

Date: November 30, 2007



**TO: Board Members – Vancouver Park Board**  
**FROM: General Manager – Parks and Recreation**  
**SUBJECT: Stanley Park Restoration – Prospect Point Road  
Realignment**

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## **RECOMMENDATION**

*THAT the Board approve the attached ‘recommended plan’ for the Prospect Point road and landscape modifications.*

## **POLICY**

The Board approved the realignment of Park Drive at Prospect Point as per the “Stanley Park Restoration Recommended Plan” on April 16, 2007.

## **BACKGROUND**

The windstorm of December 15, 2006 levelled a 0.7 hectare site between the two arms of Park Drive immediately south of the Prospect Point Café. This created an opportunity to improve one of the major tourist destinations in the Park. The current layout suffers from poor traffic safety and congestion, poor aesthetics for a naturally outstanding site, and poor drainage patterns which add to escarpment stability problems above the seawall. The recommended redesign solution addresses all three of these weaknesses and offers an opportunity to substantially improve Prospect Point.

## **DISCUSSION**

As a first step in the redesign, four options dealing with traffic, parking, loading and pedestrian circulation were examined by staff and the consultant team. The underlying assumption in the April 16, 2007 recommendation for realignment was the new design would neither increase or decrease the number of parking stalls available for buses and private automobiles. However, the future design would relocate and reduce the overall asphalt areas while providing an improved layout.

The objectives were automobile and pedestrian safety, separation of uses, smoother traffic flow and a reduction of the area of asphalt in the site area. From this process a best choice design was developed and remains essentially the same in each of the four overall designs presented in this report. The specific merits of the design will be presented to the Board by the consultant team.

Three landscape concepts were developed based on the best choice alignment. These ranged from an architecturally structured response to an organic, limited intrusion design. Preferences were sought from members of both the Steering Committee and the Stakeholders Committee, Park Board staff outside the Restoration Group, and the broader public through a feedback loop on the project website. A feature article in the major community newspaper also directed the public to the website. Staff generally favoured the less structured options while the Committees and the public were equally split among the three choices.

Based on this response the project team developed a fourth design incorporating the elements of the two less structured options. It strives to limit impermeable hard surfaces, maximizes planted areas and retains a major annual flower feature.

This is the recommended design, and the details of which will be addressed by the consultant's presentation. Copies of the existing base plan, three tested options and the preferred combined option are attached as appendices to this report.

## **CONCLUSION**

The preferred design addresses the three issues of safety, aesthetics and drainage while retaining floral displays, views and direct connection to the lookout area from the bus and car parking. It adds a loop system of gravel pathways, expands the primary viewing area and creates space for tables and chairs adjacent to the café. The overall cost estimate is approximately \$2 million, and the project should go out to bid in late January. The construction will be in three phases with project completion anticipated for the fall of 2008:

1. Create the new road and parking alignment,
2. Close and demolish the old road and parking, and
3. Develop the new landscape features.

This will provide ongoing access to the lookout, the café and the washrooms during construction.

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