



# IMAGINE WEST END WATERFRONT

## Phase 1 Report Back

Park Board Committee Meeting  
Monday, July 8, 2024



To report back for decision on the proposed Phase 1 implementation of the Imagine West End Waterfront Vision, as requested by the Board at the April 22, 2024 meeting.

- Context and Background
- Net Improvements to Park Space and Phase 1 Components
- Potential Impacts of Proposed Two-Way Traffic on Beach Avenue
- Financial Considerations

# Phase 1 Boundary



- Park Board has jurisdiction over Morton Park and areas in English Bay Beach Park within Phase 1 boundary.
- City has jurisdiction over streets including Beach Avenue, Denman Street and Morton Avenue.
- Proposed re-design of Morton Park and realignment of Beach Avenue require approval from both Park Board and City Council.
- Contract awards for implementation require approval from both Board and Council if they exceed \$2M in value.

- On May 8, 2024, City Council approved Phase 1 of the Imagine West End Waterfront Vision.
  - COV Staff were directed to prioritize permanent All Ages and Abilities (AAA) bike lane on Beach Avenue west of Denman Street, followed by returning 2-way vehicular traffic.
  - Subject to funding approval (2023-2026 Capital Plan Mid-term Update) and Park Board approval.
- Council did not approve the Imagine West End Waterfront Vision overall at this time.
- Staff were asked to report back with a revised strategy focused on addressing climate impacts and ensuring long-term enjoyment of the Seawall.



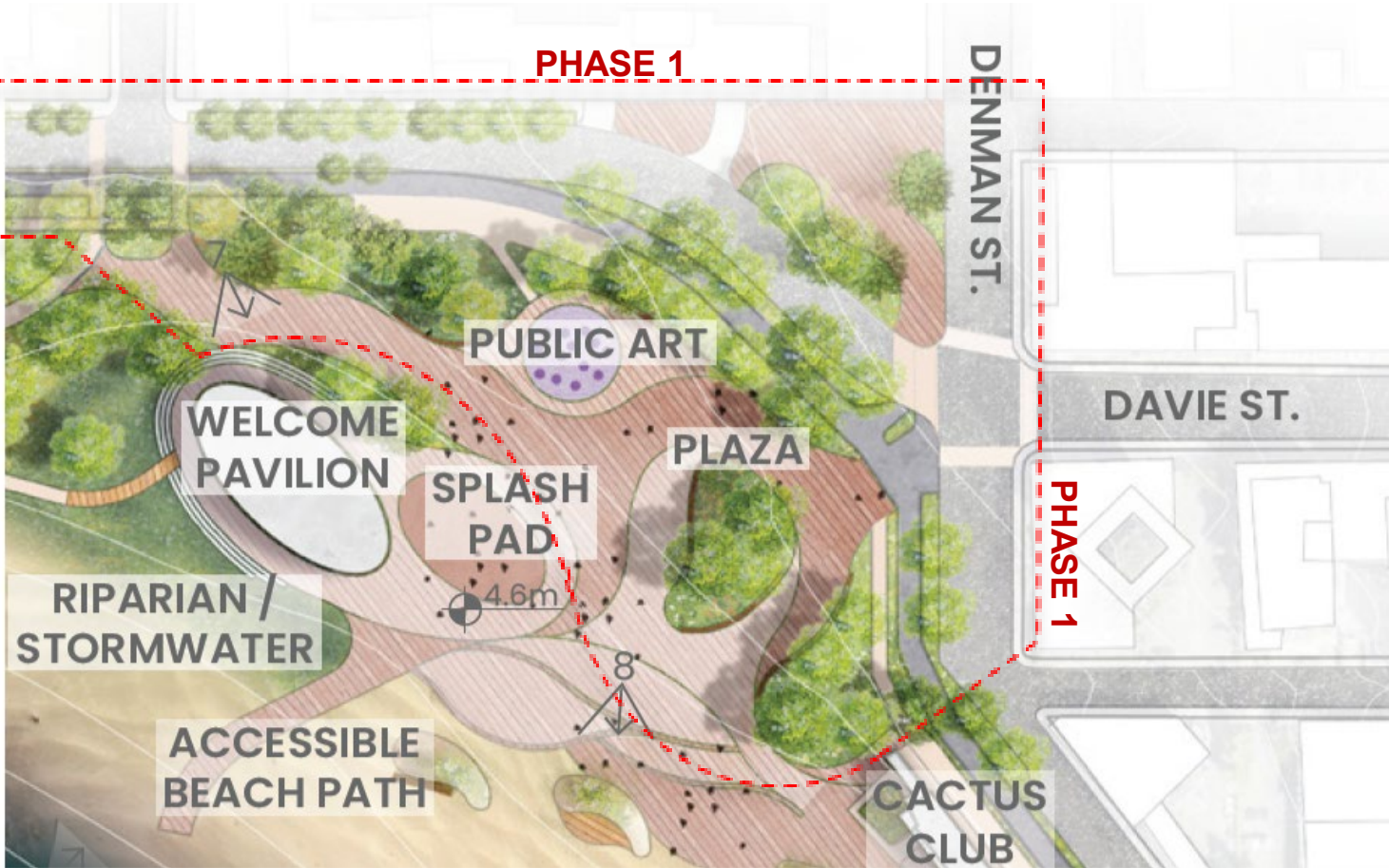
# Net Improvements to Park Space



VIEW LOOKING WEST



# Net Improvements to Park Space and Phase 1 Components






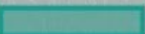


# Phase 1: Park Versus Road Area (Existing)





# Phase 1: Park Versus Road Area (Proposed)



-  Phase 1 Boundary
-  Proposed Road (1.24 ha / 3.06 acre)
-  Proposed Morton Park (0.43 ha / 1.06 acre)
-  Proposed English Bay Park (0.57 ha / 1.41 acre)

- **Morton Park:**
  - Approximately 2x increase in size.
  - Direct connection to English bay, improved crossings, increased resilience and more prominence as a 'gateway' to the beach and waterfront park.
  - Existing infrastructure/utilities may remain under the future park area (former Beach Avenue).
- **English Bay Beach Park:**
  - Does not change in size in Phase 1.
  - A new east-west path required to facilitate accessible pedestrian circulation for Park users following Beach Avenue re-design.

# New Pedestrian Path Alignment South of Existing Beach Avenue



*Proposed new pedestrian path*



*Existing Beach Avenue street view.*



# Stanley Park Connection: Current State

- Two-way configuration of Beach Avenue is COV jurisdiction (Council decision)
- Board decision required on what changes to make in Stanley Park to enable or not enable traffic from Stanley Park to exit *directly onto Beach Avenue*
- Impacts to Stanley Park at both a local and park wide scale, dependent upon which option is selected



## OPTION 1 – Two Way Beach Ave with Direct Exit from Stanley Park (to Beach Ave)

### OPTION 1A

#### Beach Ave/ Park Lane

#### Intersection Change Only

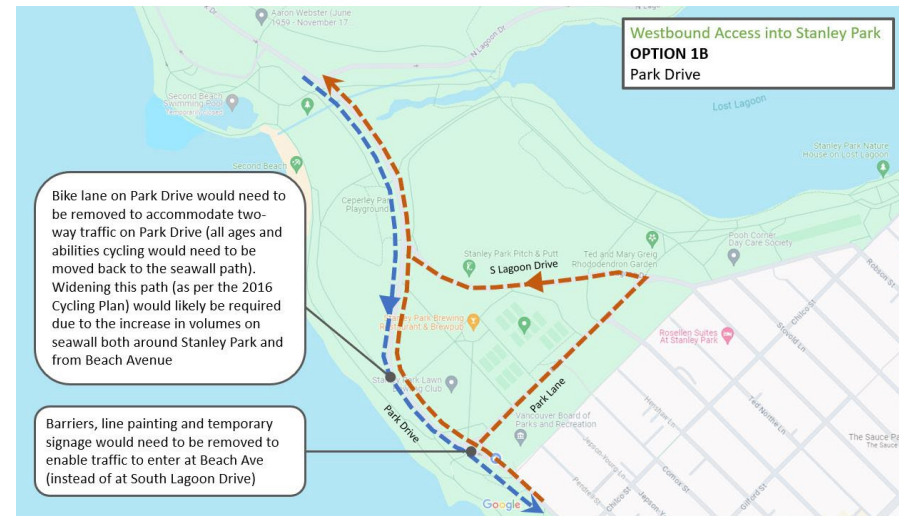
New intersection at Beach Ave/Park lane to allow east bound vehicles to drive directly east on Beach Avenue



### OPTION 1B

#### Stanley Park Drive Reconfiguration

Removal of bike lane on Park Drive and widening of existing bike lane adjacent to Park Drive to facilitate two-way traffic on Park Drive in alignment with Beach Ave





# Managing Views



*View of water below canopy of existing Beach Avenue mature trees.*

*Proposed Cross-Section from Beach Ave. through Morton Plaza indicating eye-level view below tree canopy (note: splash pad is not part of Phase 1).*





<b>Phase 1 (Park Components)</b>	<b>Cost</b>
Site Preparation and Utilities	\$2,1M
Plaza Paving and Pathways	\$3,2M
Green Space, Trees and Furnishings	\$1,7M
Project Contingency (40%)	\$3,0M
<b>Total</b>	<b>\$10M</b>

*Breakdown of capital costs based on class D cost estimate (2023\$)*

<b>Morton Park/ Phase 1</b>	<b>Cost</b>	<b>Applicable Funding Source (new or renewal)</b>
New Park Features	\$8.6M	New (West End CAC's available in 2023-2026 Capital Plan)
Renewed Park Features	\$1.4M	Renewal Funding Sources (to be confirmed)
<b>Total</b>	<b>\$10M</b>	

*Costs and funding sources for renewal and new features in Phase 1*

- A. THAT the Board approve Phase 1 of the Imagine West End Waterfront Vision as proposed in the report dated July 8, 2024, and direct staff to begin detailed design in coordination with City of Vancouver staff, subject to funding sources for implementation being approved through the Mid Term Capital Update.
- B. THAT the Board direct staff to enable (insert wording from OPTION 1 or 2) as outlined in Appendix B:

OPTION 1 – Two-Way Beach Avenue with Direct Exit from Stanley Park - to enable traffic from Stanley Park to exit onto Beach Avenue in the development of the detailed design for Phase 1, in alignment with the Vancouver City Council decision to reinstate two-way traffic on Beach Avenue west of Denman Street, through either one of two sub-options:

- OPTION 1A – Beach Avenue/Park Lane Intersection Change Only
- OPTION 1B – Stanley Park Drive Reconfiguration

OPTION 2 – Two Way Beach with No Direct Exit from Stanley Park - to not enable traffic from Stanley Park to exit onto Beach Avenue, and instead to maintain existing routing within Stanley Park.

- C. THAT the Board direct staff to respond to Council's interest in a strategy to scope efforts around foreshore mitigation and investments in the Seawall, by sharing with Council the findings of the Park Board's Climate Adaptation Response for Parks and Beaches when this work is complete.





# Beach Avenue Cross Section



Beach Avenue from Gilford Street to Stanley Park