

The "Outriggers": City of Vancouver options



First city proposed option: all original cement railings are demolished on the entire bridge, replaced with metal railings, and the extended sidewalk *narrows* to a "pinch point" (sidewalk narrows through openings).



Second city proposed option: all original cement railings are demolished on the entire bridge, replaced with metal railings, and the extended sidewalk *wraps around* the period balconies, hiding them, dramatically changing the bridge's appearance.

Images: City of Vancouver



Left: the "wrap around" option viewed from the ground. The original walk/cycle paths have been removed, replaced with a metal structure (railings and textured surface).



Right: the extended sidewalk (both original cement sidewalks and railings are slated for demolition, replaced with a lighter metal structure for both the sidewalk surface, and railings)

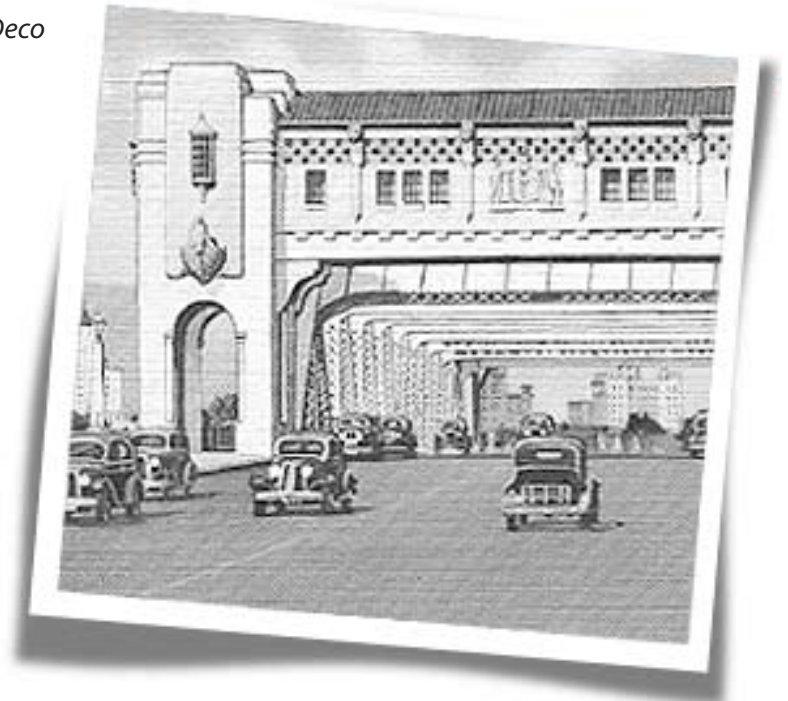
Images: City of Vancouver

Heritage Vancouver's position on The Burrard Bridge

Architects: *Sharp & Thompson*

Built: 1932

Style: *Art Deco*



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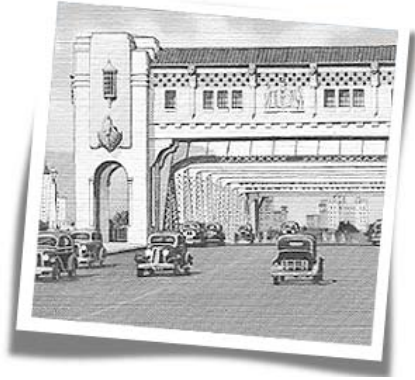
Heritage Vancouver's position on **The Burrard Bridge**

Architects: Sharp & Thompson

Engineer: J. R. Grant

Built: 1932; **Opened:** July 1, 1932

Style: Art Deco



Since the early 1990s, the City of Vancouver has been looking at proposals to widen and alter the landmark Art Deco Burrard Bridge. These proposals have ranged from turning lanes to increase traffic capacity, to cantilevered "outriggers" intended to increase pedestrian and cyclist capacity.

The most recent proposal is for extensions that would run outside the towers and pylons, a "girdle" or "belt" approx. six metres, and the demolition of the original concrete railings to be replaced with metal railings, increasing the total width of the Bridge by eighteen feet.

Heritage Vancouver has consistently and vocally opposed any widening of the Burrard Bridge, as these interventions will substantially destroy its heritage character.

Completed in 1932 to provide a high-level crossing to the western neighbourhoods, the bridge is a triumph of civic architecture and a key gateway structure. Architects Sharp & Thompson, conscious of the bridge's

ceremonial 'gateway' function, embellished the utilitarian steel superstructure with imposing concrete towers, torch-like entrance-pylons (that are a silent memorial to the First World War), and art deco sculptural details. Unifying the composition are heavy concrete railings, originally topped by decorative street lamps. It is one of the few Art Deco bridges in the world, and has been internationally recognized as a landmark historic structure.

We urge the City to consider alternatives to these costly, intrusive and destructive measures. Escalating construction costs have likely pushed the costs of the outriggers way up, possibly to the \$50 million dollar mark and maybe beyond.

There are other, better solutions.

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Our proposal

One solution is a new landmark pedestrian and cyclist bridge to facilitate crossing False Creek. As a world-class city surrounded by water, Vancouver deserves a bridge equal to London's new Millennium Bridge. Another way to introduce a new crossing would be a lower level crossing under the bridge, to take advantage of the arched openings originally built for a streetcar crossing.

A new separate bridge will:

- Leave the heritage Burrard Street Bridge intact
- Direct tax payer money to creating a new spectacular Vancouver landmark
- Create a memorable experience for pedestrians and cyclists as they stroll across the bridge, stop to take photographs and enjoy the scenery

Outriggers will:

- Destroy the art deco Burrard Street Bridge;
- Direct MANY millions of tax payer dollars to defacing a work of art;
- Perpetuate a stressful experience for cyclists and pedestrians as they speed across the bridge to escape the noise and pollution of the cars.

City Options

Mock-ups of the proposed changes/options to the Burrard Bridge are pictured on the next page.

First city proposed option: all original cement railings are demolished on the entire bridge, replaced with metal railings, and the extended sidewalk *narrows* to a "pinch point" (sidewalk narrows through openings).

Second city proposed option: all original cement railings are demolished on the entire bridge, replaced with metal railings, and the extended sidewalk *wraps around* the period balconies, hiding them, dramatically changing the bridges appearance.

Please contact the Mayor and Council to let them know that you oppose any widening of the Burrard Bridge.

mayorandcouncil@vancouver.ca

Mayor Sullivan and Members of
Vancouver City Council
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See the Burrard Bridge on Heritage Vancouver's 2007 Top 10 Endangered Site:
www.heritagevancouver.org/topten/topten2007.html

See our Burrard Bridge info, along with colour images of the proposed changes:
www.heritagevancouver.org/advocacy/burrard.html