



# City of Richmond

## Report to Committee

---

**To:** Parks, Recreation and Cultural Services Committee      **Date:** June 4, 2014

**From:** Mike Redpath  
Senior Manager, Parks      **File:** 06-2400-05-01/2014-Vol 01

**Re:** Experience the Fraser Concept Plan Overview - Update

---

### Staff Recommendation

That the City of Richmond's participation in the Experience the Fraser: Lower Fraser River Corridor Project, as detailed in the "Experience the Fraser Concept Plan Overview – Update" report, dated June 4, 2014, from the Senior Manager, Parks be endorsed.

Mike Redpath  
Senior Manager, Parks  
(604-247-4942)

Att. 4

<b>REPORT CONCURRENCE</b>	
<b>CONCURRENCE OF GENERAL MANAGER</b> 	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 
<b>APPROVED BY CAO</b> 	

## Staff Report

### Origin

In 2009, the Province provided \$2.0 million to Metro Vancouver and the Fraser Valley Regional District to develop a comprehensive plan for a continuous recreational corridor on both sides of the South Arm of the Fraser River. The result was Experience the Fraser: Lower Fraser River Corridor Project Concept Plan (ETF Concept Plan), which was endorsed in principle by the Metro Vancouver and Fraser Valley Regional District Boards in October 2011. The ETF Concept Plan serves as a framework for the long-term development of the Lower Fraser River Corridor from Hope to the Salish Sea. The Experience the Fraser (ETF) project aims to showcase the rich recreational, cultural, and natural heritage of the Fraser River and surrounding lands.

At the July 9, 2012, Council meeting, the ETF Concept Plan was endorsed as a regionally beneficial initiative.

In September 2012, the “Experience the Fraser: Lower Fraser River Corridor Project Implementation Plan” (ETF Implementation Plan) (Attachment 1) was published to accompany the ETF Concept Plan. The ETF Implementation Plan, a living document that will evolve with the project’s progression, identifies the actions local governments intend to take over the next few years to advance the ETF project.

In addition to the South Arm, the ETF project was subsequently expanded to include the North and Middle Arms of the Lower Fraser River. In April 2014, the “Experience the Fraser: Lower Fraser River Corridor Project Concept Plan – North Arm Addendum” (Attachment 2) and “Experience the Fraser: Lower Fraser River Corridor Project Implementation Plan – North Arm Addendum” (Attachment 3) was published to reflect this expansion.

The purpose of this report is to provide an update to the project and to obtain Council’s endorsement for the ETF project implementation, which supports the achievement of the Richmond Trails Strategy, 2022 Parks and Open Space Strategy and Waterfront Strategy goals of promoting Richmond’s Fraser River trail system.

The ETF project supports the achievement of the 2011-2014 Council Term Goal #10 Community Wellness:

*10.4. Continued emphasis on the development of the City’s parks and trails system.*

## Analysis

### Experience the Fraser

The ETF project is an ambitious, collaborative initiative between the Province, the Metro Vancouver Regional District, the Fraser Valley Regional District, multiple municipalities, First Nations, federal agencies, non-government organizations and interest groups, which will be implemented over several decades. By promoting the communities, parks, natural features, historic and cultural sites and experiences that run along the river under one banner, the

stakeholders hope to showcase the Fraser River as one of the world's great river destinations, while stimulating local tourism, economic investment and growth opportunities.

The backbone of the ETF project is the long-term development of the Canyon to Coast Trail and Recreational Blueway, which will connect Hope to the Salish Sea by a continuous trail system and through the river itself. The project will feature an aggregate of 642 kilometres of connected trails and Blueway (infrastructure that facilitates recreational use of the river). Currently, 48 per cent of the Canyon to Coast Trail is already in place and integrates existing Trans Canada, Sea to Sky, Galloping Goose, Kettle Valley Rail and Coast Millennium (Washington State) trail networks. In addition to creating an inter-regional trail system, the ETF project will link other regional, provincial, national and international trails, effectively nesting the venture within other initiatives on a regional, national and international level.

The ETF project incorporates many action items already identified in various municipalities' Official Community Plans, and Richmond's Waterfront, Trail and Parks and Open Space Strategies. By aligning these separate initiatives along a shared foundation and filling any connectivity gaps that may exist, however, the ETF project creates a comprehensive regional tourism product that has the potential to provide opportunities to each participating government that surpasses what each could achieve individually.

#### North Arm Addendums

The ETF Concept Plan originally focused on the South Arm of the Fraser River and featured 26 nodes that served as destinations points where the public can come to 'experience the Fraser' without travelling the Canyon to Coast Trail. Two of these nodes are located in Richmond – Steveston and Riverport.

During the planning and approval process, it became apparent that both the North and Middle Arms of the Fraser River should be included in the project, thereby bringing Richmond, Vancouver, Burnaby, New Westminster, and YVR into the fold. This expansion, which is detailed in the North Arm Addendums to the ETF Concept Plan (Attachment 2) and ETF Implementation Plan (Attachment 3), adds 92 kilometres to the Canyon to Coast Trail system, including the West Richmond Dyke Trail and Richmond Middle Arm Trail, and an additional six nodes to the project, including Terra Nova Rural Park, Iona Beach Regional Park and Richmond City Centre.

Currently, three portals anchor the ETF project – Hope, New Westminster, and the Salish Sea. These portals are entry points to ETF and will feature an ETF Pavilion for information, interpretation and orientation purposes, alongside other amenities and services. The portals will also serve as a gateway to other regional and provincial trail systems. In light of its long-term vision as an international destination, comprised of amenities, shopping and residences, with the waterfront serving as the signature feature of its public realm, Richmond City Centre is a major Fraser River hub. As such, there is an opportunity for Richmond's City Centre to become an ETF Portal in the future.

### City Involvement

Since 2012, City staff have:

1. Met with Metro Vancouver staff to discuss City waterfront initiatives along the North and Middle Arms of the Fraser River (July 2013);
2. Participated in a workshop with staff from each of the municipalities along the North Arm of the Fraser River to discuss the concept, project synergies and future opportunities for wayfinding and signage coordination (December 2013); and
3. Been provided with the opportunity to review and comment on the Experience the Fraser: Lower Fraser River Corridor Project Concept Plan and Implementation Plan.

As part of the first phase of the ETF project, a ‘Foundational Program’ was created that identifies 77 priority actions that are essential to:

- Building a strong and recognizable ETF identity;
- Ensuring the Canyon to Coast Trail is navigable;
- Providing Recreational Blueway support infrastructure for daily paddling distances; and
- Filling 50 per cent of the connectivity gap in the Canyon to Coast Trail.

In September 2012, the ETF Implementation Plan was prepared. An updated chart of the priority actions that are applicable to Richmond is provided (Attachment 4).

### **Financial Impact**

There are no financial implications as a result of this report. Future trail expansion and/or amenities as envisioned in the ETF Implementation Plan would be considered through the City’s annual capital budget process.

### **Conclusion**

The “Experience the Fraser: Lower Fraser River Corridor Project” is a provincial initiative that proposes an exciting long-term vision for the region. The goal of the ETF project is to draw upon the rich natural and cultural heritage of the Lower Fraser River Corridor to better integrate the waterway into the lives of British Columbia residents and visitors in order to foster a stronger sense of place and stewardship.

The Canyon to Coast Trail and Blueway networks that form the ETF project will provide land and water-based recreational opportunities that will promote activity, healthy living for residents and visitors of not only Richmond, but other Lower Fraser River jurisdictions as well. Collectively, the ETF project will enable all participating parties to promote the area as one of the world's prominent river destination.



Mike Redpath  
Senior Manager, Parks  
(604-247-4942)



Jamie Esko  
Park Planner  
(604-233-3341)

- Att. 1: Experience the Fraser: Lower Fraser River Corridor Project Implementation Plan
- 2: Experience the Fraser: Lower Fraser River Corridor Project Concept Plan – North Arm Addendum
- 3: Experience the Fraser: Lower Fraser River Corridor Project Implementation Plan – North Arm Addendum
- 4: Chart of Experience the Fraser Foundational Program Updated Actions for Richmond



# Implementation Plan

## for local governments



September 2012

# TABLE OF CONTENTS

Introduction		p.1
<b>GOAL 1 - CONNECT HOPE TO THE SALISH SEA</b>		
1.1 CANYON TO COAST TRAIL		
STRATEGY 1.1.1	Complete seven priority segments of the Canyon to Coast Trail, adding 81 km to complete 70% of the Vision Route.	p.2
STRATEGY 1.1.2	Secure recreational access along 6 priority dyke segments, adding 77 km to complete 70% of the Vision Route.	p.4
STRATEGY 1.1.3	Advance implementation through the exploration of interfaces with Industry, Agriculture, and Rail.	p.4
1.2 RECREATIONAL BLUEWAY		
STRATEGY 1.2.1	At eight locations between the Alex Fraser Bridge and Hope, build a new, or enhance an existing, boat launch.	p.4
STRATEGY 1.2.2	Complete five new or enhanced pedestrian / cycling water crossings to advance connectivity over the river.	p.5
STRATEGY 1.2.3	Ensure vehicle bridges not only provide for adequate pedestrian and cyclist connectivity and community trail connections, but also function as features with viewpoints, opportunities for education and interpretation, public art and ETF branding.	p.5
<b>GOAL 2 - LINK AND INSPIRE EXPERIENCES ALONG THE RIVER</b>		
2.1 AMENITY AND FEATURES POINTS - CREATING DESTINATIONS		
STRATEGY 2.1.1	Improve recreational and cultural infrastructure along the Lower Fraser River to build one of the world's great river destinations	p.6
STRATEGY 2.1.2	Brand and Market Experience the Fraser and the Canyon to Coast Trail	p.7
<b>GOAL 3 – DEVELOPING ENDURING and COMMITTED PARTNERSHIPS</b>		
3.1 GOVERNANCE		
STRATEGY 3.1.1	Define the governance model and partnership roles	p.9
STRATEGY 3.1.2	Strategic Planning, Tracking and Celebrating Outcomes	p.10
3.2 SUSTAINABLE FINANCING		
STRATEGY 3.2.1	Secure sustainable financing for project costs and capital projects	p.11

**GOAL 4 – BUILD AND DEEPEN CONNECTIONS TO THE RIVER**

4.1 PROGRAMMING

STRATEGY 4.1.1 Develop programs, events, displays and other means of building and enhancing personal connections to the river. p.12

Conclusion p.14



# INTRODUCTION

Experience the Fraser is an exciting vision to connect from Hope to the Salish Sea along the Lower Fraser River by means of over 550 kilometres of trail and via the river itself. The intention is to connect communities to each other and to the river, to knit together points of interest such as parks, natural features, historic and cultural sites and festivals – and to continue to build on that recreation and tourism network, creating one of the world’s great river destinations.

This Implementation Plan is an accompanying piece to the Experience the Fraser Concept Plan. It is intended to identify actions planned by local governments for the next few years that will advance the Concept Plan’s Foundational Program. It also identifies the ‘who, how and when’ associated with these actions - wherever possible, actions are ‘SMART’ or specific, measurable, actionable, realistic and time-bound. The structure of the Implementation Plan follows the structure of the Concept Plan, listing actions by Goal and Foundational Program project. The identified actions are subject to budget processes and other approvals. As a result, this snapshot of implementation actions will evolve over time, with new opportunities emerging not identified here, or shifts in priorities.

The focus of the Implementation Plan is on actions to be undertaken by Metro Vancouver, the Fraser Valley Regional District, the Province and the sixteen municipalities along the Fraser River within the Project Area. It also includes a few illustrative actions identified by other agencies and organizations. Much more is happening along the river beyond planned government actions that advances the objectives of Experience the Fraser, however, it is important to begin to track efforts advancing recreation and tourism infrastructure and programming along the Fraser River, and be able to measure progress towards implementing the Concept Plan. As such, the Implementation Plan is intended to both be a record of planned government actions as well as a call to action for others to participate and add their projects and plans to Experience the Fraser. The Implementation Plan will be a living document that will become even more robust as others add their actions.

Regional Districts will be asked to endorse the Implementation Plan, and adopt actions within their authority and mandate. Other agencies and organizations are invited to do the same.

## **Integrating diverse land uses along the Fraser River**

Experience the Fraser will respect and, when appropriate, embrace all land uses along the river – including First Nation and private land interests, industry, business, agriculture, parks, and environmentally sensitive areas. These are all important components of the Fraser River’s history and present. The intent of Experience the Fraser is to achieve connectivity as close to the river as possible, however, it is recognized that the proposed trail will have to be aligned to harmonize with and respect all of these interests and associated interfaces.

Many times, the trail will have to ‘go around’ these features and uses, but creative ways of integrating the trail can produce some incredibly rich experiences with benefits for all. The project will only move

forward with the cooperation of land owners who see the benefits of participating – whether that be for philanthropic or ethical reasons, that they see a business opportunity (e.g. wine tours by bike or a new customer base for gate sales), or an opportunity to improve knowledge and education about their operations (e.g. industrial tourism).

## GOAL 1

# CONNECT HOPE TO THE SALISH SEA

### 1.1 CANYON TO COAST TRAIL

Championing, planning, developing, operating and maintaining the over 550 kilometres of trail proposed in the ETF Concept Plan falls primarily to the Province, two regional districts and sixteen municipalities, through which the route travels. Local governments have authority and responsibility for land management and planning, as well as the provision of recreation infrastructure through park functions. The Province has significant holdings in Crown Land and trail function. The trail is already 43% in place, co-locating along municipal, regional and provincial trails, and the remaining 315 km gap is mostly identified in regional and municipal plans. The Province also has an important role supporting trail development by facilitating the transfer of any necessary Crown lands and by adopting an operational statement that clearly supports recreational access along dyke structures. Trails BC, both as a regional trail organization, and as BC’s representative agency for the Trans Canada Trail, plays, and will continue to play, a strong role in advocating for trail connectivity through the Lower Mainland, route identification and as an Experience the Fraser partner. There are ongoing opportunities for First Nations, Port Metro Vancouver, businesses and land owners and other interests to become advocates for the Canyon to Coast Trail and participate in its delivery.

**STRATEGY 1.1.1** Complete seven priority segments of the Canyon to Coast Trail, adding 81 km and completing 70% of the Vision Route.

#### Planned Actions

<p><i>Metro Vancouver (Lead - L) will work with the Province (Support - S), the Department of Fisheries and Oceans (S), industrial land owners (S) and the City of New Westminister (S) to connect the Brunette-Fraser Greenway east from Sapperton Landing to Spruce Street with a long-term aim of connecting off-road to Coquitlam. This trail segment is part of a Foundational Program segment of the Canyon to Coast Trail. The project also involves bank restoration and in-stream works along the Brunette River, and is part of Metro Vancouver’s Ecological Health Action Plan (2011).</i></p>	<p>2012-2014            Concept Plan for            Restoration            \$20,000            Trail cost to be            determined</p>
---	---

The <i>Fraser Valley Regional District</i> (L) will undertake a Trail Study to better understand the construction costs of implementing the ETF Vision Route within the FVRD, and to help prioritize trail segments to advance.	2012 Existing Resources
The <i>District of Kent</i> (L) will complete the Mountain View System by widening a kilometre of the shoulder along Mountain View Road.	2012 \$15,000
The <i>District of Kent</i> (L), with support from the <i>Province</i> (S), will create a pedestrian-friendly pathway between Morrow Road (Haig Highway) and the Tea Cup (Highway 7 and 9) which will include a connection to the end of the Mountain View Trail.	2014-2015 \$50,000
The <i>Township of Langley</i> (L), with financial support from the <i>Province</i> (S) through the Community Recreation Grant, will complete 2.5 kilometres of shared-use trail connecting from Derby Reach Regional Park west to the Golden Ears Bridge. The trail will be 3 metres wide and include signage, benches and landscaping. This work will complete a significant section of the Trans-Canada Trail, and will complete the longest segment of the Canyon to Coast Trail, over 33 km connecting four municipalities.	2012-2013 \$525,000
The <i>Township of Langley</i> (L), in partnership with <i>ParkLane Developments</i> (S) and funding from the Province's Local Motion Program (S), will construct the Bedford Landing Overpass, a pedestrian and cycling bridge over the CN Railway with a connecting trail to the Fort to Fort Trail and the community of Fort Langley.	2012 \$500,000
The <i>Township of Langley</i> (L) will design a shared-use overpass to connect the Fort Langley National Historic Site over the CN Railway and River Road to the Fraser River waterfront.	2012-2013 \$50,000
The <i>District of Maple Ridge</i> (L) and <i>District of Mission</i> (L) will explore options to connect the two municipal trail systems.	2012-2013 Existing Resources
The <i>City of Pitt Meadows</i> (L) and <i>District of Maple Ridge</i> (L) will develop a trail connection under the Golden Ears Bridge, connecting from just south of Airport Way to Kingston St. and continuing south to the river. This is part of a Foundational Program connection to Port Hammond.	2012 \$40,000
The <i>City of Pitt Meadows</i> (L) will continue to work with the <i>Province</i> (S) and the <i>Katzie First Nation</i> (S) to extend the Pitt River Greenway east to Maple Ridge under the Golden Ears Bridge.	2014-2015 Existing Resources
The <i>City of Surrey</i> (L) will undertake a Fraser River Access Study to identify barriers to public access and determine a long-range plan for promoting public access to the waterfront, including the development of the Riverside Greenway as proposed along the south edge of the South Fraser Perimeter Road.	2013 \$150,000

The <i>City of Surrey</i> (L) will work with the <i>Ministry of Transportation and Infrastructure</i> (S) to secure a right of way for the proposed Riverside Greenway as part of the South Fraser Perimeter Road project.	2013-2014 Cost to be Determined
--	------------------------------------

**STRATEGY 1.1.2** Secure recreational access along six priority dyke segments

**Planned Actions**

<i>The Province</i> (L) with the support of <i>Metro Vancouver</i> (S) and the <i>Fraser Valley Regional District</i> (S), will develop and adopt an Operational Statement supporting Recreational Access on Dyke Structures.	2012 Existing Resources
The <i>Fraser Valley Regional District</i> (L) will explore options identified in the Illustrative Foundation Program to advance the Canyon to Coast Trail along the dyke system. Funds will be spent on the project(s) that are best aligned with existing resources and partnerships and have the potential to leverage other contributions.	2012-2015 2012 prov. funds

**STRATEGY 1.1.3** Advance implementation through the exploration of interfaces with Industry, Agriculture, and Rail.

**Planned Actions**

<i>Metro Vancouver</i> (L) will facilitate outreach with industrial land owners along the river to develop design guidelines for the trail's interface with industry and will implement one demonstration project - location to be determined.	2013-2014 Cost to be Determined
--	------------------------------------

**1.2 RECREATIONAL BLUEWAY**

The Recreational Blueway component of Experience the Fraser expresses the recreational use of the river itself. The Blueway is best expressed through the infrastructure that supports recreational use of the Lower Fraser River, including boat launches, access points, day-use facilities and camping. The two regional districts, municipalities and the Province are mainly responsible for delivering blueway infrastructure. This role is derived from their responsibilities for land management and planning as well as the provision of recreation infrastructure through park functions. The Marine Trails Network Association of BC is a registered society dedicated to establishing a network of accessible sites along the BC Coast, including sections of the Fraser River. They work closely with the Province's Recreational Site and Trails BC and continue to provide input to the ETF project.

**STRATEGY 1.2.1** At eight locations between the Alex Fraser Bridge and Hope, build a new, or enhance an existing, boat launch to ensure adequate river access as a minimum of

every fifteen kilometres along the river, and improve water access and amenities at locations identified in the Foundation Program.

**Planned Actions**

<i>Metro Vancouver</i> (L), <i>the Fraser Valley Regional District</i> (L) and <i>the District of Mission</i> (L) will explore an appropriate location to provide an improved boat launch near the Mission Bridge, either as part of Matsqui Trail Regional Park improvements or at the Mission waterfront.	2012-2013 Cost to be Confirmed
The <i>Township of Langley</i> (L) will conduct a feasibility study for the relocation of a motorized boat launch out of Bedford Channel / Marina Park.	2012-2013 \$30,000

**STRATEGY 1.2.2** Complete five new or enhanced pedestrian / cycling water crossings to advance connectivity over the river.

**Planned Actions**

<i>The Fraser Valley Regional District</i> (S) and <i>the District of Hope</i> (S) will advocate for the <i>Province</i> (L) to revitalize the Kettle Valley Railway Bridge at Hope to facilitate pedestrian and cyclist access below the Hope Bridge and provide trail connectivity on either side.	2012-2015 Cost Not Yet Determined
--	--------------------------------------

**STRATEGY 1.2.3** Ensure vehicle bridges not only provide for adequate pedestrian and cyclist connectivity and community trail connections, but also, where appropriate, function as destinations with viewpoints, opportunities for education and interpretation, public art and Experience the Fraser branding.

**Planned Actions**

<i>Metro Vancouver</i> (S) will participate in the Pattullo Bridge Replacement consultation process to advocate for the new bridge to provide a dedicated trail for pedestrian and recreational cyclist connectivity, viewpoints and interpretive and educational opportunities.	2012-2013 Existing Resources
<i>Metro Vancouver</i> (S) will participate in discussions about a replacement / expansion of the George Massey Tunnel and advocate for good pedestrian and cycling access and connectivity, viewpoints and interpretive and educational opportunities to be included in any solution.	Cost Not Yet Determined
The <i>Province</i> (L) will integrate the multi-use ETF trail across the new Port Mann Bridge, minimize the exposure of pedestrians and cyclists to highway traffic and improve access by pedestrians and cyclists to parks and greenways on both sides of the Fraser.	2013 Cost Not Yet Determined

## GOAL 2

# LINK AND INSPIRE EXPERIENCES ALONG THE RIVER

### 2.1 AMENITY AND FEATURES POINTS - CREATING DESTINATIONS

Creating and enhancing destinations along the Fraser River is being undertaken by all levels of government, First Nations, other agencies, the private sector, and NGOs. Over 300 discrete, location-based opportunities to either build or enhance ‘experiences’ along the Fraser were identified in the ETF Concept Plan. There are also a number of non-spatially-based opportunities as well as some that apply at numerous locations throughout the project area.

**STRATEGY 2.1.1** Improve recreational and cultural infrastructure along the Lower Fraser River to build one of the world’s great river destinations

#### Planned Actions

<i>Metro Vancouver</i> (L), with some financial support from the <i>Province</i> (S), will expand and enhance the Mission Bridge Day-Use Area at Matsqui Trail Regional Park in Abbotsford, including parking, river viewpoint, washrooms, and water access; and create a new Riverfront Day-Use Area.	2013-2015 \$1,150,000 + 2012 prov. funds
<i>Metro Vancouver</i> (L) and the <i>City of Surrey</i> (L), with some financial support from the <i>Province</i> (S) will open the parkland at Surrey Bend Regional Park and develop a new park with a riverfront trail, trail access and amenities.	2012-2014 \$3,500,000 + 2012 prov. funds
<i>Metro Vancouver</i> (L) will improve day-use amenities at Colony Farm Regional Park including new washrooms along the trail alignment.	2012-2013 \$900,000
<i>Metro Vancouver</i> (L), with financial support from the <i>Province</i> (S), will improve water access at Kanaka Creek Regional Park in Maple Ridge including improved canoe launching.	2014 \$50,000 + 2012 prov. funds
<i>Metro Vancouver</i> (L), the <i>Fraser Valley Regional District</i> (L) and <i>participating municipalities</i> (S) will continue to focus park acquisition along the Fraser River, among other priorities, to support ETF.	Ongoing
<i>Metro Vancouver</i> (L) and the <i>Fraser Valley Regional District</i> (L) will collaboratively plan, manage and enhance Sumas Mountain Interregional Park.	2013-2014 Cost Not Yet Determined
The <i>Sts’ailes (formerly Chehalis Indian Band)</i> (L) and the <i>Hancock Wildlife Foundation</i> (S) will develop the Sp’óq’es (Bald Eagle) Café where the public can view and appreciate bald eagles feasting on spawned out salmon carcasses.	2012-2013 \$85,000

<i>The Province of BC (S) will assist Metro Vancouver (L) and the Fraser Valley Regional District (L) with acquiring access to, tenure, or transfer of Provincial lands and improvements for the project, including Crown Lands, dykes, and utility corridors (as per the MOU, April 9, 2012).</i>	Ongoing
<i>The Village of Harrison Hot Springs (L), with financial support from the Province (S), will construct a splash water park for children on the beach.</i>	2012-2013 \$250,000
<i>The Village of Harrison Hot Springs (L), with the financial support of the Province (S) will make improvements to the tourism infrastructure with a focus on the waterfront.</i>	2012-2015 \$1,550,000
<i>The Corporation of Delta (L) will undertake the revitalization of the Ladner Waterfront including improvements to waterfront access, boardwalks and trails, mixed use redevelopment permitting pedestrian-oriented retail, commercial, recreation, public use, with office and residential uses above the first story. The redevelopment will also encourage public art, and interpretation of the agricultural, fishing, First Nations and multi-cultural heritage of Ladner.</i>	2014-2015 Cost Not Yet Determined
<i>The City of Richmond (L) will update and enhance the Steveston Waterfront Wayfinding and Signage System with more directional signage including creative wayfinding (e.g. distinctive bronze markers in the ground, theme-oriented walks, potential apps. and an interpretation plan).</i>	2013-2014 \$150,000
<i>The City of Richmond (L) will, jointly with the Federal Government of Canada(S), develop a Steveston Harbour Business Plan. A long-term vision for the redevelopment of the harbour was developed by Small Craft Harbours. The City will hire a consultant to provide a business case for the need to dredge the Steveston Channel to keep it open and economically viable and sustainable for both the fishing industries and the upland businesses and the City.</i>	2013-2014 \$100,000

**STRATEGY 2.1.2 Brand and Market Experience the Fraser and the Canyon to Coast Trail**

**Planned Actions**

<i>Metro Vancouver (L) and Fraser Valley Regional District (L), with funding from the Province (S), will develop an ETF sign plan including sign design, standards and acquisition protocol for Experience the Fraser's Canyon to Coast Trail and Blueway.</i>	2013 2012 prov. funds
<i>Metro Vancouver (L) and Fraser Valley Regional District (L), with funding from the Province (S), will develop an ETF panel to be used on Park Kiosks along the vision route to describe the project and its long term goals.</i>	2013 2012 prov. funds
<i>Metro Vancouver (L) and Fraser Valley Regional District (L), with funding from</i>	2013

the <i>Province (S)</i> , will develop an ETF Speakers' Bureau.	2012 prov. funds
<i>Metro Vancouver (L)</i> and the <i>Fraser Valley Regional District (L)</i> , with funding from the <i>Province (S)</i> , will develop a travelling exhibit to use at event and festivals to continue to brand and market ETF and generate community excitement.	2013 2012 prov. funds
<i>Metro Vancouver (L)</i> , with funding from the <i>Province (S)</i> , will partner with <i>Port Coquitlam (S)</i> , <i>Pitt Meadows (S)</i> , and <i>Township of Langley (S)</i> , and <i>Trails BC (S)</i> to sign the portion of Phase I of the Canyon to Coast Trail in Metro Vancouver from historic Fort Langley to Colony Farm Regional Park (33 km).	2013 2012 prov. funds
<i>Metro Vancouver (L)</i> , with funding from the <i>Province (S)</i> , will sign regional parks within Metro Vancouver along Phase I of the Canyon to Coast Blueway from the Water Trail side.	2014 2012 prov. funds
<i>Metro Vancouver (L)</i> will develop an iTrails app for smart phones, providing trail information for users on trails throughout Metro Vancouver.	2012 Cost not yet Determined
<i>Metro Vancouver (L)</i> and the <i>Fraser Valley Regional District (S)</i> will work collaboratively to make ETF data seamless and available for trail users.	2013 Cost not yet Determined
The <i>Fraser Valley Regional District (L)</i> , with funding from the <i>Province (S)</i> , will partner with <i>municipalities (S)</i> and others to sign the portion of the Phase I of the Canyon to Coast Trail in the FVRD on completed segments of dyke trail.	2014-2015 2012 prov. funds
The <i>Province of BC (Tourism BC and specifically the Vancouver Coast and Mountain Region Office) (L)</i> to develop a branding and marketing plan that supports provincial objectives.	2013-2014 Cost not yet Determined

## GOAL 3

# DEVELOP ENDURING AND COMMITTED PARTNERSHIPS

### 3.1 GOVERNANCE

Successfully delivering the Experience the Fraser vision is contingent on broad participation where partners see themselves in the project and are inspired to deliver components within their jurisdiction



and that are aligned with their interests. The founding ETF partners are Metro Vancouver, the Fraser Valley Regional District and the Province of BC. The regional districts, in partnership with municipalities in the Project Area, are the key deliverers of ETF vision because of their responsibilities for land use planning and management, the provision of recreation infrastructure through their Parks functions, and their philosophical and practical experience in community engagement. The Province has an important and ongoing role to play through the delivery of the Provincial Trails Strategy, responsibility for Tourism BC, Crown Lands, active transportation interests and potential funding opportunities.

Non-governmental organizations with a river-wide mandate (e.g. Trails BC and the Rivers Institute) and river-wide partnerships (e.g. Fraser Basin Council and the Fraser River Salmon Table) have a special role to play in that their work, although separate, partially overlaps and integrates the objectives of Experience the Fraser. They are uniquely positioned to deliver key parts of the ETF vision simply by meeting their own mandates. First Nations, other agencies, community groups with recreation, conservation, heritage and culture, and tourism interests, and the private sector, including industrial and agricultural land owners, philanthropic interests, and business interests all have a valuable role to play if and where they choose to participate.

A well-defined governance structure that lays out roles and responsibilities for participants including decision making, accountability, strategic planning, project management and administration and the flow of information and resources is an essential component of successful implementation. The ETF Concept Plan identifies the development and confirmation of a sustainable governance and financing model as a significant priority for the Implementation Plan.

**STRATEGY 3.1.1** Define the governance model and partner roles

**Planned Actions**

<p><i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will continue to jointly and collaboratively lead ETF, formalizing the relationship and roles and responsibilities through an MOU. This will be an interim governance structure for 3-5 years, and is essentially the role that the Metro Vancouver and the Fraser Valley Regional District have been playing since the project’s inception in 2009. It includes strategic planning, partnership development, acting as the project catalyst and convenor responsible for developing the concept, tracking progress and outcomes.</i></p>	<p>Ongoing</p>
<p><i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will continue to brand and market Experience the Fraser within the context of their corporate mandates.</i></p>	<p>Ongoing</p>
<p><i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will continue to implement the Foundational Program – building and operating the Canyon to Coast Trail, Blueway and Amenity and Feature Points within their jurisdiction,</i></p>	<p>Ongoing</p>

and influencing the implementation of the Program beyond their mandate.  <i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will continue to advance a long-term governance model. Two preferred options will be considered: a) an Experience the Fraser Project Board or b) an Experience the Fraser Foundation.</i>	Ongoing
<i>The Province (L) will continue to be a key partner in the project as laid out in the ETF MoU, April 2012.</i>	Ongoing
<i>Municipalities (L) within the Project Area endorse the Experience the Fraser Concept as a regionally important and beneficial initiative that warrants broad participation; commit to integrating ETF into municipal plans and actions (such as Official Community Plans, Park and Trail Plans) wherever feasible.</i>	Ongoing

**STRATEGY 3.1.2** Strategic Planning, Tracking and Celebrating Outcomes

**Planned Actions**

<i>Metro Vancouver (L), with the support of the Fraser Valley Regional District (S), will undertake the planning for, and integration of, the North Arm of the Fraser River into ETF. [Vancouver (S); Burnaby (S); Richmond (S); New Westminster (S)]</i>	2013
<i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will maintain the ETF Planning Atlas and GIS components, and track progress and emerging opportunities.</i>	Ongoing
<i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will host an annual event to celebrate successes and track progress on implementation.</i>	Ongoing
<i>Metro Vancouver (L), the Fraser Valley Regional District (L), and the Province (L) will collaborate on strategies to support ETF on an ongoing basis (e.g. ETF's integration into the Provincial Trail Strategy, ETF's branding and marketing and fit with the Province's Gaining the Edge Tourism Strategy).</i>	Ongoing
<i>Municipalities (L) within the Project Area will continue to provide a staff liaison to the project to integrate ETF into municipal plans and projects where feasible and appropriate, and to participate in ongoing implementation tracking.</i>	Ongoing

**3.2 SUSTAINABLE FINANCING**

A key question that is often asked about ETF is how much will it cost. The answer really depends on what you choose to call an ETF project versus those which are either influenced by, or simply support ETF objectives.

Experience the Fraser will be implemented by many agencies and organizations within the context of existing plans and budgets. The majority of actions identified in the Concept and Implementation Plans are already identified in Official Community Plans and parks, greenways and other plans. It is through stitching all of our collective, planned initiatives together, that Experience the Fraser as a regional tourism brand and product will begin to emerge, and the reality that the whole is much greater than that sum of its parts become evident. There is great momentum in the actions already planned along the Fraser River. These projects are being planned within a local context for many reasons, and, once completed, will also serve to advance ETF’s objectives and benefit the region as a whole. For example, there are a number of large waterfront redevelopment projects underway in the region being undertaken by municipalities. These are not directly Experience the Fraser projects, and are being undertaken by municipalities for their own benefits, yet, the outcomes also clearly advance ETF exemplify ETF’s objectives - from an improved connectivity, infrastructure and/or programming base along the river, and the ongoing development of a regional tourism destination.

And, as efforts along the river continue, they in turn spur new opportunities and stimulate further investments. For example, in the past five years, as new segments of trail have been added in Pitt Meadows and the Township of Langley, one new bicycle shop with a rental component has opened up, and another has received approval to open. A new Bed and Breakfast has also opened along a new segment of trail.

However, in terms of planning, there will possibly be some opportunity costs or trade-offs. As attention and momentum continue to turn towards the Fraser River, other projects or priorities may have to be put on hold. All implementation partners will have to evaluate the consequences of such decisions and act accordingly.

There are three types of costs associated with Experience the Fraser. First, there are the capital costs - those associated with building or developing the 300+ projects in the Concept Plan, and second, there are project costs - those associated with carrying the ETF vision, administration, strategic planning, fundraising, tracking progress, communications and outreach. There will also be operating and maintenance costs to the capital project. The capital and operating costs will be the responsibility of the agencies, organizations, and partnerships undertaking the projects. The benefits that ETF provides include the brand identity, as we collectively continue to build a globally renowned tourism destination, and the ability to leverage partnerships and additional funding opportunities. The project costs are strongly associated with the chosen governance model. Sustainable financing includes both types of costs.

**STRATEGY 3.2.1** Secure sustainable financing for project costs and capital projects

**Planned Actions**

<p><i>The Province (L)</i> will consider requests from <i>Metro Vancouver</i> and the <i>Fraser Valley Regional District</i> for additional funding as stipulated in the Memorandum of Understanding, April 9, 2012.</p>	<p>Ongoing</p>
--	----------------

<i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will seek ongoing and consistent funding opportunities for ETF as part of the exploration of a long-term governance structure. Options not dependent on an annual grant include: taxation authority, membership shares or fees, portion of the gas tax, and fundraising through non-profit.</i>	Ongoing
<i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will, in the short term, investigate means to funnel/ grant funds provided to regional districts for ETF purposes, to other partners and projects.</i>	2012
<i>Metro Vancouver (L), the Fraser Valley Regional District (L), and Municipalities (L) within the Project Area will continue to align Capital Plans with ETF objectives wherever feasible, seeking to leverage funds and additional public and private sector partners.</i>	Ongoing

## GOAL 4

# BUILD AND DEEPEN CONNECTIONS TO THE RIVER

### 4.1 PROGRAMMING

**STRATEGY 4.1.1** Develop programs, displays, events and other means of building and enhancing personal connections to the river.

#### Planned Actions

<i>Metro Vancouver (L) and the Fraser River Discovery Centre (L), with support from the Province (S), will build a permanent display at the Fraser River Discovery Centre that support ETF themes and helps delineate the FRDC as part of ETF's Urban Portal at the New Westminster waterfront. This will build brand-identity, provide education, awareness, and interpretation of the river.</i>	2013 \$30,000
<i>The Fraser River Discovery Centre (L), with support from the City of New Westminister (S), Metro Vancouver (S), the Province of BC (S), the Vancouver Foundation (S), and Suncor Energy Foundation (S) will replace 22 interpretive, Fraser River themed panels along 1.3 km of the New Westminister waterfront. One panel will be focused on ETF as a project.</i>	2012 \$46,000
<i>The Fraser Valley Regional District (L) and the Mission Harbour Authority (L) will build interpretive signage and displays in the River Interpretation Centre along the Mission waterfront.</i>	2012 \$6,000
<i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will advocate for</i>	2013

<i>Parks Canada</i> to nominate the Fraser River Dyking Story as a national historic event and to program it accordingly at National Historic Sites along the river.	Cost Not Yet Determined
<i>Metro Vancouver</i> and the <i>Fraser Valley Regional District</i> (L) will continue to work with <i>First Nations</i> in the Project Area to explore opportunities to develop the cultural and heritage themes along the river and associated programming.	2013-2014 Existing Resources
The <i>City of Richmond</i> (L) will develop a 'Steveston Pass' allowing access into all the different sites/ amenities/programs in Steveston - both private and public. The intent is to promote spending half-day or full-day experiencing Steveston, both on land and on the water.	2012-2013 \$75,000
The <i>City of Richmond</i> (L) will put on an interactive play (as well as temporary public art) that uses the Britannia Heritage Shipyards as a theatrical stage. Historic elements, as well as the river, will be used as props in telling the stories of the past. The Salmon Row Cultural Event at Britannia ran for 10 days in 2011 and was highly successful. The company Mortal Coil has been hired to stage another cultural event in August, 2013.	2013 \$200,000
<i>The Province</i> , through the Gateway Program (L) will work with <i>First Nations</i> and the <i>Delta Heritage Commission</i> (S) to preserve the St. Mungo archaeological site in Delta (as a result of the South Fraser Perimeter Road environmental assessment process). A site management plan has been developed and works are in progress to create a trail system, with educational signage and artwork, incorporating traditional knowledge, to protect and commemorate the site.	2013-2014 Cost Not Yet Determined
<i>Trails BC</i> (L), <i>Metro Vancouver</i> (S), and the <i>Fraser Valley Regional District</i> (S) will host an annual Trans Canada Trail focused trail event that connects to the Fraser River. In 2012, the Trans Canada Trail Challenge travelled from Colony Farm Regional Park to historic Fort Langley, along 33 km of ETF trail.	Ongoing Cost Not Yet Determined

## CONCLUSION

The Experience the Fraser Implementation Plan is a snapshot of planned provincial, regional district and municipal actions toward advancing ETF's Foundational Program in the next 3-5 years. It is, by necessity, a living document to be strengthened as communities, businesses, industry, community groups and motivated individuals continue to see the benefits of contributing to this incredible project.

Come, and Experience the Fraser!



# DRIFT



EXPERIENCE THE FRASER  
Lower Fraser River Corridor Project  
CONCEPT PLAN - NORTH ARM ADDENDUM









"AT HOPE, THE FRASER RIVER ABANDONS THE LAST REMNANTS OF ITS WILD PAST, SWINGS WESTWARD IN A GREAT 90 DEGREE ARC AND ASSUMES A TRANQUIL FACE AS IT FLOWS MAJESTICALLY, UNHURRIEDLY, TOWARDS THE PACIFIC OCEAN. STILL 140 KILOMETRES FROM THE SEA, THE RIVER AT HOPE IS ONLY ABOUT FIVE METRES ABOVE SALT WATER. FOR A WHILE MOUNTAINS LOOM DARKLY OVERHEAD, RELUCTANT TO LET THE RIVER GO; DISCREETLY, THEY WITHDRAW TO A RESPECTFUL DISTANCE. NOW, AT LAST, THE FRASER HAS SPACE ENOUGH TO ASSUME A WIDTH APPROPRIATE TO ITS GRANDEUR. THE VALLEY WIDENS, FERTILE WITH SOIL CARRIED BY THE RIVER FROM ERODING SLOPES HUNDREDS OF KILOMETRES UPSTREAM. CARESSSED BY A GENTLE OCEANIC CLIMATE, THE GREEN AND PLEASANT LAND IS A WIDENING CORNUCOPIA POURING ITS WEALTH TOWARD THE SEA."

RICHARD C. BOCKING - MIGHTY RIVER, A PORTRAIT OF THE FRASER (1997)





## Table of Contents

INTRODUCTION ..... 7

Fraser River North Arm ..... 8

The Concept ..... 11

    Canyon to Coast Trail ..... 13

    Canyon to Coast Blueway ..... 13

    The Confluence..... 15

    International Gateway – Vancouver International Airport ..... 16

    Coast Entry Points & ‘Kilometer 0’ ..... 16

    Nodes ..... 18

Illustrative Foundational Program ..... 20

Aspirations... More Big Ideas..... 22

## List of Figures

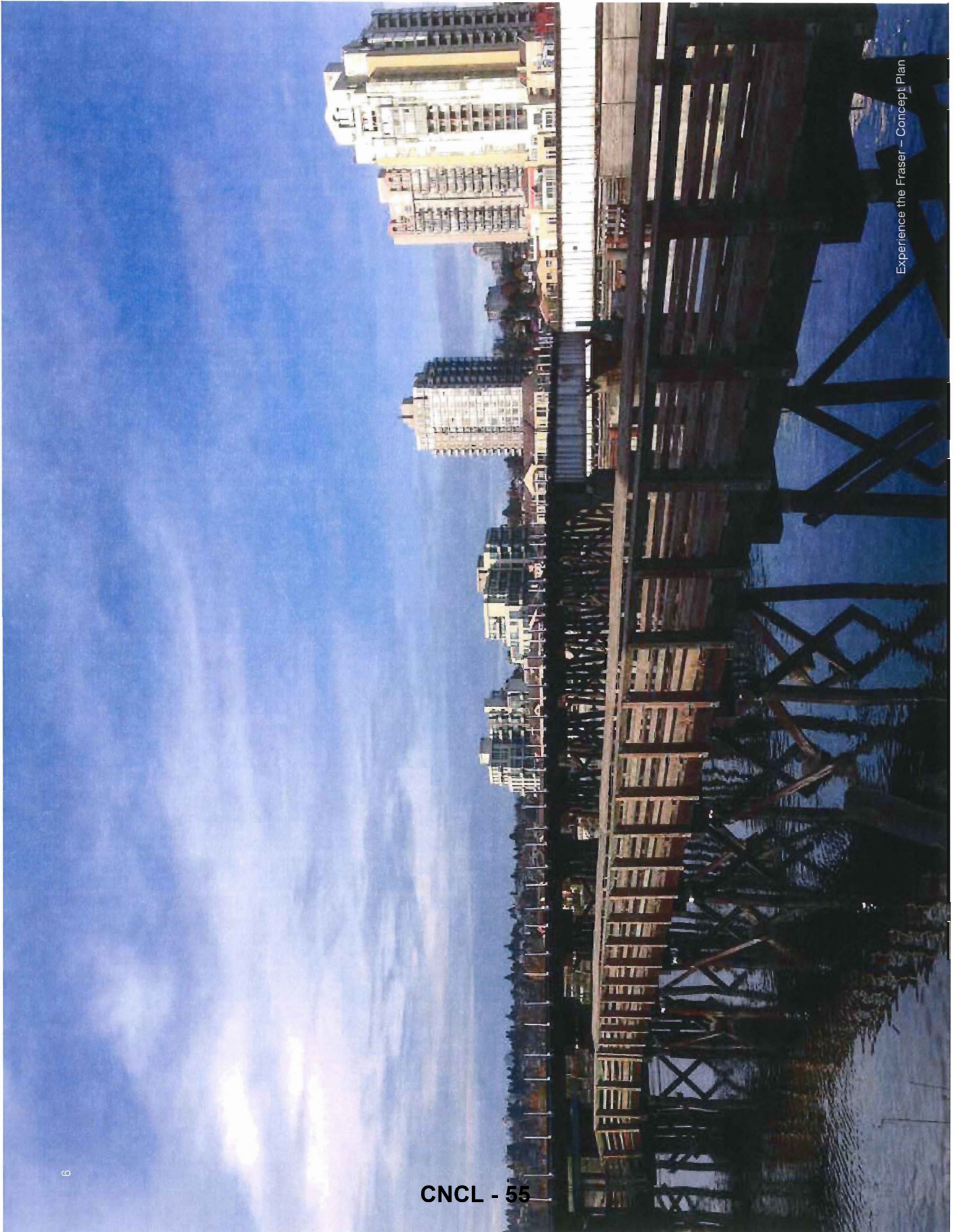
Figure 1: The Project Area..... 10

Figure 2: Connected Networks: Situating Experience the Fraser ..... 18

Figure 3: Experience the Fraser: Concept Plan Map..... 30

Figure 4: ETF Planning Atlas ..... 32

Figure 5: Bridges along the Lower Fraser River ..... 34

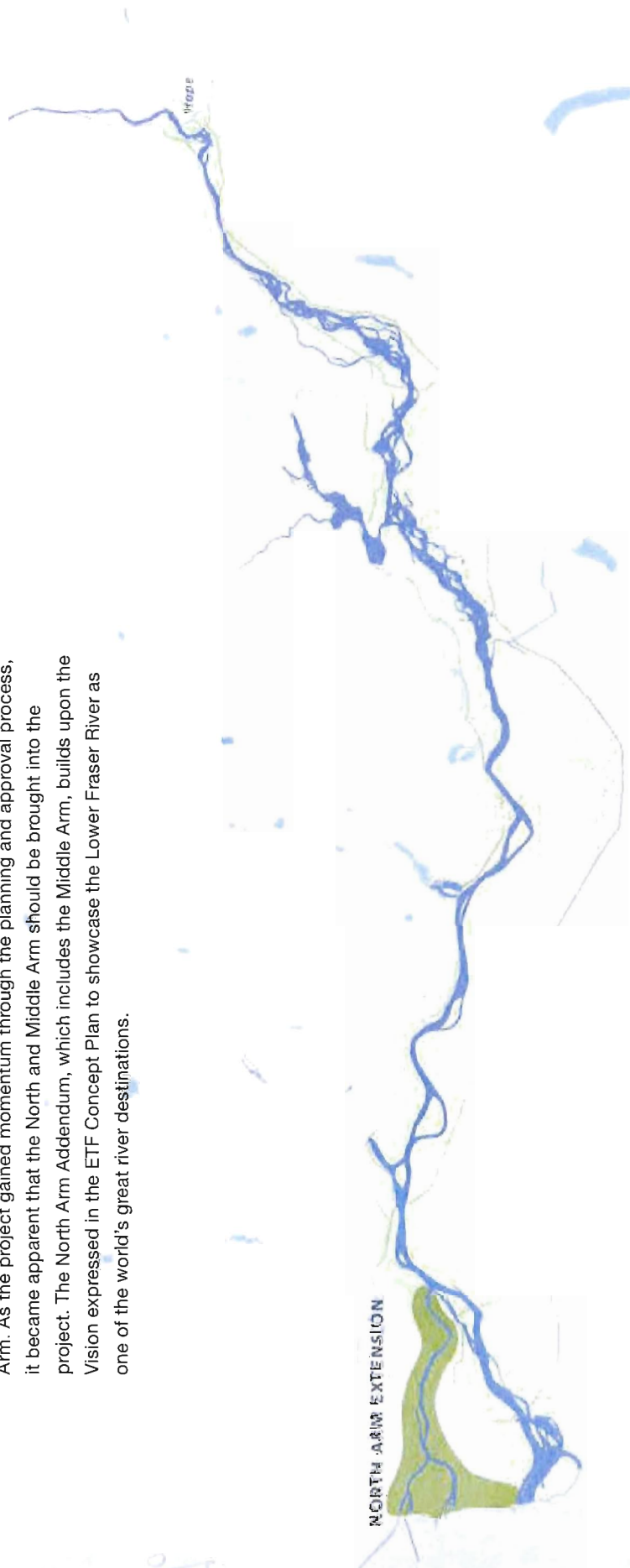




## INTRODUCTION

Experience the Fraser (ETF) is a unique vision to connect communities, parks, natural features, historic and cultural sites and experiences along the Lower Fraser River. The Canyon to Coast Trail and Recreational Blueway are the backbone of the project, connecting Hope to the Salish Sea by trail and via the river itself. The ETF Concept Plan, approved in 2012, establishes a vision, goals, themes and framework for the long-term development of the Canyon to Coast Trail and Blueway.

The geographic scope of ETF was originally focused on the Fraser River South Arm. As the project gained momentum through the planning and approval process, it became apparent that the North and Middle Arm should be brought into the project. The North Arm Addendum, which includes the Middle Arm, builds upon the Vision expressed in the ETF Concept Plan to showcase the Lower Fraser River as one of the world's great river destinations.



## Fraser River North Arm

The Urban Portal at the New Westminster Quay and Queensborough Node, from the ETF Concept Plan, are the starting point and eastern gateway to the North Arm Extension. The North Arm splits off the main channel at New Westminster and extends 25 kilometres west through Burnaby, North Richmond and Vancouver to the Salish Sea, with the Middle Arm splitting off at Sea Island. The North and Middle Arms have a rich natural and cultural heritage and pass through some of the most densely populated and developed stretches of the river for which water-dependent industry and all aspects of the working river are the main focus. In addition, this stretch of river provides abundant habitat, parks, trails, recreation and community events.

In many ways the North Arm is a microcosm of the larger ETF corridor. From Queensborough, to the dyke trails of Richmond, to Burnaby Fraser Foreshore Park, to the industrial riverfront in Vancouver and the agricultural landscape of east Richmond - the North Arm includes a remarkable range of landscapes in a relatively compact corridor. At the same time, the North Arm brings new and completely unique features and amenities to the project: an international airport (YVR), a dedicated pedestrian and skytrain river crossing (Canada Line), urban dyke trails, swing bridges and the Richmond Olympic Oval, to name a few.



The timing of the ETF project aligns with a renaissance, of sorts, for the North and Middle Arm of the Fraser. Government, First Nations and private enterprise are making investments in parks, trails, art and culture, the environment, new communities and businesses with the river emerging as the defining natural and community feature in this part of the lower mainland. Much like the original ETF Concept Plan, the North Arm Addendum is not starting from scratch. The project seeks to link these initiatives, communities, parks and trails together and in turn package, promote and physically connect them to the broader ETF network and collective vision that extends from Hope to the Salish Sea. ETF looks to fill connectivity gaps, add experiences where possible and foster partnerships.

## CNCL - 58

The four core goals that guided the original Concept Plan are also foundational to the planning of the North Arm Extension:

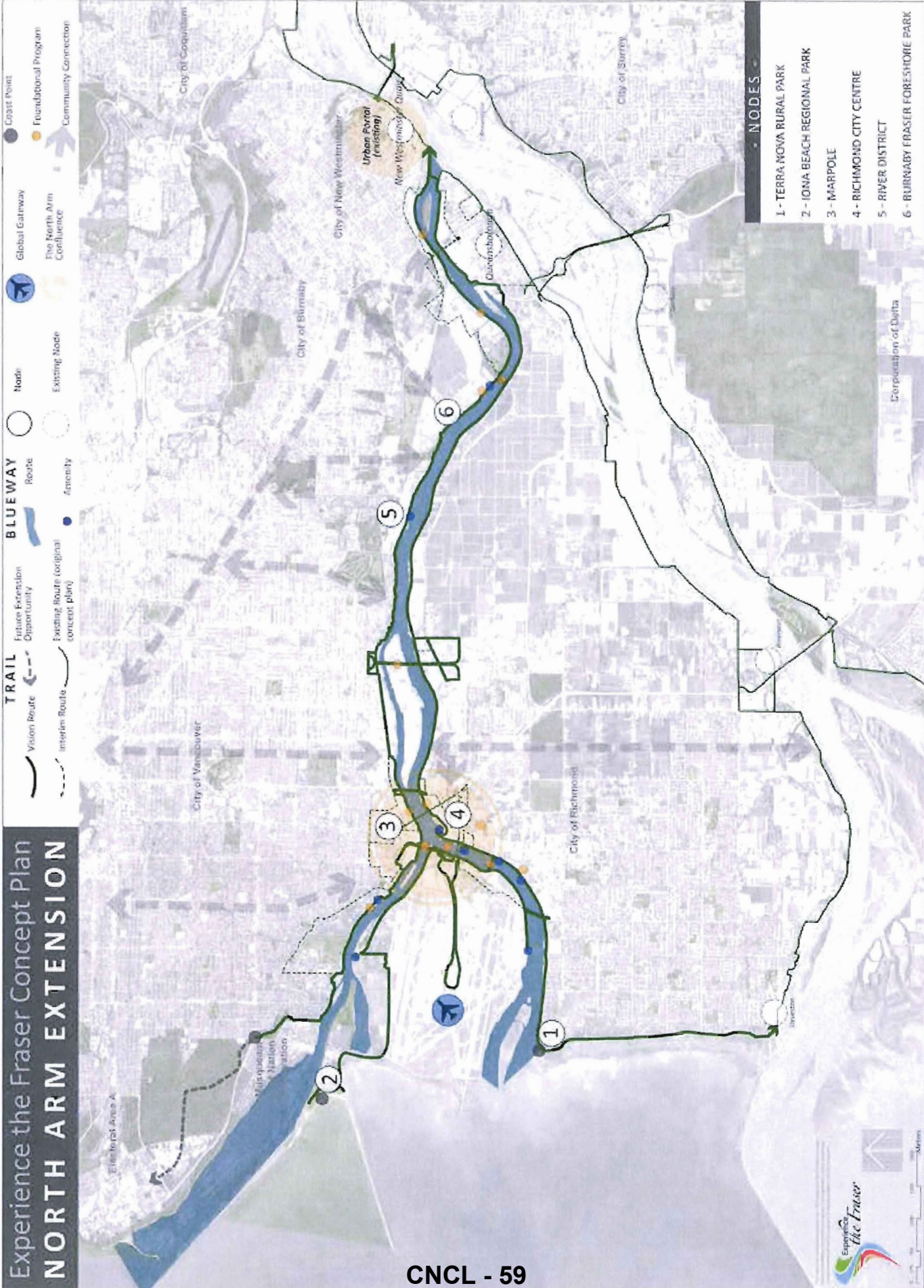
1. Connect Hope to the Salish Sea
2. Link and inspire experiences along the river
3. Develop enduring and committed partnerships
4. Build and deepen connections to the river





# Experience the Fraser Concept Plan

## NORTH ARM EXTENSION



- NODES •**
- 1 - TERRA NOVA RURAL PARK
  - 2 - IONA BEACH REGIONAL PARK
  - 3 - MARPOLE
  - 4 - RICHMOND CITY CENTRE
  - 5 - RIVER DISTRICT
  - 6 - BURNABY FRASER FORESHORE PARK



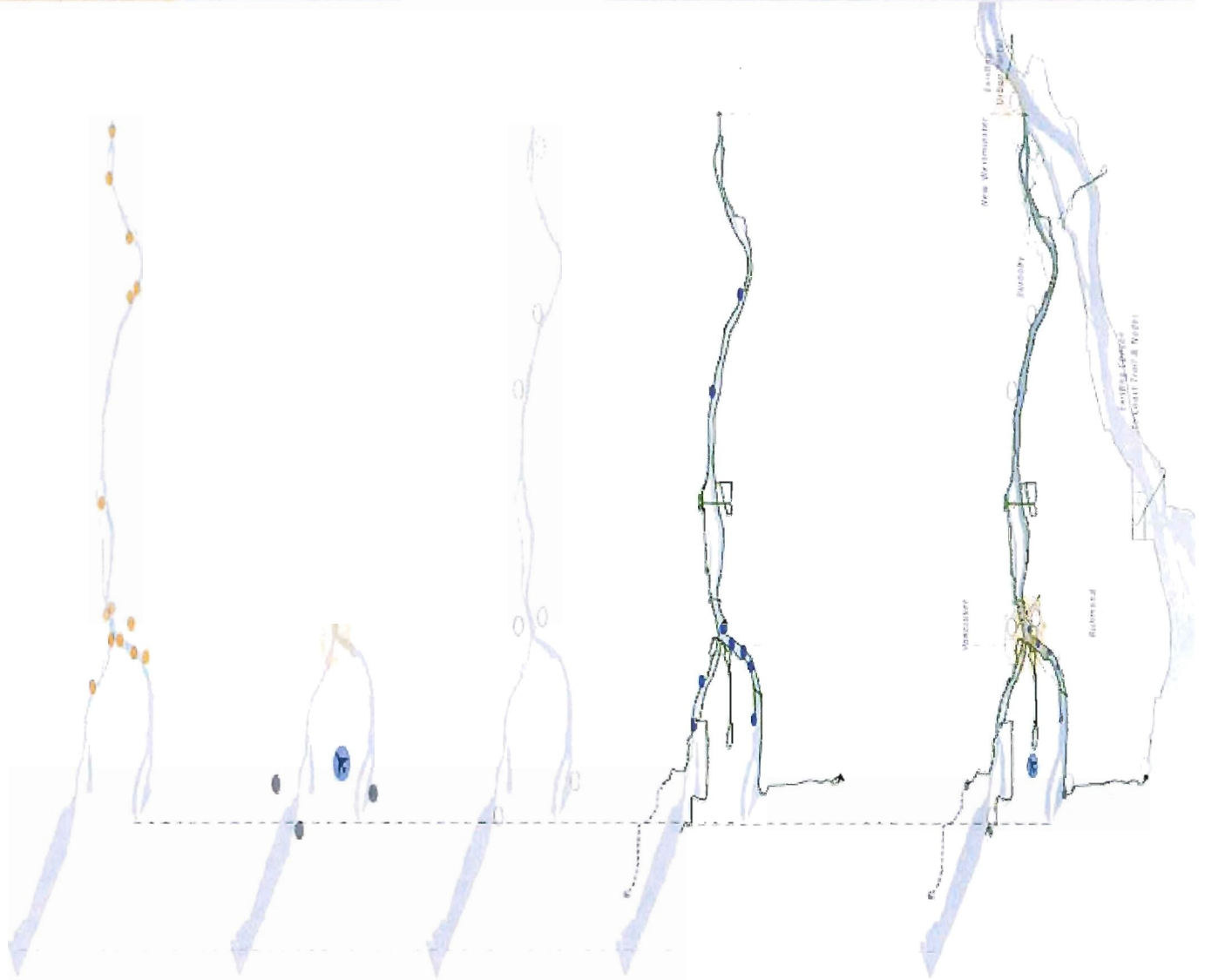
## The Concept

---

Connecting into the broader ETF network at the Urban Portal and Queensborough Node in New Westminster, the North Arm Addendum proposes an expanded Canyon to Coast Trail and Recreational Blueway, six new Nodes and a focus on the emerging dynamism and potential of 'The North Arm Confluence'. The Concept includes a Global Gateway and introduces the idea of Canyon and Coast Points proposed in support of the long term vision of end-to-end travel of the Canyon to Coast Trail.



- NORTH ARM EXTENSION -



-14 KEY ACTIONS

-COAST POINTS-

-NORTH ARM CONFLUENCE-

-INTERNATIONAL GATEWAY-

-URBAN PORTAL (EXISTING)

-FRASER RIVER COMMUNITIES & ICONIC PARKS-

-9 BLUZWAY AMENITIES

-92 km CANYON TO COAST TRAIL EXTENSION - 169 km (EXISTING)

-FOUNDATIONAL PROGRAM-

-ELEMENTS-

-NODES-

-TRAIL & BLUEWAY-

-NORTH ARM EXTENSION-

## Canyon to Coast Trail

The North Arm Extension adds 92 kilometres to the Canyon to Coast Trail (CTCT) Vision Route. 69 Kilometres of the North Arm CTCT Vision Route already exists, 32 kilometres of which are on road. The North Arm Extension brings several popular existing trails into the CTCT network: the BC Parkway, New Westminister North Arm Trail, the Burnaby Fraser Foreshore Park Riverfront Trail, the West Richmond Dyke Trail, Richmond Middle Arm Trail and Vancouver Riverfront Trail (western and eastern portion).

Interim, often on road, routes have been identified to provide temporary access around gaps in the CTCT network. Key gaps include riverfront routes through Marpole and Richmond City Center, the Burnaby - New Westminister connection and Richmond - New Westminister (Queensborough) connection. A future connection to the main spine of the University of British Columbia (UBC) Greenway Network is identified.

The Urban Portal is a trail and transit hub with links to the BC Parkway, Central Valley Greenway, Brunette Fraser Regional Greenway, Trans Canada Trail and Skytrain. With the addition of the North Arm, the Urban Portal also functions as a key intersection for the Canyon to Coast Trail with opportunities to travel along the North or South Arm, heading east or west on either side of the river. The North Arm Confluence is an emerging trail and transit hub with links to regional and municipal greenways, the Trans Canada Trail and Canada Line.

Bridges, both existing and proposed, play a key role in the ETF Vision Route as features and North-South loop options.

The separated trail on the Canada Line Bridge and proposed New Westminister Q2Q Bridge (Queensborough to the New Westminister Quay) are destination crossings. When built, the Q2Q Bridge will be the first pedestrian only bridge on the lower Fraser River.



## Canyon to Coast Recreational Blueway

The North and Middle Arm add a new dimension to the Canyon to Coast Recreational Blueway. Quieter in terms of current and deep sea traffic, which only uses the South Arm, the North Arm is roughly a third the width of the main channel and handles 10 per cent of the overall Fraser River outflow. Existing Blueway amenities on the North Arm include the Macdonald Beach Boat Launch, River Rock Casino Marina and a number of viewpoints, boardwalks and weirs. The Middle Arm is particularly active for recreational and pleasure craft use with several marinas and the University of British Columbia Boathouse. Additional blueway amenities and access are planned by private enterprise and City of Richmond over the long term.

The North Arm blueway has tremendous potential considering the density and quality of Nodes and amenities, both existing and proposed, that extend from the Urban Portal at New Westminster to the Salish Sea. As new amenities come online, it's easy to imagine a pedestrian/cycling ferry service, which has been proposed in the past, becoming viable. New opportunities for future car-top canoe and kayak launches have been identified in Burnaby and Vancouver Parks. There may also be an opportunity to establish rustic, non motorized blueway access to Iona Beach Regional Park.

Recreational use of the blueway does not exist in isolation. Port and industrial use of the North Arm is common with log booms lining much of the shore, and regular tug and barge traffic. There is minimal log storage and barge traffic on the Middle Arm, but there is a seaplane landing area. As blueway use increases, coordination, education and partnerships will facilitate safe and viable integration of recreational and commercial use of the channel over the long term.





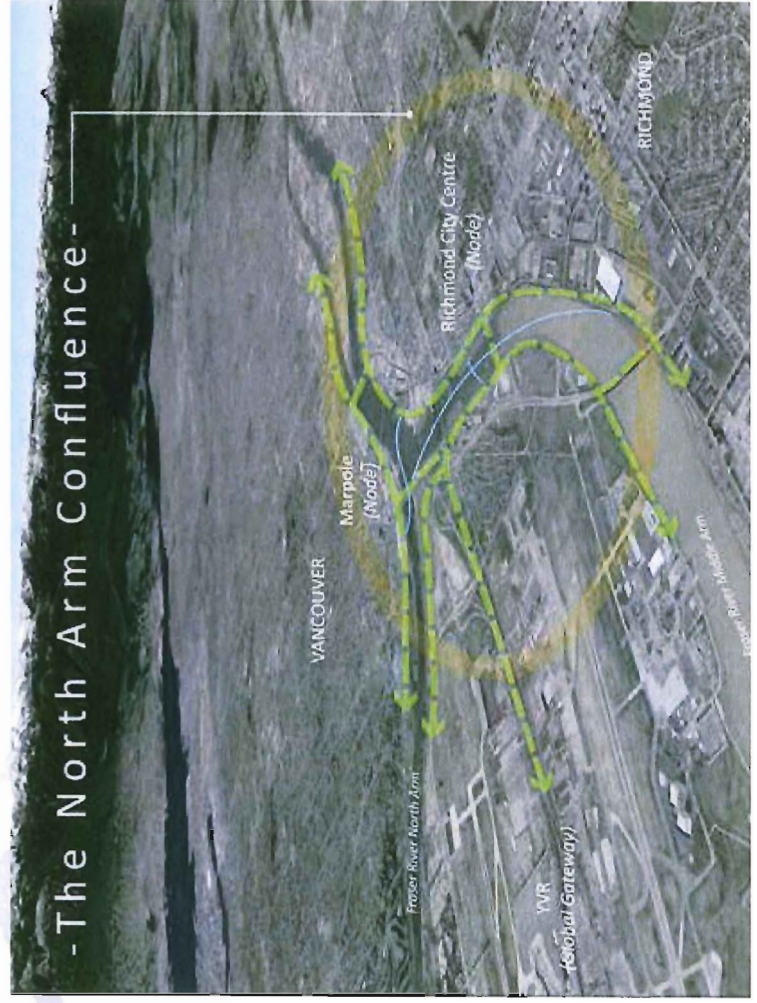
## The North Arm Confluence

The North Arm Confluence which includes Marpole, Richmond City Centre and the tip of Sea Island, is an emerging focus area for Experience the Fraser. Communities, highways, bridges, the Canada Line, Vancouver International Airport (YVR), Trans Canada Trail, municipal and regional greenways all converge here. The Marpole Midden, located near the north end of the Arthur Laing Bridge, tells us people have been drawn to this area for thousands of years. While there is currently limited public access to the water - bold, new visions are emerging that are increasingly focused on connecting people with the Fraser River and creating a destination, entry point and intersection at an international, regional and local level.

On the south side - the long term vision for Richmond City Centre is an international destination and cultural heart of the city that will include an arts district, amenities, shopping and residences with the waterfront being the signature feature of the public realm. The Richmond Olympic Oval, public art and new residences have recently been completed. A major new park, pedestrian bridge and more are planned over the long term.

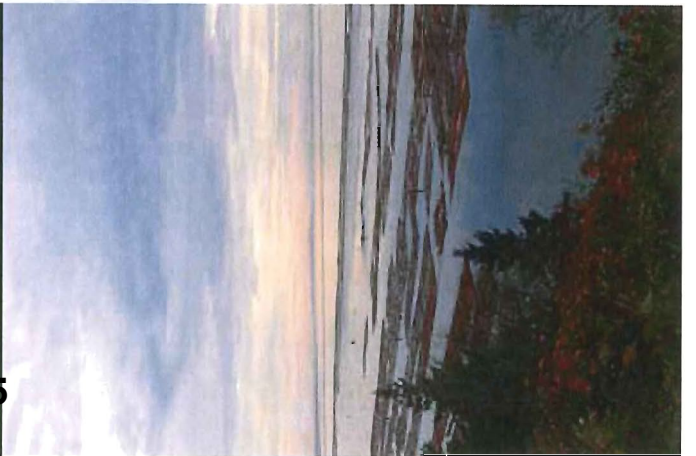
On the north side, Marpole in Vancouver continues to grow with a renewed focus on the river. The Marpole Community Plan envisions a Fraser Riverfront Trail, a major new riverfront park, and enhanced walkable Granville Street, integrated with continued industrial waterfront use. Pedestrians can already cycle, walk or take skytrain between Marpole and Richmond City Centre over the Canada Line Bridge.

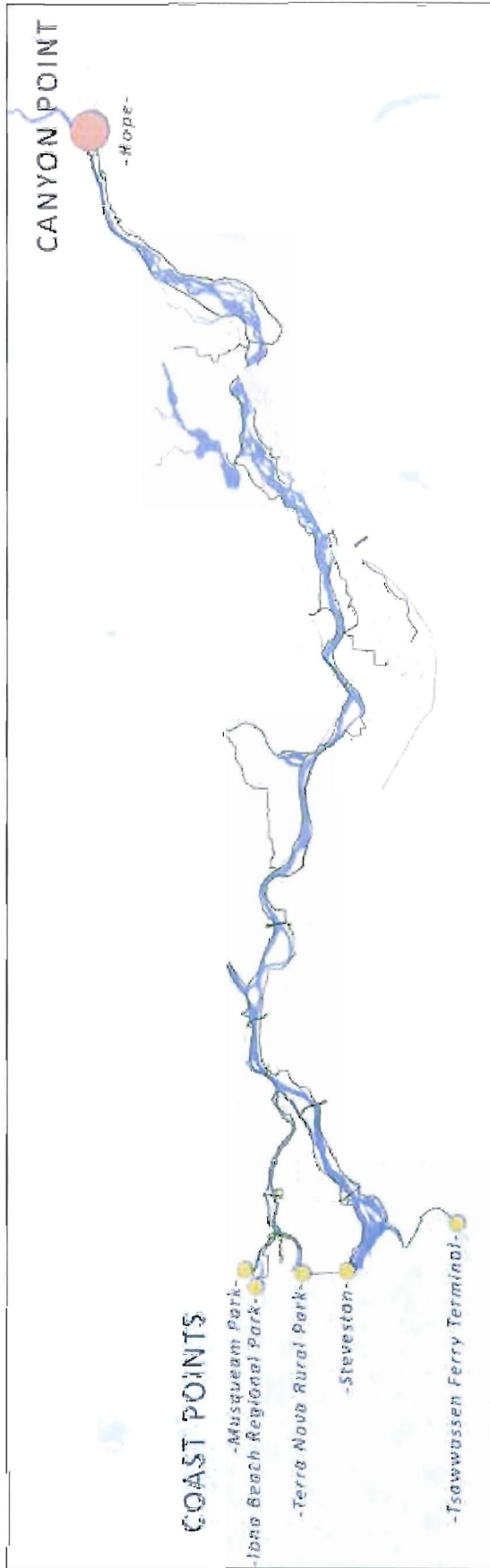
Experience the Fraser recognizes the emergence of this area as a major Fraser River hub in a geographically powerful point in the river. In the future, Richmond City Centre could become an ETF Portal with the Canyon to Coast Trail extending out from The North Arm Confluence in all directions. The North Arm Confluence is a place to target investment, encourage inter-municipal connections, and continue to focus on the Fraser River.



### Global Gateway – Vancouver International Airport

YVR is a global gateway which presents an opportunity to showcase the river, and opportunities to experience it, to international and domestic travelers. It is envisioned as an entry point to the ETF network, an orientation point for those who have come specifically to Experience the Fraser, and an opportunity to capture the interest of those who may want to incorporate a Fraser River experience into their trip. In the future, travelers will have an opportunity to go from plane to bike – or simply learn about the Fraser River experiences they could incorporate into their trip.





### Coast Points and Canyon Point (Iconic 'kilometer 0')

ETF was originally envisioned as an east-west trail system with loop options on both sides of the river. The North Arm Extension introduces new trail spurs into the network. With these additions the Canyon to Coast Trail network fans out as it connects with the Salish Sea, just like the Fraser River Delta itself.

Canyon and Coast Points are proposed in support of the long term vision of traveling the Canyon to Coast Trail from end to end. These points will be mapped and marketed as places to start or finish the journey. Little or no infrastructure is required on the ground – just simple signage, integrated with pavilions and kiosks as appropriate for the site.

Three Coast Points are proposed for the North and Middle Arm, all except one are associated with a proposed Node. These are places where an ETF traveler can see and feel the river meet the sea, or in the case of the Marine Drive location – where the Canyon to Coast Trail transitions to another trail and experience type.

North and Middle Arm Coast Points:

1. Marine Drive – Musqueam Park
2. Iona Beach Regional Park Beach
3. Terra Nova Rural Park

While outside of the North Arm Extension study area, the West Portal (Tsawwassen Ferry Terminal) and Steveston are also identified as future Coast Points. A canyon point is proposed for the East Portal (Hope) in the spirit of an iconic 'Kilometre 0'.





## Nodes

Nodes are destinations along the Trail and Blueway where people can come to the project to connect with an experience of the Fraser without having to travel the Canyon to Coast Trail. The six new North Arm Nodes reflect the level of development at this point in the river and the scale at which the North Arm Plan was completed. These Nodes add to the existing network established in the initial Concept Plan which included New Westminster Quay and Queensborough- two nodes, located at the eastern gateway to the North Arm, offering a broad range of recreational, cultural and heritage features in a walkable Fraser River focused environment.

**1. TERRA NOVA RURAL PARK** – A spectacular place to experience the river meeting the sea, kickoff a multi-day ETF journey, and connect with world class cultural and recreational amenities in Richmond. Terra Nova includes gardens, demonstration farming and playgrounds. From here, visitors have access to the West Dyke Trail that connects to Steveston, and the Middle Arm Trail that connects to City Centre, passing the Richmond Olympic Oval, public art and the UBC Boathouse. Both trails form part of the Canyon to Coast Trail network.

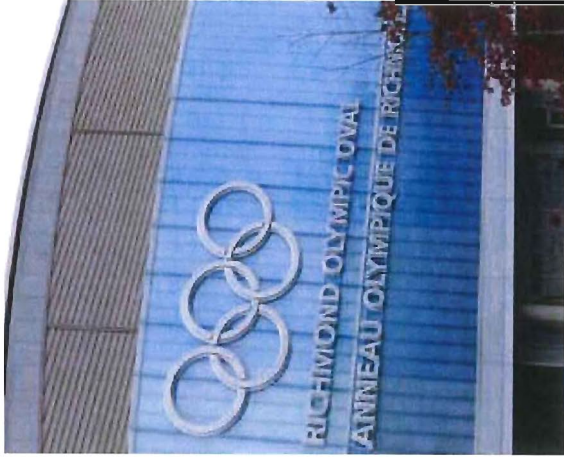
**2. IONA BEACH REGIONAL PARK** – On the north side of the park the North Arm meets the Salish Sea - stroll along the shore, look for harbor seals, watch the tug boats work and enjoy views across the river to Pacific Spirit Regional Park. On the west side of the park is the Salish Sea – stroll along the beach and catch a sunset or walk out the spit into the sea and Fraser River plume.

**3. MARPOLE** – A vibrant community with a rich First Nation and pioneer history. Granville Street, a classic walkable main street, is where visitors can access restaurants, shops and services. Marpole is a key entry point – accessible by road, skytrain and a dedicated pedestrian bridge over the Fraser to Richmond. Its also a meeting place where bridges, roads, transit, trails and greenways converge. Over the long term, a new Fraser River park is envisioned that will connect to a trail along the industrial riverfront.

CNCL - 67



**4. RICHMOND CITY CENTRE** – Envisioned as the heart of the city with the riverfront as the signature feature of the public realm. Dyke trails, public art, the Richmond Olympic Oval, Richmond Night Market and River Rock Casino Resort already draw people to the area. A long term proposal for a pedestrian bridge to Sea Island, new riverfront park, arts district and continued enhancement of the public realm will add layers and interest to the area. Skytrain, cycling, and road connections to Vancouver and YVR with trail options extending in all directions make this a well-connected Fraser River destination. Considering its connectivity, dynamism and Fraser River-focused public realm, Richmond City Centre could become 'The North Arm Portal' as the vision for this area is realized over time.



**5. RIVER DISTRICT** – An emerging Fraser River Community in south east Vancouver that will eventually be home to 15,000 residents. This walkable, cyclable community will include waterfront parks and plazas, habitat islands for songbirds, a wharf, and restaurants accessible by bike, on foot and from the blueway.



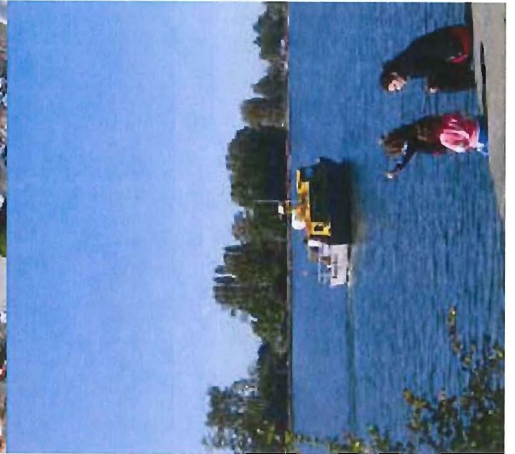
**6. BURNABY FRASER FORESHORE PARK** – Burnaby Fraser Foreshore Park – This sprawling park in south Burnaby is a wonderful place to relax by the river, walk along its shores, through conservation areas and boardwalks. Playgrounds, picnic areas and open space provide opportunities to connect with the river. This park is large enough to support small Fraser River festivals, celebrations and gatherings.







CNCL - 69



## Foundational Program

The North Arm Extension adds 14 new items to the existing Illustrative Foundational Program of actions and projects essential to building a strong and recognizable ETF. These include:

### Canyon to Coast Trail

Four trail segments will fill priority gaps in the North Arm CTCT Vision Route:

- Route from the Canada Line Bridge through Marpole to Fraser River Park
- Riverfront route from the Middle Arm Trail through Richmond City Centre to the Canada Line Bridge
- The Burnaby - New Westminster connection from Burnaby Fraser Foreshore Park to the New Westminster waterfront
- The New Westminster (Queensborough) - Richmond Connection
- Trail access will be secured through agreements with private land owners along the east Burnaby riverfront incrementally as (re)development occurs
- Pedestrian/cycling Crossings to advance connectivity along the North and Middle Arm
  - Q2Q crossing from Queensborough Node to the Urban Portal at New Westminster Quay
  - Proposed long-term plan for a pedestrian/cycling bridge over the Middle Arm from Sea Island to Richmond City Centre
  - Upgrade/repurpose East Richmond- Burnaby rail bridge to accommodate cycling/pedestrian use
  - Upgrade pedestrian and cycling access to and over the Knight Street Bridge and Arthur Laing Bridge

- Sign Canyon to Coast Trail as intact segments come on line
  - Work with municipal planning departments and development community to incorporate ETF vision, CTCT and Blueway in residential community development along the North and Middle Arm
- Recreational Blueway – Supporting Infrastructure
- Explore opportunities for a small, rustic beach landing and adjacent group camping area for organized, non motorized blueway travelers in Iona Beach Regional Park
  - Explore opportunities for pedestrian/cycling ferry service along the north and Middle Arm Blueway over the long term
  - Sign blueway amenities from the water
  - Establish two car-top canoe/kayak launches in Vancouver/Burnaby
  - Expansion of water-based recreation amenities/facilities on the Middle Arm

#### Amenities and Feature Points

- Continue development of Richmond City Centre as a river-focused heart of the city
- Establish a new waterfront park in Vancouver with pedestrian connection to Skytrain over the long term
- Establish a new waterfront park in Richmond City Centre over the long term
- Host one new Fraser River event/festival in Vancouver and one in Burnaby





## Aspirations... More Big Ideas

While the Concept Plan and Illustrative Foundational Program focus on practicality, establishing a vision and priorities that knit together ideas, trails and amenities already planned by partner agencies, the project has the potential to stretch even further. The big ideas outlined below build on those included in the initial Concept Plan, adding even more big and creative ideas that could help to define ETF and set the Fraser apart as a world class destination. The list is purely illustrative and intended to inspire potential partners to see themselves in the project.

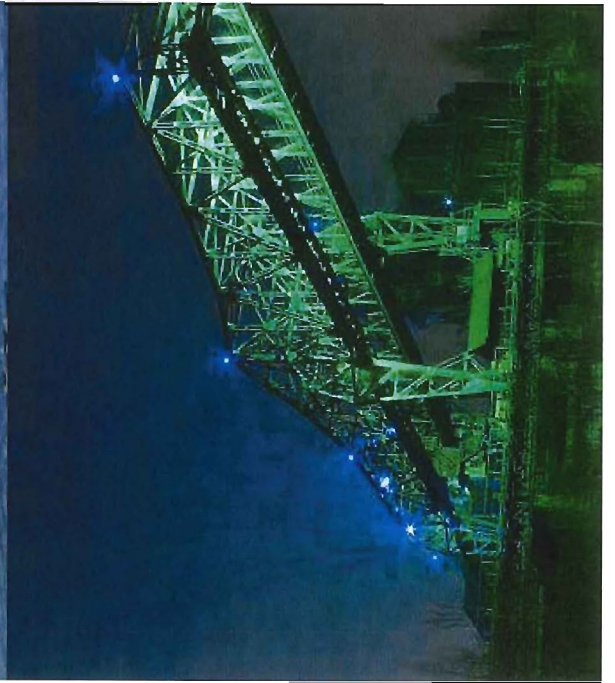
**BRIDGES** – cantilever, repurpose, convert or improve pedestrian access and use on the many bridges spanning the North and Middle Arm. Priorities include the Burnaby-Richmond Rail Bridge, Knight Street Bridge and, and Burnaby Vancouver Rail Bridge.

**FIRST NATION LANGUAGE** – Incorporate traditional First Nation traditional language onto Canyon to Coast Trail signage. Explore opportunities to integrate art, interpretation and storytelling in partnership with First Nations.

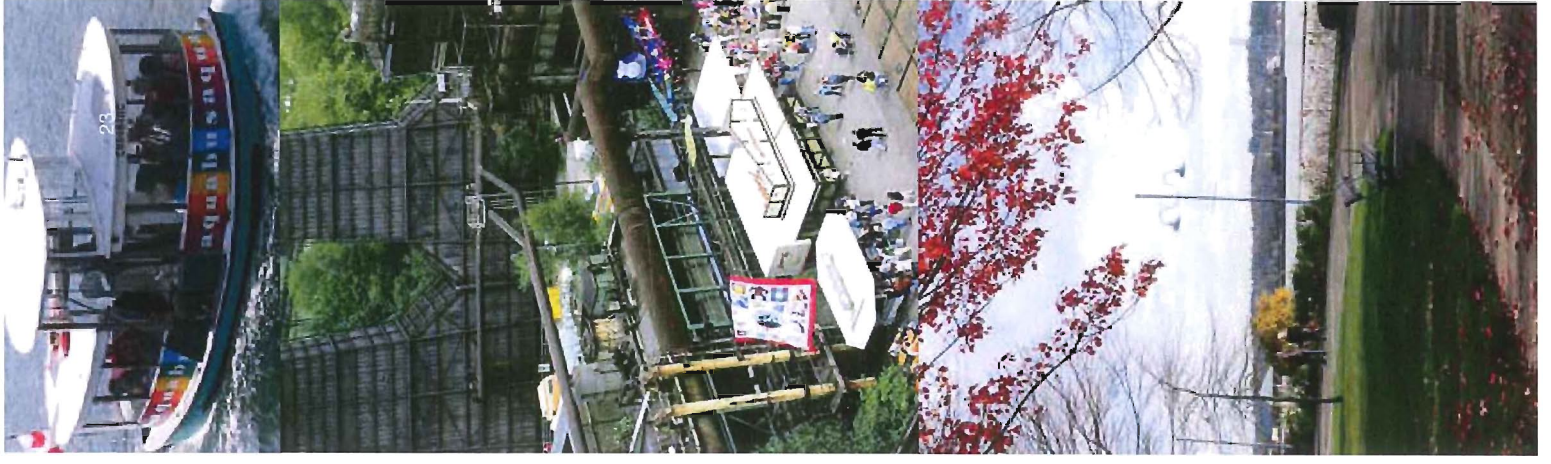
**NORTH ARM SEA BUS** - Pedestrian Ferry Service – pedestrian ferry service along the North and Middle Arm is not a new idea, but as the network of new communities and amenities comes online, it could become viable.

**FLOATING PARKS** – the industrial Vancouver waterfront and agricultural lands in east Richmond make riverfront access, park space and separated trails a challenge – a barge or floating park could provide relief and a destination in these otherwise narrow and somewhat sparse corridors. Alternatively it could move up and down the river to support events or add excitement to existing parks and public space.

**FLOATING STAGE** – a floating stage/venue that moves along the river for various performances and events.







**THE URBAN CAMPGROUND** – supporting blueway use, environmental education, and an easy way to connect with Nature in the City – Iona Beach Regional Park can support organized group camping for Blueway travelers. Poplar Island could also present an opportunity depending on First Nation and provincial interest.

**THE FLOATING CAMPGROUND** – seasonal, temporary or permanent, and moveable - a floating campground could support multi-day blueway travel or those looking for a place to camp close to home.

**THE INDUSTRIAL ‘PARK’** – where industry intersects with public space, beyond just a bypass trail solution. This could provide enhanced water access and continued industrial riverfront use along the industrial Vancouver waterfront – both desirable outcomes for ETF, Vancouver, Industry and the region.

**THE BEGINNER BLUEWAY** – the North and Middle Arm include some stretches of water that are fairly calm - suitable for beginner paddlers with instructors.

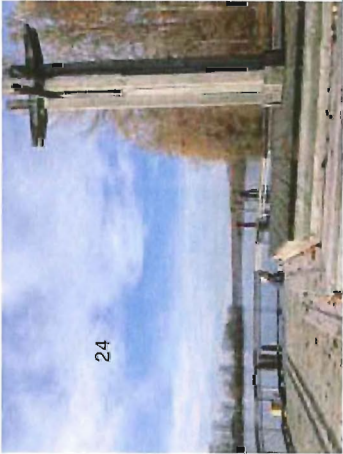
**NORTH ARM ETF FONDO** – the flat topography, easy access and numerous bridges provide a great venue for a Fraser River cycling event.

**ROAD END POCKET PARKS** – an opportunity to create interesting public space, staging areas and viewpoints in otherwise long narrow stretches. Vancouver industrial riverfront and East Richmond Lands offer good locations to consider.

**MULTI-MUNICIPAL FRASER RIVER FEST** – with events in municipalities from Vancouver to Hope with ferry or barge transportation running between event sites.

**RIVER LIGHTS** – illuminating the silhouette of bridge structures in urban areas can add excitement to public space. Light projection and art displays could also enhance the urban river experience. Lighting the Bridges of The North Arm Confluence could add to the dynamism of the area.

**THE ISLAND PARK** – In the narrowest corridors of the CTCT route where space, programming opportunities and even getting a trail route connection through is challenging, human-made islands can create park, habitat, staging opportunities, interest, and excitement.



CNCL - 73



## Conclusion

The North Arm Addendum is an exciting addition to the Concept Plan which builds upon the Vision to showcase the Lower Fraser River as one of the world's great river destinations. The North and Middle Arm bring new and unique features and experiences to the project as well as an opportunity to connect with communities in the most densely populated stretches of the lower Fraser River.

The North Arm Addendum knits together and builds upon the visions, plans, and aspirations of the four North Arm municipalities (Vancouver, Richmond, Burnaby and New Westminster) and brings YVR into the project. The proposal includes an expanded Canyon to Coast Trail and Recreational Blueway network, six Nodes, the dynamic North and Middle Arm Confluence, an International Gateway, 'Coast Entry Points' and an iconic Canyon Point in Hope. The enthusiasm and thoughtful collaboration of the North Arm Municipal Staff Liaisons and YVR was foundational to the planning of the North Arm Addendum. The collaborative spirit of all Experience the Fraser partners will guide the realization of the ETF vision over the long term.





CNCL - 74







# Implementation Plan

for local governments



## North Arm Addendum

April 2014

## Introduction

The ETF Implementation Plan is an accompanying piece to the ETF Concept Plan. It identifies actions planned by local governments and project partners for the next few years that will advance the Concept Plan's Foundational Program. The identified actions are subject to budget processes and other approvals. As a result, this snapshot of implementation actions will evolve over time, with new opportunities emerging not identified here, or shifts in priorities.

This addendum builds on the initial ETF Implementation Plan adding actions that will advance the North Arm foundational program, and in turn the broader ETF project and vision. Regional Districts will be asked to endorse the Implementation Plan, and adopt actions within their authority and mandate. Municipalities, other agencies and organizations are invited to do the same.

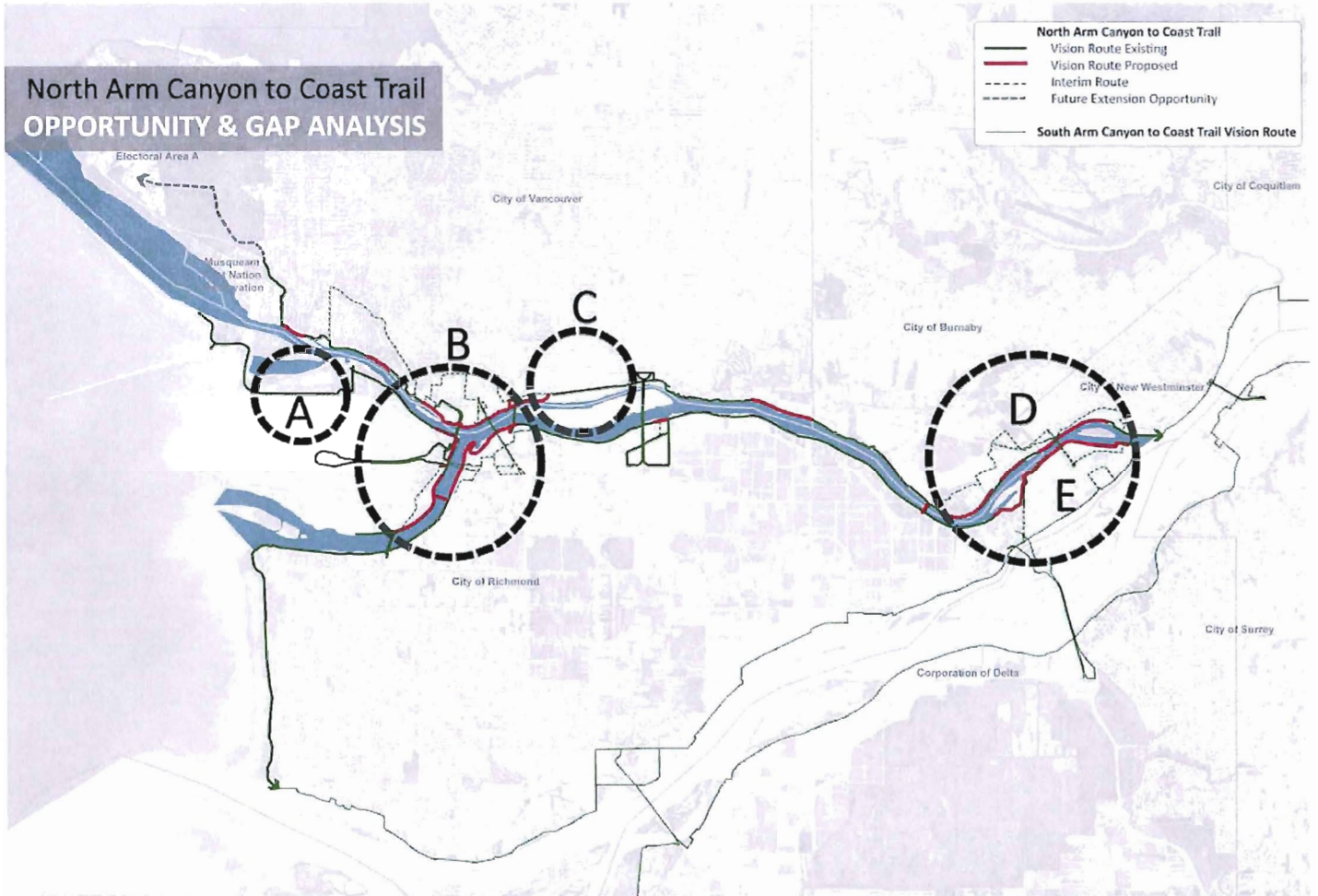




# GOAL 1

## CONNECT HOPE TO THE SALISH SEA

A Canyon to Coast Trail Opportunity and Gap Analysis was completed for the North Arm to identify focus areas for enhancing trail connectivity. The analysis provides an overview and identifies considerations. Next steps are outlined in the Planned Actions Table along with other actions that advance Goal 1.



OPPORTUNITY / GAP	OVERVIEW	CONSIDERATIONS
<b>A</b> North Sea Island	The Canyon to Coast Trail (CTCT) is on road from Macdonald Beach Park to Iona Beach Regional Park (along Macdonald and Ferguson Road). There may be a future opportunity for a separated or off-road CTCT route that aligns with future road improvements or an expansion of the Cara Brown Trail In Sea Island Conservation Area (SICA).	<ul style="list-style-type: none"> <li>Sea Island includes multiple land owners, agencies, interested First Nations and stakeholder groups. Collaborative route planning and engagement is required.</li> <li>Environmental considerations - SICA (Sea Island Conservation Area), north of Ferguson Road is a conservation focused area managed by Environment Canada</li> </ul>
<b>B</b> Marpole Waterfront, Richmond City Center and Eastern Sea Island	Long range community, park and trail plans for Marpole, Richmond City Center and Eastern Sea Island include waterfront trails, public space and improved pedestrian/cyclist river crossing. These plans will be realized with (re)development and civic investment over the very long term. The interim route is set well back from the River, is often on road and circuitous.	<ul style="list-style-type: none"> <li>Improving connectivity, water access</li> <li>Orientating people to the Interim Canyon to Coast Trail route</li> <li>Improving inter-municipal connections</li> <li>Maintaining viable industrial and commercial use and access to the river while improving trail access</li> <li>Existing land use along Eastern Sea Island make a waterfront route challenging</li> </ul>
<b>C</b> Vancouver Riverfront (Ontario to Argyle Street)	From Ontario to Argyle Street the CTCT passes through Vancouver's industrial waterfront along Kent Avenue South and North. In the future there may be opportunities to establish riverfront CTCT sections and street end parks as redevelopment projects move forward.	<ul style="list-style-type: none"> <li>Maintaining viable industrial access to the river while improving public access and trail connectivity</li> <li>Creative solutions for integrating recreation and industrial/commercial land use</li> </ul>
<b>D</b> Burnaby - New Westminster - Connection	The long range vision is for a waterfront connection linking New Westminster Quay and Burnaby Fraser Foreshore Park. The interim route extends far back from the river, is mostly on road and crosses several busy roads. The narrow waterfront strip separating these two destinations includes an active rail yard, industrial land use, and roads – the long term feasibility of a waterfront route through this area is unclear.	<ul style="list-style-type: none"> <li>Maintaining viable industrial access to the river while improving public access and trail connectivity</li> <li>Orientating people to the Interim Canyon to Coast Trail route</li> <li>Creative solutions for integrating recreation and industrial/commercial land use</li> </ul>
<b>E</b> Queensborough - Richmond Connection	The long range vision is for a waterfront route from Queensborough to River Road. This area includes active and redeveloping industrial operations – the long term feasibility of a waterfront route through this area is unclear.	

## Planned Actions

<p><b>GAP A</b> – YVR (L) and Environment Canada (L), in collaboration with Interested First Nations, City of Richmond, Metro Vancouver and other partners will consider options for improved on road or separated Canyon to Coast Trail routing as part of future road network improvement projects, expansion of the Cora Brown Trail and long range planning initiatives.</p>	<p>Ongoing</p>
<p><b>GAP B</b> - Metro Vancouver (L) will advocate for improved pedestrian / cycling access / infrastructure on existing and future North Arm Bridges as part of regular transportation planning work with municipalities, the province and agencies.</p> <p><i>City of Richmond (L) and City of Vancouver (L) will incrementally advance the Canyon to Coast Trail Vision Route through (re)development and civic investment, and work towards improved on road cycling facilities/pedestrian access and signage along the Interim Route.</i></p>	<p>Ongoing</p>
<p><b>GAP C</b> - City of Vancouver (L) will explore options for riverfront sections of the Canyon to Coast Trail and street end parks in the Ontario Street to Argyle Street corridor, as redevelopment projects move forward.</p>	<p>Ongoing</p>
<p><b>GAP D &amp; E</b> - City of Burnaby (L), New Westminster (L), City of Richmond (L) and Metro Vancouver (L), will collaboratively explore creative solutions and options for waterfront connections, and confirm a viable ETF Vision Route through these areas.</p>	<p>2015-2018</p>
<p><i>City of Richmond (L) will update Trail and Blueway way-finding standards, exploring options to integrate Canyon to Coast Trail and Blueway signage as part of this work.</i></p>	<p>2014-15</p>
<p>The <i>City of Burnaby (L)</i> will work with private land owners to secure a continuous riverfront Canyon to Coast Trail route from (Sturgeon Slough or) Wiggins Street to Willard Street as properties are redeveloped.</p>	<p>Ongoing</p>
<p><i>The City of Burnaby (L)</i> will upgrade trail surfacing on the Canyon to Coast Trail through the western portion of Burnaby Fraser Foreshore Park in conjunction with dyke improvements.</p>	<p>2014</p>
<p><i>Metro Vancouver (L)</i> and the <i>Fraser Valley Regional District (L)</i>, in collaboration with the Municipal Liaison Team, will complete a gap analysis for the entire Canyon to Coast Trail route.</p>	<p>2015-2016</p>

## GOAL 2 - LINK AND INSPIRE EXPERIENCES ALONG THE RIVER

### Planned Actions

<i>City of Richmond (L)</i> will partner with <i>Private Enterprise (L)</i> , <i>Metro Vancouver (S)</i> , <i>Fraser Valley Regional District (S)</i> , and the <i>Province (S)</i> on a recreational-industrial interface demonstration project exploring innovative solutions for integrating recreational and industrial land use including trail bypass and experience options, interpretation and celebration of industry.	2014-15 (\$20 000 ETF funding)
<i>City of Richmond (L)</i> will complete preliminary feasibility studies for a new riverfront park along River Road, east of the Gilbert Road, incorporating riverfront trail access for the Canyon to Coast Trail, interpretation related to the ETF themes and an ETF Kiosk/information panel.	2015-18
<i>City of Richmond (L)</i> will complete improvements to Terra Nova Rural Park including the construction of a jetty, gardens, playground and boardwalk.	2014
The <i>City of Burnaby (L)</i> will design and construct trail and boardwalk connections around the perimeter of the Burnaby Fraser Foreshore Park Nature Reserve.	2019
<i>City of Vancouver (L)</i> will plan options for a new riverfront park in the Cambie Street corridor, incorporating riverfront trail access for the Canyon to Coast Trail, interpretation related to the ETF themes and an ETF kiosk/information panel.	2015
<i>Metro Vancouver (L)</i> and <i>Fraser Valley Regional District (L)</i> will update the original Concept Plan Map to include the North Arm Addendum.	2014

## GOAL 3 – DEVELOPING ENDURING and COMMITTED PARTNERSHIPS

### Planned Actions

<i>YVR (L)</i> will consider the ETF vision and Canyon to Coast Trail in the development of the YVR MasterPlan update and future Sea Island Parks and Recreation Plan.	2014-15
<i>Metro Vancouver (L)</i> will explore funding and grant opportunities with the Province to support implementation projects in ETF municipalities.	Ongoing
<i>City of Richmond (L)</i> will work with <i>Metro Vancouver (S)</i> , <i>private developers (S)</i> and <i>businesses (S)</i> to ensure the Canyon to Coast Trail and broader ETF vision are well integrated into City Center as it evolves into a sophisticated urban center with a lively 24-7 mix of uses as outlined in the City Center Area Plan and Waterfront Strategy.	Ongoing
<i>New Westminster (L)</i> will work with <i>Private Development Community (L)</i> and <i>Metro Vancouver (S)</i> to include ETF in the Port Royal development in Queensborough including signing the Canyon to Coast Trail, installing an ETF kiosk and exploring options to include ETF displays in community events and programs.	Ongoing
<i>City of Vancouver (L)</i> will work with the <i>Private Development Community</i>	Ongoing

(L) and Metro Vancouver (S) to incorporate ETF into new Fraser River Communities including signing the Canyon to Coast Trail, installing an ETF kiosk and exploring options to include ETF displays in community events and programs.	
---	--

**GOAL 4 – BUILD AND DEEPEN CONNECTIONS TO THE RIVER**

**Planned Actions**

YVR (L) will partner with Metro Vancouver (S) and the Province (S) to explore opportunities to share information on ETF including an ETF exhibit or kiosk in the terminal.	TBC
Metro Vancouver (L) and Fraser Valley Regional District (L) will advocate for safe and viable recreational connections, and, where appropriate, viewpoints, interpretation, art and signage for bridge connections as infrastructure improvement and replacement projects come forward.	Ongoing
Metro Vancouver (L) will explore opportunities for a small, rustic beach landing and adjacent group camping area for organized, non motorized blue way travelers in Iona Beach Regional Park.	2015-16

## Chart of Experience the Fraser Foundational Program Updated Actions for Richmond

This chart lists the updated actions of the Foundation Program for the Experience the Fraser: Lower Fraser River Corridor Project that are applicable to the City of Richmond.

Goal	Updated and Planned Actions	Projected Timeline
#1: Connect Hope to the Salish Sea	YVR (Lead - L) and Environment Canada (L), in collaboration with the City of Richmond, Metro Vancouver, interested First Nations and other partners will consider options for improved on road or separated Canyon to Coast Trail routing as part of future road network improvement projects, expansion of the Cora Brown Trail and long range planning initiatives.	Ongoing
#1: Connect Hope to the Salish Sea	The City of Richmond (L) and City of Vancouver (L) will incrementally advance the Canyon to Coast Trail Vision Route through (re)development and civic investment, and work towards improved on road cycling facilities/pedestrian access and signage along the Interim Route.	Ongoing
#1: Connect Hope to the Salish Sea	The City of Richmond (L), City of Burnaby (L), City of New Westminister (L) and Metro Vancouver (L) will collaboratively explore creative solutions and options for waterfront connections, and confirm a viable ETF Vision Route through these areas.	2015 - 2018
#1: Connect Hope to the Salish Sea	The City of Richmond (L) will update Trail and Blueway wayfinding standards and explore options to integrate Canyon to Coast Trail and Blueway signage as part of this work.	2014 - 2015
#2: Link and Inspire Experiences Along the River	The City of Richmond (L) will update and enhance the Steveston Waterfront Wayfinding and Signage System with more directional signage including creative wayfinding (e.g., distinctive bronze markers in the ground, theme-oriented walks, potential apps. and an interpretation plan).	2013 - 2014
#2: Link and Inspire Experiences Along the River	A long-term vision for the redevelopment of the harbour was developed by Small Craft Harbours. In 2012, the City of Richmond (L) worked with Port Metro Vancouver, City of Delta, the Province and the Government of Canada to leverage \$10M of local channel dredging in Steveston Harbour and Delta. The benefit of dredging is to keep the channel open and economically viable and sustainable for the fishing industries, waterfront programming and events in the City.	2013 - 2014



Goal	Updated and Planned Actions	Projected Timeline
#2: Link and Inspire Experiences Along the River	The City of Richmond (L) will partner with Private Enterprise (L), Metro Vancouver (Support - S), Fraser Valley Regional District (S), and the Province (S) on a recreational-industrial interface demonstration project exploring innovative solutions for integrating recreational and industrial land use, including trail bypass and experience options, interpretation and celebration of industry.	2014 - 2015
#2: Link and Inspire Experiences Along the River	The City of Richmond (L) will complete preliminary feasibility studies for a new riverfront park along River Road, east of the Gilbert Road, incorporating riverfront trail access for the Canyon to Coast Trail, interpretation related to the ETF themes and an ETF Kiosk/ information panel.	2015 - 2018
#2: Link and Inspire Experiences Along the River	The City of Richmond (L) will complete improvements to Terra Nova Rural Park, including the construction of a jetty, gardens and play environment.	2014
#3: Developing Enduring and Committed Partnerships	The City of Richmond (L) will work with Metro Vancouver (S), private developers (S) and businesses (S) to ensure the Canyon to Coast Trail and broader ETF vision are well integrated into City Center as it evolves into a sophisticated urban center with a lively 24/7 mix of uses as outlined in the City Center Area Plan and Waterfront Strategy.	Ongoing
#4: Build and Deepen Connections to the River	The City of Richmond (L) will continue to work with Steveston businesses, heritage sites, Tourism Richmond, community associations and others to promote Steveston's waterfront.	Ongoing
#4: Build and Deepen Connections to the River	The City of Richmond (L) will put on an interactive play (as well as temporary public art) that uses the Britannia Heritage Shipyards as a theatrical stage. Historic elements, as well as the river, will be used as props in telling the stories of the past.	2013