

MINUTES OF MEETING
OF THE BOARD OF PARKS AND RECREATION
HELD IN THE PARK BOARD OFFICE
ON MONDAY, JULY 08, 1996

PRESENT:

Chair	- David Chesman
Vice-Chair	- Alan Fetherstonhaugh
Commissioners	- Malcolm Ashford
	- Allan DeGenova
	- Tim Louis
	- Donna Morgan
	- Duncan Wilson
Deputy Mayor	- Councillor Chiavario
General Manager	- Vic Kondrosky
Director of Administrative & Revenue Services	- Philip Josephs
Director of Finance	- Doug Holden
Director of Operations	- Liane McKenna
Director of Planning	- Jim Lowden
Director of Recreation	- Allan Argent
Manager - Public Affairs	- Terri Clark
Recording Secretary	- Julie Chiu

The Chair recognised former Park Commissioner, Councillor Nancy A. Chiavario.

APPROVAL OF MINUTES

The minutes of the meeting of the Board held on Monday, June 24, were adopted as circulated.

CHAIR'S REPORT

Commissioner Chesman on behalf of the Board congratulated former Park Commissioner Evelyn Atkinson who received the prestigious Order of Canada award. Commissioner Chesman advised the Board that Ms. Atkinson is still active with the restoration and preservation of Engine 374 and the fundraising activity at the Roundhouse is progressing well.

VICE CHAIR'S REPORT

Commissioner Fetherstonhaugh advised the Board that the refurbishing of the lights on the tree at the foot of Bidwell Street which is lit during the Christmas season was organised by a group of people called Lights for Life in memory of those who died of Aids. The Light for Life tree which represents hope will be lit during the Aids Conference in Vancouver.

PLANNING/ENVIRONMENTAL INITIATIVES/OPERATIONS

Memorial South Playing Fields - T96-10

Board members received copies of a staff report dated June 27, 1996 recommending that the Board award the tender T96-10 for Memorial South Playing Fields to Landesign Landscape Construction Ltd. in the amount of \$387,268.00.

This matter was deferred to the next meeting of the Board for additional information.

Stanley Park Seawall

Board members received copies of a staff report dated June 27, 1996 recommending that pedestrians, cyclists and in-line skaters continue to share the Stanley Park seawall, except for the 1.3 km section between Hallelujah Point and Lumbermen's Arch; that greater physical separation between pedestrians and wheeled traffic be provided in sections where pedestrians, cyclists and skaters will continue to share the seawall east of Pipeline Road; that a 3.0 metre wide portion of Park Drive be reallocated to cyclists and skaters between Hallelujah Point and Lumbermen's Arch.

Pieter Rutgers, Manager Acquisition and Research, showed a video on the different activities and some of the problems encountered by users on the seawall. Mr. Rutgers stated that there were three options available to minimize the aggravation between pedestrians, cyclists and in-line skaters on the seawall. Two of the options removed cyclists and skaters from the seawall. The third option kept cyclists and skaters on the seawall and contemplated the widening of the seawall inland wherever possible to either vertically or horizontally separate the pedestrians from the cyclists and in-line skaters. With the population in the downtown peninsula doubling and the completion of the False Creek and Coal Harbour seawalls it is expected that there will be an increased number of users of the Stanley Park seawall. Staff have prepared a proposal which would allow cyclists and skaters to remain on the seawall as long as conflicts between pedestrians and wheeled traffic can be managed, as well, the solution to be able to meet the needs of a pedestrian only seawall if cyclists and skaters are eventually removed from the seawall and completely routed onto the Park Drive. This proposal will break the route into five sections consisting of section 1: from the Rowing Club to Hallelujah Point, section 2: from Hallelujah Point to Lumbermen's Arch, section 3: from Lumbermen's Arch to north end of Pipeline Road, section 4: from the north end of Pipeline Road to Second Beach and section 5: the Pipeline Road loop. The project will result in an estimated loss of 350 parking stalls, 190 on the Park Drive

and 160 on Pipeline Road. The project results in the removal of about 20 mature trees and removes 1.2 acres of grass.

Peter Rovinelli, West End resident, appeared before the Board and stated that Stanley Park is a West End park. Mr. Rovinelli stated that he was against the proposal presented by staff as it will bring in more people to an already overpopulated facility. Stanley Park is unique because it offers to the citizens of Vancouver the opportunity to relax in an almost natural environment.

Ron Rothwell, Friends of Stanley Park, stated that the seawall should be for pedestrians only. Mr. Rothwell stated that the real problem in the park is cars and he is relieved to see some of the parking spaces are being eliminated. The Board should be looking at reallocating existing asphalt to other uses. Mr. Rothwell stated that he was against the report as it speaks to the removal of trees. We should be adjusting the use of the park to the needs of the park. The park needs to be left alone and he is concerned that this proposal will probably solve the problem in the short term.

Lorne Milne, International InLine Skating, stated that in-line skating has grown a lot in the last few years and will keep growing. Education is the key to safe and courteous skating. International InLine Skating Association has doubled the number of skating instructors and established the National Skate Patrol run mainly by volunteers. The skate patrol has been effective on the seawall informing the people of proper skating etiquettes.

Eleanor Hadley appeared before the Board and stated that she does not support the staff report. This report is out dated and is concerned that it would cost the citizens \$1.5 million to build 9.6 miles and an additional \$300,000 to include it in the \$10 million transportation plan. This is a people's park and not a transportation park. Ms. Hadley suggested that a speed limit should be implemented so that in-line skaters, cyclists and cars can use the same road.

Joe Arnaud stated that he hopes the proposal is implemented as it helps to solve some of the problems. He does not mind losing the parking spaces. It is unfortunate that some trees would need to be cut but there has been precedent of taking green space for commercial enterprises in the park. The park is for recreation and it is time to spend some money for Stanley Park users.

Caroline Low, resident of the West End, appeared before the Board and stated that she cycles the seawall before 10:00 a.m. to avoid the crowd. The seawall should not be for pedestrians, cyclists and in-line skaters. Cyclists and in-line skaters should be encouraged to use Park Drive and motorists must be made aware that they need to yield to cyclists.

Jean-Marc Cloutier appeared before the Board and stated that the seawall could be extended out toward the water. He is aware that this would probably be expensive and suggested fundraising. Mr. Cloutier also suggested that there be specific time slots for cyclists and in-line skaters to use the seawall in order to avoid any possible problems.

Emma dal Santo and Mark Allison stated that they support the report and suggested that faster cyclists use the road. It is important to encourage people to visit the park on bicycles. They were disappointed that the development of a transportation plan was taking so long. Also, B.C. Transit should be approached to provide bike racks on the buses.

Guy Wera representing the Society for the Promotion of Environmental Conservation. Mr. Wera stated that there is too much paved area already in the park for parking cars. A speed limit of 10 km per hour should be imposed on the seawall for cyclists. Mr. Wera suggested that a bike lane along Park Drive will relieve the pressure on the seawall. There is a lot of space for everyone, we need to be creative and cooperative to use these spaces.

John Whistler, Bicycle Advisory Committee, stated that he supports the recommendation in the staff report. The bike and skate patrol on the seawall are presently quite successful. He would strongly recommend the separation of pedestrians and wheeled traffic. Mr. Whistler stated that he was concerned about the cyclists at Brockton Oval. There is a need to improve signage and encourage the cyclists to use the road.

Gerry O'Neil, AAA Horse and Carriage, enquired where the horse-drawn carriages fit into the transportation priority list which is 1) pedestrians; 2) cyclists; 3) transit; and 4) the private automobile. Horse-drawn sightseeing tours have been a part of Stanley Park's history. Mr. O'Neil was concerned where the horses would fit in relation to cyclists, in-line skaters and cars between Hallelujah Point and Lumbermen's Arch.

Jim Lowden, Director of Planning, advised the Board that the horse carriage will be part of transit. There will be two lanes for automobiles, buses and AAA then a curb and then a two and a half metre bike lane. The horses will be in one of the two automotive lanes. The parking lane is the only lane that will be removed.

Nancy Tillson, resident of the West End, stated that the seawall should be for pedestrians only. Ms. Tillson stated that she supports Option 1 which removes the cyclists and skaters from the seawall. She would support Option 2 but would like to see a path included on Pipeline Road. Ms. Tillson suggested that a foot patrol be on the seawall from

the entrance of the Park to Siwash Rock or Third Beach because cyclists and skaters who defy the rules could be more easily apprehended.

Mary McDonald stated that the widening of the seawall will still not solve the problems, it will only be a temporary solution. Ms. McDonald suggested that Park Drive be closed on the weekends in the summer. She would also want the introduction of a jitney service in the park.

Bonnie Thiele stated that everyone was entitled to use the seawall. The proposal by staff is only a short term solution. She proposed that from mid May to mid September during weekends and holidays, one lane on Park Drive be made available for cyclists only. A study on how many average users there are during the week should be done. The bike patrol is doing a good job, however, they should be given the power to enforce the Parks by-law.

David Jensen stated that widening the seawall was not an answer to the problem. The logical long term solution would be to leave the cyclists and skaters on the road. It is already harder to enjoy the seawall and wider paths will attract more wheeled traffic.

Brian Larsen, co-ordinator on the Stanley Park Skate Patrol, stated that the volunteers on the skate patrol are making a difference by being on the seawall. A lot of the users of the seawall are tourists who do not understand the rules and some of them do not speak English. Mr. Larsen stated that on the short term they could increase the number of volunteers and the Board could provide better signage which would alleviate some of the problems.

Commissioner Wilson asked Mr. Larsen to provide a copy of what he required on the signage. Commissioner Wilson asked staff to provide the Board by next Spring with an inventory of the signs that are in the Park. Commissioner Louis asked staff to provide a list of signs that are on the seawall by next week. Commissioner Fetherstonhaugh stated that this matter should be referred to the Recreations Services Committee.

Patrick Koslo appeared before the Board and stated that automobiles should be removed from the park and the cyclists and skaters allowed to use the road. The seawall should be for pedestrians only.

Mark Tindle, Vancouver Aquarium, appeared before the Board and stated that the Aquarium participated in the discussion and planning on this issue. Mr. Tindle complimented staff on coming forward with a good plan and

addresses the various issues and the conflicting interests of the stakeholders. Transit service into Stanley Park needs to be improved. Mr. Tindle stated that the service yard could be converted into a parking lot to make up for the loss of parking spaces elsewhere in the park.

Gil Hewlett, Vancouver Aquarium, stated that transit was an important issue. He suggested that the Board ask B.C. Transit to use the upper zoo area as a drop off point especially in the summer. The frequency of buses should be increased and this should be integrated in the Transportation Plan.

Ruth Heyes, Vancouver Aquarium, stated that by reducing the amount of parking in the park does not eliminate traffic. The service yard could be used as a parking lot in the interim while educating the people to be environmentally conscious and to change their lifestyle. There are no park and ride alternatives for tourists in the city at this time.

Dr. Barbara Rand appeared before the Board and stated that she was seriously injured by a cyclist on the seawall. Dr. Rand encouraged the Board to implement licensing of cyclists and skaters which would allow offenders to be ticketed and fined. Signage and the language on the signs are not clear.

Terry Howard, Brockton Cricket, stated that the cricketers are seasonal users of the park. He participated in the stakeholders meetings and understands that there is a need for change as the population in the city changes. They supported the removal of the 190 parking spots around Brockton Point in the hope that this will be replaced in a more central location. It is necessary to separate those who move fast and those who are slower and there should be enforcement of speed limits to allow walkers to walk in comfort.

Moved by Commissioner DeGenova,

THAT pedestrians, cyclists and in-line skaters continue to share the Stanley Park seawall, except for the 1.3 km section between Hallelujah Point and Lumbermen's Arch;

THAT greater physical separation between pedestrians and wheeled traffic be provided in sections where pedestrians, cyclists and skaters will continue to share the seawall east of Pipeline Road;

THAT a 3.0 metre wide portion of the Park Drive be reallocated to cyclists and skaters between Hallelujah Point and Lumbermen's Arch.

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Commissioner Morgan stated that she does not have a problem with the recommendations but rather is concerned with the five different sections of the seawall as identified on the map. Any decision regarding the seawall must include a long term plan; there should not be a loss of green space for asphalt; new facilities that are being put in for non-polluting forms of transportation should be done at the cost of the polluting form of transportation; there is a need to enhance safety which should be done quickly. Section 2 and 5 of the plan fit these criteria. Commissioner Morgan stated that she would like to put forward an amendment to the motion.

Moved by Commissioner Morgan,

THAT in addition to these recommendations that we immediately proceed with sections 2 and 5 of the plan and that we look at some alternatives to provide for a cost effective plan to keep cyclists and pedestrians separate on the seawall.

Board members discussed the matter and Commissioner Fetherstonhaugh stated that he was against the amendment motion as he does not agree that the project should be broken up. Commissioner Louis stated that the delegations have brought forward numerous ideas on how to deal with the problems. Proceeding with sections 2 and 5 would be the most logical thing to do at the moment, the only question would be how the other sections plan would be dealt with. Commissioner Ashford stated that in order to proceed with sections 2 and 5 it would cost \$330,000 which will have to be incorporated into the capital plan. He does not support the amendment motion. Commissioner Chesman stated that one of the problem with Stanley Park is that it has been planned ad-hoc. This proposal has the benefit of whole scale planning. The reduction of automobile in the park is also his goal.

The amendment motion was put as follows:

THAT in addition to these recommendations that we immediately proceed with sections 2 and 5 of the plan and that we look at some alternatives to provide for a cost effective plan to keep cyclists and pedestrians separate on the seawall.

-DEFEATED.

(Commissioners Ashford, Chesman, DeGenova, Fetherstonhaugh and Wilson contrary)

Commissioner Ashford stated that the discussion on this matter need to take place around the transportation plan as a

whole. Commissioner Ashford stated that he would like to put forward an amendment to get this issue incorporated in the capital plan.

Moved by Commissioner Ashford,

THAT the Board approve in principle the concept of the staff recommendations:

1. THAT pedestrians, cyclists and in-line skaters continue to share the Stanley Park seawall, except for the 1.3 km section between Hallelujah Point and Lumbermen's Arch.
2. THAT greater physical separation between pedestrians and wheeled traffic be provided in sections where pedestrians, cyclists and skaters will continue to share the seawall east of Pipeline Road;
3. THAT a 3.0 metre wide portion of the Park Drive be reallocated to cyclists and skaters between Hallelujah Point and Lumbermen's Arch.

for inclusion in the overall transportation plan to be approved by the Board at a later date and, subject to further refinement to the project design.

Board members discussed the matter and Commissioner Wilson stated that this plan addresses the needs of the recreational cyclists versus the transportation cyclists. A lot of the concerns expressed tonight dealt with the west side of the Park and the area between this office and Siwash Rock. There are some immediate improvements which need to be put in place but this plan does not address that, nor can we wait until we get a capital plan. Commissioner Morgan stated that there are two things she does not agree with in the report which is spending a lot of money and incurring loss of green space for a short term solution. Commissioner Louis stated that he does not support the motion as there does not seem to be any improvements. Commissioner Chesman referred to his comments when he took the chair that he intended to see Park Board staff prepare a comprehensive Stanley Park Transportation concept with the following criteria: reduced automobile traffic, safe accommodation of pedestrians and in-line skating traffic and a safe, cost efficient family friendly means of transportation other than personal automobile. In supporting Commissioner Ashford's motion he understands that the Board will achieve the transportation plan with those criteria.

The amendment motion was put as follows:

THAT the Board approve in principle the concept of the staff recommendations:

1. THAT pedestrians, cyclists and in-line skaters continue to share the Stanley Park seawall, except for the 1.3 km section between Hallelujah Point and Lumbermen's Arch.
2. THAT greater physical separation between pedestrians and wheeled traffic be provided in sections where pedestrians, cyclists and skaters will continue to share the seawall east of Pipeline Road;
3. THAT a 3.0 metre wide portion of the Park Drive be reallocated to cyclists and skaters between Hallelujah Point and Lumbermen's Arch.

for inclusion in the overall transportation plan to be approved by the Board at a later date and, subject to further refinement to the project design.

-Carried.

(Commissioners Louis and Morgan contrary)

The main motion as amended was put and it was CARRIED.
(Commissioners Louis and Morgan contrary)

NON-COMMITTEE REPORT ITEM

1998 NHL ALL STAR GAME PROPOSAL

Commissioners Ashford and Chesman removed themselves from the meeting on this item for the reason of a potential conflict of interest.

David Youngson, Director, Creative, Orca Bay Sport and Entertainment appeared before the Board and gave a brief history on an NHL All Star event. The event planned for Vancouver will require five days, with the All Star game being played at GM Place and the Fantasy events to be held at the Renfrew Complex on Hastings Park. They have looked at all facilities that were more than 50,000 sqft and the NHL recommended the use of the Renfrew Complex as other sites such as B.C. Place and the Trade and Convention Centre are already booked for other events. Orca Bay supports the restoration of Hastings Park and is willing to contribute \$225,000 to revitalize the first acre of Hastings Park. Orca Bay guarantees that the buildings will not be used after January 31, 1998.

Glen Hanlon, Assistant Coach of the Vancouver Canucks, appeared before the Board and stated that an All Star Game in Vancouver will provide an opportunity for the youth of Vancouver to meet with NHL star players. Mr. Hanlon stated that everyone has a dream and for many seeing their hero up close could guide them in working towards that dream.

Kevin Gass, VP Operations & General Manager, Orca Bay Sports and Entertainment offered their support and services to the restoration program of Hastings Park. Mr. Gass stated that the Grizzlies and Canucks are involved with a lot in the community. The FANTasy event is community oriented and they expect upwards of 20,000 to 30,000 people over a period of three days. Since this is a community event, they did a survey to see how this event would be accepted.

Cathy Forrest advised the Board that Viewpoints Research was hired by Orca Bay to conduct a poll of the area surrounding the PNE site. They interviewed 500 people within the one mile radius of the park. The people contacted were told of the proposed event and a majority of them were agreeable to having the event at the PNE site.

David Rowney, Tourism Vancouver, advised the Board that Tourism Vancouver sees the NHL All Star Game as a prestigious event. The event will draw an estimated 4,500 out of town visitors who will spend approximately \$1.4 million over a three day period in January when tourism business has historically been slow. Visitors spending will contribute to the local economy and provide jobs. Tourism Vancouver is also a partner in the Sports, Tourism Task Force which is building for more national and international sporting events. The Task Force welcomes this once in a lifetime opportunity to showcase Vancouver in the international arena.

Joe Nichi, Sales Manager, Hyatt Regency, appeared before the Board and stated that the NHL All Star event will provide jobs to in the hospitality industry during January which is usually a slow month. This event will provide an economic boost to Vancouver.

Tom Anselmi, Vice President, Operations and General Manager, Orca Bay Sports and Entertainment appeared before the Board and stated that they were asking for the use of six buildings in January 1998. This proposal could be executed with negligible impact. They have requested the city to waive rent of approximately \$100,000 in exchange for providing a \$225,000 for the restoration of Hastings Park. This proposal will not cause any incremental operating cost. They could include in the contract that the buildings be demolished after the event. There is a lot of community support for this event. Orca Bay supports the Hastings Park Restoration Program.

Doug MacCaulder, on-site employee at the PNE, with CUPE Local 1004 appeared before the Board and stated that they were in favour of Orca Bay's proposal. The process of the restoration of Hastings Park is way ahead of schedule. They do not agree that any part of the Renfrew Complex should be precluded from operating as long as it is viable and enhances the development of the Park.

Steve Varty, an employee of the PNE, encouraged the Board to endorse Orca Bay's proposal.

Gerry Underhill, Hastings Park Working Committee, stated that he was concerned with the delay and they were not in a position to endorse any further delay to the restoration of Hastings Park. He agrees that the event is unique but an event of this magnitude will cause a precedent for other events to use the buildings.

Patricia Coutts, Hastings Park Working Committee, stated that she was concerned to see continued use of the buildings. The buildings must be demolished before development of the park can proceed.

Earle Peach, representative of the environmental forum of the Hastings Park Working Committee stated that the survey questions asked by Orca Bay was designed to convince respondents of its merits. Mr. Peach asked the Board to not take the survey results seriously.

Board members discussed the matter and Commissioner Wilson stated that it was important to build a relationship with Orca Bay for the future so that they might assist in the restoration of Hastings Park. He does not want to see the PNE back and does not think anyone else will come up with \$225,000.

Moved by Commissioner Wilson,

THAT the Board endorse the 1998 NHL All Star Game Proposal for the Hastings Parksite subject to the following terms and conditions:

1. The extension is for a maximum of four months to February 7, 1998.
2. That the additional cost of maintaining and securing these buildings by borne by Orca Bay.
3. That Orca Bay contribute a minimum of \$225,000 net of all expenses toward the restoration of Hastings Park.

4. That Orca Bay offer to assist the Hastings Park working committee and Park Board with fundraising activities for the restoration of the Park.
5. That all buildings slated for demolition be torn down immediately upon completion of the event.
6. All arrangements be to the satisfaction of the General Manager.

Commissioner Louis called notice on the motion.

Commissioner Chesman returned to the meeting at this point and advised the Board Commissioner Ashford had left for the night.

Building By-Law Upgrading Studies

Staff report dated July 8, 1996 recommending that the Board authorize the General Manager to award a consultant contract for the preparation of Building By-law Upgrading studies for nine community facilities.

Moved by Commissioner DeGenova,

THAT the Board authorize the General Manager to award a consultant contract for the preparation of Building By-law Upgrading studies for nine community facilities.

-Carried Unanimously.

INCOME OPERATIONS/MARKETING/PUBLIC AFFAIRS

Corporate Sponsorship Contract - Film

Board members received copies of a staff report dated June 24, 1996 recommending that the Board award a 5 year contract to Kodak Canada Inc. for the exclusive supply of film and other related products; that Kodak Canada Inc. pay the Board an annual rights fee of \$50,000 in 1997, \$50,000 in 1998, \$55,000 in 1999, \$65,000 in 2000 and \$75,000 in 2001 for a total of \$295,000.

Moved by Commissioner Fetherstonhaugh,

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1. THAT the Board award a 5 year contract to Kodak Canada Inc. for the exclusive supply of film and other related products;
 2. THAT Kodak Canada Inc. pay the Board an annual rights fee of \$50,000 in 1997, \$50,000 in 1998, \$55,000 in 1999, \$65,000 in 2000 and \$75,000 in 2001 for a total of \$295,000;
 3. THAT no legal rights shall be created by passage of these resolutions and none shall arise hereafter except by the signing of the contemplated document.

Commissioner Louis stated that he does not support incremental commercialism in the park.

A vote was taken on the motion and it was CARRIED.
(Commissioner Louis contrary)
(Commissioner Morgan was not present at time of voting.)

ENQUIRIES

Commissioner Wilson advised the Board that staff asked him to advise Commissioner Morgan to not wear a Shirt with political affiliation at the Pride Parade as she had done in the previous year.

INFORMATION ITEMS

1. Approval of Warrants
Warrant #25A in the amount of \$8,350.84, Warrant #27 in the amount of \$540,703.68.
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