

**Minutes of Meeting  
Planning and Environment Committee, Vancouver Park Board  
2099 Beach Avenue, Vancouver**

**DATE OF MEETING:** April 1, 2004

**ATTENDEES: Park Board Commissioners**

Commissioner Eva Riccius  
Commissioner Loretta Woodcock  
Commissioner Suzanne Anton  
Commissioner Heather Deal

**Park Board Staff**

Susan Mundick	General Manager
Piet Rutgers	Director of Planning and Operations
Jim Lowden	Director of Stanley District
Philip Josephs	Manager of Revenue Services
Terri Clark	Communications Coordinator
Eric Meagher	Supervisor Stanley Park Maintenance
Tilo Driessen	Strategic Planner
Bob Trydal	Manager of Operations, Stanley District
Barbara Joughin	Recorder of Minutes

**Delegations**

Reg Low	Tea House Restaurant
Drew Allan	Fish House Restaurant
Gerry O'Neill	AAA Horse and Carriage Rides
Clea Parfitt	AAA Horse and Carriage Rides
Annemarie De Andrade	Stanley Park Ecology Centre
Ed Cooke	The Pavilion at Stanley Park
Jim Barlow	Parks Canada
Bruce Gilmour	Road Sense Speakers
Paul Tubbe	Advisory Committee on Disability Issues

The meeting was called to order at 7:05 p.m, and the Agenda was presented as follows:

1. Stanley Park Signage
2. Stanley Park Commemorative Integrity Statement
3. Stanley Park Curb Drops
4. Stanley Park Bike Route
5. Approval of March 2, 2004 Minutes

**1. Stanley Park Signage:**

Jim Lowden introduced the Stanley Park signage project team, and provided an overview to the three phases of the project:

- Phase 1 - park road way finding (completed November 2003)
- Phase 2 - forest way finding (85% complete to date )
- Phase 3 - way finding on paths and bike routes in the eastern regions (future)

In November 2003, Karo Design Vancouver was commissioned to complete an audit of Phase 1. Staff recently received Karo's draft report, which reviews what was accomplished and recommends additions and corrections. The staff report to the Committee on changes in Stanley Park signage refers to the Karo report, and was presented by Terri Clark, Tilo Driessen, Philip Josephs, Eric Meagher, and Jim Lowden.

Speaking about the history and philosophy behind the signage program, Tilo Driessen discussed the challenge of balancing the number of signs required for information and marketing of park destinations, with the need to have as few signs as possible to avoid interference with the natural beauty of the park. Tilo described the three step process necessary for good way finding – warning, decision point, arrival – and identified several issues for consideration when choosing sign locations, including the amount of information that drivers can absorb at one time, the use of sequential sign clusters, and the need for comfort and reinforcement.

Terri Clark gave information about the development of the sign design, and described issues related to colour, lettering style and arrow placement, logo branding, and sign readability, including the importance of limiting the number of information items on each sign to a maximum of four. The design team developed an integrated style for the Stanley Park signage system, and will apply it as a template for signage in other parks.

Philip Josephs addressed several minor location issues that came out of the Karo report as recommendations: add washroom symbols where necessary; list locations in order of significance; improve sign visibility; and list major attractions only. Philip also outlined the working group's recommendations on tenant signage:

1. one custom designed sign per tenant located at the place of business
  - adjacent to the building or at the entry point
  - maximum sign area 25 sq.ft.
  - siting and design to be approved by Park Board
2. one Park Board issued sandwich board sign per tenant
  - message and design chosen by tenant
  - located within 100 feet of tenant premises, siting approved by Park Board
  - includes Park Board logo at top of sign

Eric Meagher spoke about road traffic signs, and explained that because they are regulated through the BC Motor Vehicle Act, Stanley Park traffic signs cannot be customized. Eric described issues related to pedestrian and vehicle management, and Karo's recommendations for clarifying the one way traffic system.

Jim Lowden identified and described several specific site problems (Georgia Street and Beach Ave entrances, new bus loop, service yard entrance). He explained the sign tree design that will be used for the internal pedestrian/cycle path way finding that remains to be done in Phase 3 of the signage project, and noted two areas for additional signage – pedestrian return to parking lots, and seawall intersections. Cost estimates for Phase 3 will be brought to the Board by early summer.

### Delegations:

- Reg Low, Tea House Restaurant, requested that Ferguson Point be added to park and causeway signs, and that roads, especially Stanley Park Drive, are clearly identified at major intersections.
- AAA Horse and Carriage - Gerry O'Neill and Clea Parfitt described their road and pedestrian signage needs, and noted that road name signage would benefit their business. They identified additional road sign locations for consideration by Park Board staff (either end of Pipeline Road, the roundabout, Rowing Club). They explained to the Committee that sandwich boards at six predetermined locations would be advantageous if placed where they have learned by experience that people get lost and need direction.
- Drew Allan, Fish House Restaurant, outlined their sign concerns.
- Annemarie De Andrade told the Committee that the Stanley Park Ecology Society is trying to raise its profile, and needs more signage for the Nature House.
- Ed Cooke, The Pavilion at Stanley Park, stated that because the Pavilion is not exclusively a restaurant, current signage does not work effectively for them. He offered suggestions for improvement, and requested that park signs include "the" in front of 'Pavilion'.

### Discussion:

- Phase 1 and 2 have been fully funded, but money for Phase 3 is still to be found. A small amount of 2004 NNR funds will be applied to signs around the bus loop.
- Accidents resulting from vehicle traffic merging with the bus system at the bus loop have been eliminated through the creation of a bus-only road system off Pipeline Road and a landscaped zone separating the miniature train public parking lot from the bus loop.
- Pedestrian way finding includes large maps in place where visitors change transportation mode (at bus loop, major parking lots), and pocket maps as part of an integrated information package. In addition, pedestrian sign trees will be located at major path intersections.
- An additional sign on Pipeline Road will give notice of parking and the upcoming turn to the Aquarium. There is insufficient distance for a sign sequence at this location. The professional sign designers and the engineering consultants who reviewed the safety of the signage at the roundabouts say the preferable number of blades on any one sign is three, and the maximum is four. This limits the number of attractions that can be included as blades on the signs.
- While the stakeholders present tonight are involved in the process, the general public that is interested in Stanley Park would benefit from the regular meeting posting of 10 days. Choosing the April 19<sup>th</sup> rather than the April 5<sup>th</sup> Board meeting would allow adequate time for staff and tenants to discuss individual signage issues before staff prepare a Board report on Stanley Park signage.

### Action:

- Causeway signage is managed by the Ministry of Transportation and Highways. Staff will add Ferguson Point to park signs at the head of Pipeline Road.
- Staff will discuss signage needs with tenants and prepare a Board report on Stanley Park Signage for the April 19, 2004 Board meeting.
- Staff will investigate how to implement and fund road name signage.

## **2. Stanley Park Commemorative Integrity Statement:**

Piet Rutgers provided the Committee with background information about the Stanley Park Commemorative Integrity Statement. Stanley Park was declared a National Historic Site in 1988 in recognition of the unique natural and cultural resources that have been balanced in the park for almost 100 years. Under federal legislation, every national historic site in Canada requires a Commemorative Integrity Statement (CIS) as a reference document. The Stanley Park CIS acknowledges the significant heritage values that this park represents, and will guide decision-making and day-to-day management in the park. Staff recommended Board approval of the CIS on October 6, 2003, but it was referred to the Planning and Environment Committee in order to hear a delegation from the Aquarium requesting inclusion, and subsequently from AAA Horse and Carriage.

Jim Barlow, Parks Canada, told the Committee that Parks Canada and Park Board staff have worked hard together over the past three years to ensure that Parks Canada's requirements for a national historic site were met while maintaining the Park Board's ability to meet its management responsibilities. Parks Canada looks forward to the Board's approval of the Stanley Park CIS, and will continue to cooperate and give advice as required to maintain the integrity of the document. He explained that historic sites in Canada commemorate people, places or events, and that there is no mandate to commemorate services. Access to the park through traditional routes may be commemorated, but the various means of transportation may not.

### Delegations:

- Greg Holmes, Vancouver Aquarium, attended to gather information on the topic because the Aquarium wishes to be part of the Commemorative Integrity Statement. Jim Barlow explained that although the Aquarium is a long standing facility, the building itself is not historically significant. However, the Aquarium could be considered for inclusion because the public marine educational programs are compatible with the mandate of the historic site program.
- AAA Horse and Carriage - Gerry O'Neill and Clea Parfitt requested that the Park Board support the inclusion of horse drawn carriages as part of the Stanley Park Commemorative Integrity Statement. They suggested that a discussion about uses in the park be incorporated to the CIS, in the description of designated places and where cultural elements are itemized.

### Discussion:

- A Committee member asked Mr. Barlow about possible implications of inclusion in the statement. If the disappearance of an element reduced the commemorative value of the national heritage site, a replacement may become necessary.
- A Commemorative Integrity Statement is not frequently reviewed or updated, and is generally expected to last 10 -20 years. For Stanley Park, it is expected that the balance between the natural and cultural resources will remain, although changes in each are expected to occur.
- Horse drawn carriages have been present in Stanley Park from its beginning until 1959, and were reinstated in 1985.
- The proposed CIS captures physical elements but does not commemorate values that relate to a relationship between people and the land. Stanley Park was designated because of the relationship between the natural environment and the cultural elements. The CIS could include recognition of how the park has evolved as people have used it by capturing cultural

uses (eg. how roads in the park evolved from carriage use).

- Jim Barlow advised the Committee that National Historic Sites do not commemorate human activities in an area. The purpose is to designate a place – its heritage or archeological resources, roadways and pathways, and any movable cultural resources (furniture etc). Plaques or buildings are used to commemorate people. New federal legislation would be required to commemorate uses.

#### Actions:

- Staff will discuss the inclusion of the Vancouver Aquarium in the Stanley Park CIS with Parks Canada.

### **3. Stanley Park Curb Drops:**

#### Delegations:

- Bruce Gilmour, a consultant working with the Advisory Committee for Disability Issues in Vancouver, described the importance of curb ramps to city residents and tourists, and how the Accessible Vancouver process is developing draft technical standards for curb cuts and sidewalk design. Proposed curb ramp design standards were presented to the Committee, and have also been distributed for review and comment to BC municipalities, the federal Canadian Federation of Municipalities, and to road construction companies that tender to municipalities. The Committee was invited to review the proposed standards, and to participate in realizing the vision of becoming the most accessible city in Canada.
- Paul Tubbe invited the Committee to consider an additional opportunity for the Park Board to showcase its accessibility initiatives by becoming a partner in Accessible Community Environment Standards (ACES), a community-based research project that will measure quality of life indicators before and after curb drop construction. At the 2010 Olympic and Paralympic Games, gold, silver, and bronze medals will be handed out to different urban and rural communities according to the standards that have been achieved in creating accessible community environments.

Bob Trydal reported that 15 locations in Stanley Park have been prioritized for curb cut retrofitting. The sites are mainly in forested areas that historically have not been utilized by people in wheelchairs due to difficult terrain. However, motorized scooters are now bringing more people into forested areas. Converting to curb ramps will cost approximately \$1200 each, for a total cost of \$18,000, although there is no money allocated for this project at this time.

#### Discussion:

- A potential impediment to recommending adoption of the recommended standards is associated with the current use of asphalt rather than concrete in park sidewalk and curb drop construction. Sealing asphalt is not considered to be an effective, long term solution for meeting curb ramp standards because of its plasticity and heat sensitivity. The ideal solution is that future construction projects seek to meet these standards using poured concrete.
- In 15 years, one-third of BC's population will be over 65. Stanley Park is not just for tourists, but also for the senior population that live in the West End. There was recognition of the growing value of 'aging in place'. The long term social benefit of this design recommendation can be evaluated in terms of how it helps keep people safely and actively in the communities they are familiar with.
- The Park Board is taking a leadership role in adopting the standards and applying them to

upcoming construction projects.

- It will be necessary to seek funding opportunities as opportunities for retrofitting curb drops arise. Although 15 curb cuts have been prioritized in Stanley Park, other locations in the park system may also be identified as important. Curb drop retrofitting could be included in the capital plan costs for 2005.

Recommendation:

The Planning and Environment Committee recommends the adoption of the curb ramp design standards to the full board, and that staff seek further opportunities and funding to retrofit as is possible.

**4. Stanley Park Bike Route:**

This item was not presented.

**5. Approval of March 2, 2004 Minutes:**

This item was not presented.

**6. Next Meeting:**

The next Planning and Recreation Committee meeting is scheduled for May 4, 2004, at 7:00 pm.

The agenda will include:

1. Approval of Minutes of Meeting March 2, 2004
2. Approval of Minutes of Meeting April 1, 2004
3. Strathcona Garden Pond Proposal
4. Tatlow Park - delegation
5. Ziptrek Proposal - Stanley Park