choice. The Chair asked the Board members to comment on the amendment motion only.

Commissioner Ledingham spoke to the amendment and stated that she looked forward to the removal of vehicular traffic with all the emissions from the causeway in the next ten to fifteen years.

Commissioner Cassells stated that she would like to put forward an amendment to amend the amendment.

Moved by Commissioner Cassells,

THAT the amendment motion be referred to staff for consideration and a report back to the Board.

THERE WAS NO SECONDER TO THE MOTION.

Commissioner Cassells stated that she would not support the amendment motion as it was general with no enforceable time frame.

Commissioner Richardson stated that the amendment motion is an attempt to limit the up to 30 years in the main motion but to begin managing the change now. This Task Force will be an opportunity for the public to discuss the issues.

The amendment motion was put as follows:

Moved by Commissioner DeGenova,

THAT the Board strike a Task force with the BCTFA, the City of Vancouver, TransLink and ICBC to develop a comprehensive long-term plan to displace non-transit motorized vehicle traffic from the Stanley Park. The Task Force should include North Shore municipalities as participants and funding agencies in developing the plan, and include representation from other stakeholders and the public. The objective of the Task Force would be to examine other crossing options, determine their viability and encourage the timely implementation of the plan. The Task Force should report back to the Board within 60 days with an outline of their budget and workplan, and then report on a quarterly basis with a summary of their progress.

- Carried.

(Commissioner Cassells contrary)

Board members discussed the matter and Commissioner De Genova stated that the long term benefit of a car free park outweigh the short term set back in our ongoing plan to green Stanley Park. There will be a gain of a parkland through the greening of Chilco Loop. Now we must work with our municipal neighbours and the Provincial Government to look beyond the short term solution and push forward to find another way for people to travel to and from the North Shore.

Commissioner Hansen stated that he supports the safety measures and the improved pedestrians, cyclists and transit access to the park. The proposal has brought all parties together to work on a comprehensive safety plan. The amendment motion moved by Commissioner De Genova solidifies a promise to end private automobiles on the causeway with a structured plan to accelerate the process for a third crossing.

Commissioner Richardson stated that he supports the term sheet as a package which is the elimination of cars from the causeway and the year round bus access to the park. The Park Board has always advocated the removal of cars from the causeway, now there is a definite time line to work towards this goal.

Commissioner Ledingham stated that she would support the motion as the issue of safety is a serious concern and the vision to remove vehicular traffic is becoming a reality. The first step was the five agencies agreeing on a vision to remove traffic from the park and to develop a new crossing of Burrard Inlet.

Commissioner Cassells stated that the issue of safety was a diversionary tactic. Commissioner Cassells stated that the City and Park Board staff have provided erroneous and misleading safety and traffic statistics. Traffic safety on the causeway is not Park Board's responsibility. It is the responsibility of the Province. A fraction of the \$15 million would solve the issue by installing foul weather advisory system at both ends of the causeway and Lions Gate Bridge, reducing the speed limit to 50km and installing photo radar and enforcing the violation of speed limit. The Board's mandate is to protect and preserve the park. Commissioner Cassells referred to and read from a letter received from the Sierra Legal Defence Fund, copies of which were previously already mailed to all Commissioners.

Commissioner Ledingham called a point of order, Commissioner Cassells continued reading, not responding to the point of order by Commissioner Ledingham.

The Chair advised Commissioner Cassells that a point of order had been called. Commissioner Cassells continued to read from the letter.

The Chair continued to bring Commissioner Cassells attention to the point of order. Commissioner Cassells ignored the Chair's call of point of order and continued to

read from the letter and other correspondence she received on the subject. The Chair ruled her out of order.

The Chair stood up and hit the gavel to bring order back to the meeting. Commissioner Cassells did not respond to this call.

The Chair called a recess.

The Board re-convened after a five minute recess.

As soon as the Board re-convened, Commissioner Cassells continued to read the correspondence she received with regard to the Stanley Park Causeway.

The Chair advised Commissioner Cassells that she was in violation of Procedure By-law No. 6.9 which states that No member shall contravene a rule of the Board or disobey the decision of the Chair. Commissioner Cassells did not pause in her reading of the correspondence and the Chair asked her to follow the procedure by-law or leave the room. Commissioner Cassells did not respond to the Chair's request and did not leave the room.

The Chair asked that Commissioner Cassells microphone be turned off. The Chair called the question on the following amended motion:

Moved by Commissioner De Genova,

- A. THAT the Board approve the attached Stanley Park Causeway Term Sheet (Appendix 1), also to be approved by the British Columbia Transportation Financing Authority (BCTFA), the Insurance Corporation of British Columbia (ICBC), TransLink and the City of Vancouver, including:**
- 1. Commitment to a long-term objective to remove private automobile traffic from the Stanley Park Causeway by 2030, in conjunction with developing a new crossing of Burrard Inlet.**
 - 2. Comprehensive safety upgrade to the Stanley Park Causeway and park entrance as follows:**
 - (a) Widening the three Causeway vehicle lanes from 2.95 metres to 3.5 metres, and re-aligning the s-curve at Lost Lagoon.**

- (b) Rebuilding the Park Drive overpass at Prospect Point.**
- (c) Rebuilding the Pipeline Road underpass at Lost Lagoon.**
- (d) Rebuilding the pedestrian Chilco Street underpass.**
- (e) Developing Stanley Park loop as the new all-season terminus for Stanley Park buses.**
- (f) Turning Chilco bus loop and Chilco Street between Georgia and Alberni Streets into park space.**

- B. THAT no additional or altered legal rights shall arise from this approval in terms of the Provincial tenure of the Causeway as outlined in the agreement of July 12, 1999, between the Province and the Park Board.**
- C. THAT the Board authorize the General Manager to amend the July 12, 1999 Causeway Agreement to reflect the changes described in Recommendations A.(2) and B. of this report.**
- D. THAT the Board strike a Task force with the BCTFA, the City of Vancouver, TransLink and ICBC to develop a comprehensive long-term plan to displace non-transit motorized vehicle traffic from the Stanley Park. The Task Force should include North Shore municipalities as participants and funding agencies in developing the plan, and include representation from other stakeholders and the public. The objective of the Task Force would be to examine other crossing options, determine their viability and encourage the timely implementation of the plan. The Task Force should report back to the Board within 60 days with an outline of their budget and workplan, and then report on a quarterly basis with a summary of their progress.**

- Carried.

(Commissioner Cassells did not vote)

Commissioner Wilson returned to the meeting at this point.

Commissioner Wilson asked the Board to move on to the next item on the agenda. Commissioner Cassells interrupted and questioned staff regarding the Causeway issue. Commissioner Cassells enquired whether the Park Board had any clean air initiatives and whether they were following the Cloud of Change report. Commissioner Wilson advised Commissioner Cassells that she was out of order, but Commissioner Cassells continued with her questioning.

Commissioner Wilson advised Board members that Commissioner Cassells was disregarding the Chair.

Commissioner Richardson called a point of order that this matter was already voted on and therefore should not be discussed again. Commissioner Cassells continued to speak while Commissioner Richardson was addressing the Chair.

The Chair advised Commissioner Cassells that the item was already dealt with and ruled her out of order. Commissioner Cassells did not pause in her commentary while the Chair addressed her. The Chair called for a motion to adjourn the meeting.

The meeting was adjourned at 8:30 p.m.

Susan Mundick
General Manager

Commissioner Duncan Wilson
Chair