

Date: June 18, 2008



TO: Board Members – Vancouver Park Board
FROM: General Manager – Parks and Recreation
SUBJECT: Jericho Marginal Wharf: Concept Plan Approval

RECOMMENDATION

THAT the Board approve the Concept Plan (1-C) for the Jericho Marginal Wharf as described in this report and illustrated in Appendix 1.

POLICY

The Board approves conceptual designs reviewed at committee meetings.

BACKGROUND

Jericho Wharf was built in the 1930s to serve the needs of the Royal Canadian Air Force amphibious aircraft operations. It is approximately 160m long (along the foreshore) and 40m deep. The water's edge of the deck is boarded by old railings from the Lion's Gate Bridge. Due to deterioration of the supporting wood structure the Park Board proceeded with condition inspections and feasibility studies. In 2002, Levelton Engineering reported on the structural integrity of the wharf, concluding that the wharf was at the end of its service life and required demolition or significant repairs to ensure public safety. In 2005 Westmar Engineering Consultants did an assessment of the Wharf which reinforced earlier findings concluding that the Wharf was at the end of its service life. The major concerns presented within the report were that many of their timber piles were not serviceable and seismic upgrading was not feasible. Since 2003 access restrictions have been in place, because the deck's capacity to carry vehicles has been compromised. During the fireworks festival, crowds are also restricted to access certain parts of the deck.

The present use of the deck is mostly concentrated to the south side, where people walk between Jericho Beach and the Sailing Centre beach. Some walk over to the north side of the deck in order to lean over the railing and look down onto the water.

DISCUSSION

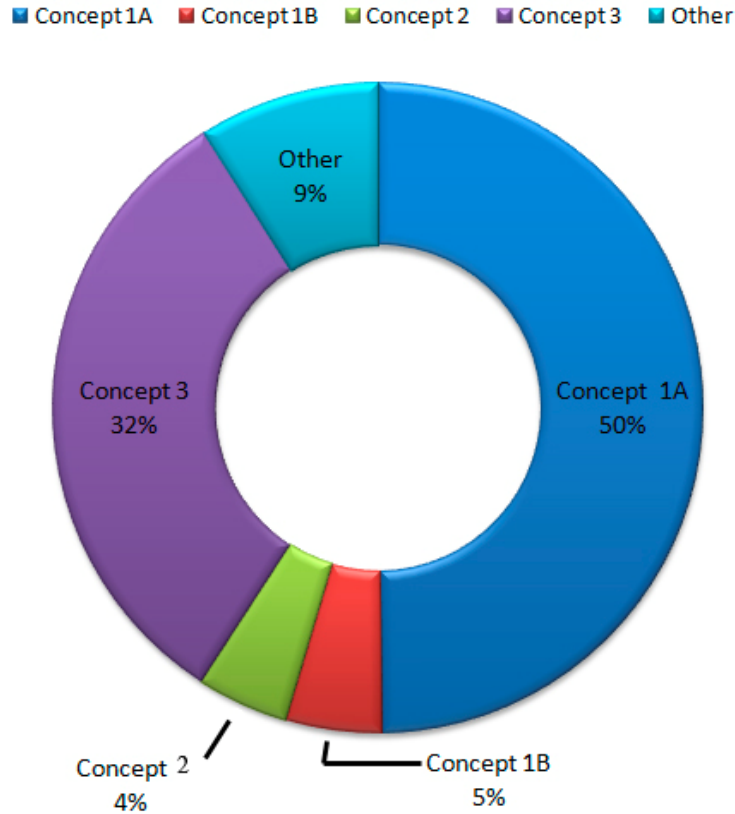
In May 2007 the Park Board sought consultancy services to assist in determining a direction for the Wharf which would include estimated costs. Moffatt & Nichol Urban Waterfront Environmental Engineers teamed with Sharp & Diamond landscape architects and were awarded the contract at the June 11, 2008 Board Meeting. They were asked to deal with the conceptual designs related to keeping the Wharf, keeping a portion of it or removal of the Wharf completely. They were asked to review and begin the process of application to the Department of Fisheries and Oceans and to carry out a public process which took place in March. Their work did not include examining other types of uses for the area.

The concepts which were brought forward to a public meeting on March 12, 2008 included:

- *Concept 1A – Demolish the Wharf and reinstate the foreshore, \$1.9 million*
- *Concept 1B – Demolish the Wharf and reinstate the foreshore including a small curbed seawalk, \$2.0 million*
- *Concept 2 - Retain a portion of the Wharf, \$1.8 million*
- *Concept 3 - Retain and repair Wharf, \$1.1 million plus maintenance costs of \$0.5 million to \$1.0 million every 6 to 10 years.*

A survey was handed out at the March Open House which was also available on the Park Board website. The results of the survey ranked the concepts from 1 to 4: 1 was most preferred, 4 was least preferred. The respondent was also asked to rank what was considered to be most important in the selection of the concept. This selection ranged from implementation costs, historical aspects, and structural integrity of the Wharf. 546 people completed and submitted a survey. The preferred options were Concept 1A with 242 votes (50%) and Concept 3 with 174 votes (32%). Concept 1B received 26 votes (5%) and Concept 2 received 25 votes (4%). An additional 49 votes (9%) were cast for “other” indicating that the respondents did not like any of the concepts. The results were reviewed by Park staff and a recommendation was prepared and presented at the June 16, 2008 Park Board Committee Meeting.

Survey Results



The recommended option (1-C) is a slight variation on the preferred Concept 1-A. Staff believe it is important to acknowledge the history associated with both the deck and the railings. To this end a small (approximately 500 sq ft) portion of the deck and railings are recommended to be retained on the east side of the deck. If structurally feasible the deck would extend over the water, offering a continued opportunity to view the bay from an attractive vantage point. One or two interpretive signs would outline the wartime origins of the deck and its post war evolution.

As is the essential feature of Option 1A, this option also restores a natural beach and contributes positively to fish habitat. These two features are consistent with the many other efforts in Jericho Park to have a natural park that accommodates active recreation.

After hearing delegations the Board's Committee concluded that Option 1-C should be brought to the Board.

SUMMARY

In conclusion, after review of the Consultants' concepts, estimates, and the outcome of the public survey, staff recommend Concept 1C - Demolish the Wharf and reinstate the foreshore. In order to preserve the historical significance of both the Wharf and the railings, it is recommended to retain a very small portion of the Wharf on land and slightly over the water if structurally possible. A historical interpretive sign is also recommended.

Prepared by:

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TC

Attachment: Appendix I