



To: General Purposes Committee  
From: Victor Wei, P. Eng.  
Director, Transportation

Date: June 19, 2009  
File: 10-6500-01/2009-Vol 01

Re: **RICHMOND OLYMPIC OVAL – SPECIAL EVENT TRAFFIC AND PARKING MANAGEMENT PLAN AND PARKING STRATEGY FOR REGULAR OPERATIONS**

**Staff Recommendation**

1. That the proposed Richmond Olympic Oval Area Traffic and Parking Management Plan to accommodate future special events to be held at the Richmond Olympic Oval as well as the parking strategy for regular Oval operations, as described in the attached report, be endorsed.
2. That Traffic Bylaw No. 5870, Amendment Bylaw No. 8463, as attached, be introduced and given first, second and third reading.
3. That Parking (Off-Street) Regulation Bylaw No. 7403, Amendment Bylaw No. 8464, as attached, be introduced and given first, second and third reading.

Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4131)

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Roads & Dykes.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Fire Rescue.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
R.C.M.P.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Sports & Events.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
<i>WR</i>			<i>ACTING WR</i>		

## Staff Report

### Origin

At the December 15, 2008, General Purposes Committee meeting, staff were directed to investigate and report back on the management of traffic and parking during special events at the Richmond Olympic Oval as well as parking strategies for the Oval and surrounding streets during regular daily operations. This report, which was recently presented to the Oval Board of Directors for information, outlines a traffic and parking management plan that can be tailored to respond to varying levels of activity on the road network when special events are being held at the Oval site. The report also summarizes proposed revisions to current on-street parking regulations on roads near the Oval and the proposed implementation of pay parking on-site.

### Analysis

#### 1. Special Event Traffic Management and Parking Plan

Since the grand opening of the Richmond Oval on December 12-13, 2008, there have been a number of special events that have attracted varying numbers of attendees. Some events have drawn in visitors steadily throughout their duration, while others have had defined arrival and load out periods, where visitors arrived at a specified time and left en masse at the conclusion of the events. In addition, security measures implemented during some events have resulted in greater restrictions to access of the site. A review of the events held at the Oval since December 2008 has provided staff with a better understanding of the needs of the Oval for access by all modes of transportation, and identified solutions to overcome some of the challenges in facilitating those needs safely. As a result, in working together with Richmond Olympic Oval operations, bylaw enforcement and emergency services, Transportation staff have developed a guiding document to accommodate future special events held at the Oval.

As part of the planning process for any future special event that is scheduled to take place at the Richmond Olympic Oval, the management of vehicle and pedestrian traffic must be considered as a key element in the organization process. In order to provide guidance to event organizers, staff have developed a series of Special Event Traffic and Parking Management Plans (TMPs) (**Attachment 1**) that are based on three levels of anticipated total attendance, which reflect the expected attendance that would be over and above the typical daily use at the Oval.

1. Low Level - up to 1,000 attendees with all activities contained within the Oval site (e.g., small conference or trade show) with no requirement for additional remote parking.
2. Medium Level - 1,000 to 4,500 attendees with all activities contained within the Oval site (e.g., sports tournament) that may require the arrangement of remote parking sites.
3. High Level - greater than 4,500 attendees with some activities expanded from the Oval site such as along the Middle Arm Dyke Trail (e.g., major competitive event or community event such as Winterfest) with remote parking sites required.

Special event organizers would be required to follow one of the three TMPs depending on the expected attendance level and they would be responsible for the costs and coordination of all special or temporary traffic control measures required, such as RCMP officers, signage, lane delineation, and barricades. Organizers would also be responsible for arranging any additional off-site parking when required; in such cases, City or Richmond Olympic Oval staff would

provide guidance. Eventually, the Oval Corporation can train its own staff to implement the various traffic management plans as required.

The Oval TMP will be reviewed annually by staff within the Transportation Division, Richmond Olympic Oval, Richmond Fire-Rescue, Richmond RCMP, and other additional stakeholders as required. This annual review will be particularly important as the Richmond Olympic Oval develops and attracts various user groups and as the development of the surrounding lands proceeds.

## **2. Parking Strategy for Regular Oval Operations**

In addition to managing traffic and parking during special events, a plan is also required to address the parking demands of Oval patrons during the regular operating times of the facility. The available on-site parking at the Oval consists of a 450 space parkade beneath the ice surface that is currently free to Oval users. This lot will be converted to metered pay parking based on a 'pay-by-space' model and would employ the use of two programmable pay stations. Hourly rates will be consistent with current on-street parking rates, with provisions to set flat fees during special events. The provision of limited time (two or three hours) free parking, exclusive of events, is planned for Oval members who would be identified via decals, cards or an other method. The establishment of this pay parking area, including the installation of meters, signage and surface graphics as well as daily enforcement and monthly reporting, will be coordinated through the City's Community Bylaws Division.

The other element of the parking strategy for daily Oval operations concerns on-street parking in neighbouring areas. Roads adjacent to the Oval, including the 6000 and 7000 blocks of River Road, 5000 block of Hollybridge Way and 6000 block of Elmbridge Way, have all experienced increases in parking pressure since the Oval opened and will continue to do so as Oval programs evolve and on-site pay parking is implemented. The on-street parking strategy for these roads is intended to achieve the following:

- provide a limited number of prime pay on-street parking spaces to Oval patrons;
- re-distribute permit parking to areas with high demand for all day parking; and
- relax regulations in areas that are used less frequently due to their distance from the Oval.

To accomplish this, the following amendments to existing on-street regulations would be made:

- introduction of 25 pay parking spaces on Hollybridge Way between Elmbridge Way and River Road in what is currently a Two Hours Free or Zone One Permit area. Meter rates will be consistent with on-site Oval rates. During High Level special events the zone will be closed and parking will be restricted;
- conversion of the existing Two Hours Free / Zone One Permit area on River Road from approximately 7500 blk to 7900 blk (centred on Cambie Road) to Zone One Permit parking only; and
- relaxation of the Two Hours Free or Zone One Permit restriction on the remaining section of River Road between the Richmond Yacht Club and the Dinsmore Bridge to create a Three Hours Free Parking zone to meet the needs of general dyke trail users.

## Financial Impact

### Special Event Traffic and Parking Plan

With respect to an event being held at the Oval, there would be no financial impact to the City unless the event is City-sponsored (e.g., annual Winterfest). All signs proposed in the Special Event Traffic and Parking Plan have been fabricated for past special events. The event organizer will be required to pay for any works associated with the installation and removal of any temporary signs which could cost up to approximately \$500 for a high level event.

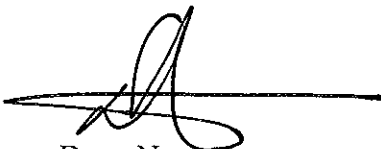
### Parking Strategy for Regular Oval Operations

With respect to the establishment of on-site pay parking at the Oval, a five-year management arrangement is in place between the Oval Corporation and the Community Bylaws Division that outlines the distribution of costs and revenue between the two groups. Start-up costs including the installation of parking meters, signage and surface graphics will be amortized over the five-year term and billed to the Oval on a monthly basis. All revenue will be reconciled and remitted on a monthly basis less a management fee of 15% of total meter revenue. Traffic figures supplied by the Oval indicate that Community Bylaws would realize approximately \$25,000 annually to offset existing operational costs with no required increase in staffing costs.

The proposed amendments to existing on-street parking regulations will entail a one time cost of \$1,500 to replace regulatory signage and \$30,000 to install three new parking meters. Initial traffic figures supplied by the Oval Corporation indicate that estimated permit revenue would be \$1,000 per month; a generation study will be prepared to show projected revenue in the meter zone.

## Conclusion

The Special Event Traffic and Parking Management Plan developed for the Richmond Olympic Oval is based on the lessons learned from earlier events at the site. The TMP provides for three levels of traffic control that will ensure public safety, allow easy access by event visitors, minimize the impact on daily background traffic, and meet emergency services access requirements for large events. An annual review will provide an opportunity to adjust the plan to respond to changes as the area develops and the Richmond Olympic Oval establishes itself as a preferred destination for hosting events. The parking strategy for regular daily Oval operations will address the increasing parking demand by Oval patrons as the facility draws more users over time. The amendment of existing on-street parking zones will consolidate long-term parking to high use areas away from the Oval, create free parking in under-utilized areas and generate revenue and customer turnover in high use areas near the Oval.



Doug Newton  
Supervisor - Traffic Operations  
(604-276-4032)



Wayne Mercer  
Manager, Community Bylaws  
(604-247-4601)

DN:lce

**RICHMOND OLYMPIC OVAL  
TRAFFIC AND PARKING MANAGEMENT PLAN**

Level	Key Assumptions & Recommended Measures	Estimated Total Cost to Implement
<p><b>General:</b></p> <ul style="list-style-type: none"> <li>• applies to all levels</li> </ul>	<ul style="list-style-type: none"> <li>• The screening of motorists may be required for security purposes or permit checking prior to entry to the Oval. For events where screening is required, traffic delays caused by queuing of vehicles will be expected and therefore additional traffic control personnel (TCPs) will be required regardless of the scale of the event.</li> <li>• Full time parking and stopping restrictions will be in effect along both sides of River Road between Gilbert Road and Lynas Lane. These restrictions include the entire River Road frontage of the Oval between Hollybridge Way and No. 2 Road. Buses will stop in the designated "No Stopping - Bus Zone" mid-block between Hollybridge Way and Road 'C'. Vehicles are permitted to stop to pick up and drop off for up to 5 minutes in the "No Parking" zone west of the bus zone.</li> <li>• Shuttle service from remote sites may be employed and will use an on-site location for loading and unloading.</li> <li>• Events that take place after daylight hours will require portable floodlights at River Road and Hollybridge Way until permanent street lighting in the area is complete.</li> <li>• High Level events that are scheduled to occur on weekdays will not have access to the WorkSafeBC or adjacent lots for overflow parking. Alternate parking arrangements will be required and shall include the pedestrian routes to the Oval site.</li> <li>• The templates provided are guidelines and each event may have variables that are unique and must be specifically addressed. The final Traffic and Parking Management Plan (TMP) will include the necessary traffic control to address public safety.</li> </ul>	
<p><b>Low Level Event:</b></p> <ul style="list-style-type: none"> <li>• expected total attendance of <math>\leq 1,000</math></li> <li>• see <b>Template 1</b></li> </ul>	<ul style="list-style-type: none"> <li>• The event is contained to the Oval site.</li> <li>• There is sufficient on-site parking to support all attendees including staff, volunteers, athletes / performers.</li> <li>• No advanced warning signs for vehicles or guide signs for pedestrians required.</li> <li>• Traffic control required only during the exit or "load out" period, which occurs only if the event has a specific ending time and all those in attendance leave the Oval site at the same time.</li> <li>• When traffic control is required, TCPs must be present at the intersection of Road 'C' and River Road to guide vehicles out to River Road. East and westbound traffic along River Road can be stopped intermittently by TCPs in order to allow groups of vehicles to exit the Oval site (see Template 1 for location).</li> </ul>	<p>Based on an 8-hour event:</p> <ul style="list-style-type: none"> <li>• \$800 for 2 Traffic Control Personnel (TCPs)</li> </ul>

**RICHMOND OLYMPIC OVAL  
TRAFFIC AND PARKING MANAGEMENT PLAN**

Level	Key Assumptions & Recommended Measures	Estimated Total Cost to Implement
<p><b>Medium Level Event:</b></p> <ul style="list-style-type: none"> <li>• expected total attendance of &gt; 1,000 and ≤ 4,500</li> <li>• see <b>Template 2</b></li> </ul>	<ul style="list-style-type: none"> <li>• The event is contained to the Oval site.</li> <li>• On-site parking is anticipated to be at capacity, and alternate parking lots such as WorkSafeBC and/or adjacent lands may be utilized.</li> <li>• Pedestrians arrive from various on-street parking locations (e.g., on Hollybridge Way and Elmbridge Way) via existing sidewalks and intersection crosswalks. The Middle Arm Dyke Trail will also be a main pedestrian corridor.</li> <li>• No advanced warning signage is required to guide drivers as there will be no road closures. River Road will remain open to east- and westbound traffic.</li> <li>• Two TCPs required at the intersection of Hollybridge Way and River Road to direct traffic and to control pedestrians crossing at the 3-way stop. An additional TCP to be stationed at the special crosswalk at Hollybridge Way and River Road (see Template 2 for locations).</li> <li>• Traffic at Road 'C' and River Road should be restricted to right-in and right-out movement only (left turns in and out will be prohibited). TCPs required at Road 'C' to guide traffic. Upon load out, east- and westbound traffic along River Road can be stopped intermittently by TCPs in order to allow groups of vehicles to exit the Oval site (see Template 2 for location).</li> </ul>	<p>Based on an 8-hour event:</p> <ul style="list-style-type: none"> <li>• \$2,000 for 5 TCPs</li> </ul>
<p><b>High Level Event:</b></p> <ul style="list-style-type: none"> <li>• expected total attendance of ≥ 4,500</li> <li>• see <b>Template 3</b> and <b>Template 4</b></li> </ul>	<ul style="list-style-type: none"> <li>• The event is contained to the Oval site but on-site parking is not sufficient to support the expected attendance. Additional off-site parking shall be arranged and coordinated.</li> <li>• The event will typically be long in duration (multi-day) with a high degree of turnover throughout the course of the event. Alternatively, the event could be one-time occurrence that draws a large crowd over a short specified period of time (e.g., concert).</li> <li>• River Road between Hollybridge Way and No. 2 Road may be closed completely or restricted to westbound traffic only in accordance with emergency services requirements for unrestricted access.</li> <li>• Advanced warning signage to advise motorists of a road closure on River Road is required (see Template 4 for sign requirements and locations).</li> <li>• Parking will be prohibited on Hollybridge Way to provide additional vehicle queuing space for the intersection of River Road and Hollybridge Way.</li> <li>• Temporary guide signage to direct re-routed traffic back to the Oval and to off-site parking areas is required (see Template 4 for sign requirements and locations).</li> <li>• Volunteers to provide pedestrian control are required at various locations to ensure that pedestrian traffic stays on sidewalks and crosses at crosswalks (see Template 3 for locations).</li> <li>• Signal timing at the intersection of Lynas Lane and Westminster Hwy will be adjusted to accommodate increased southbound volumes on Lynas Lane caused by re-routing traffic west on River Road past the southbound No. 2 Road on-ramp.</li> </ul>	<p>Based on an 8-hour event:</p> <ul style="list-style-type: none"> <li>• \$3,000 for 8 TCPs (not using WorkSafe lot); or</li> <li>• \$4,000 for 12 TCPs (if using WorkSafe lot);</li> <li>• \$850 for RCMP officer;</li> <li>• \$1000 for media notifications and advance signage installation (signs fabricated for Winterfest 2009 may be used);</li> <li>• \$1500 for temporary fence installation (preferred)</li> </ul>

**RICHMOND OLYMPIC OVAL  
TRAFFIC AND PARKING MANAGEMENT PLAN**

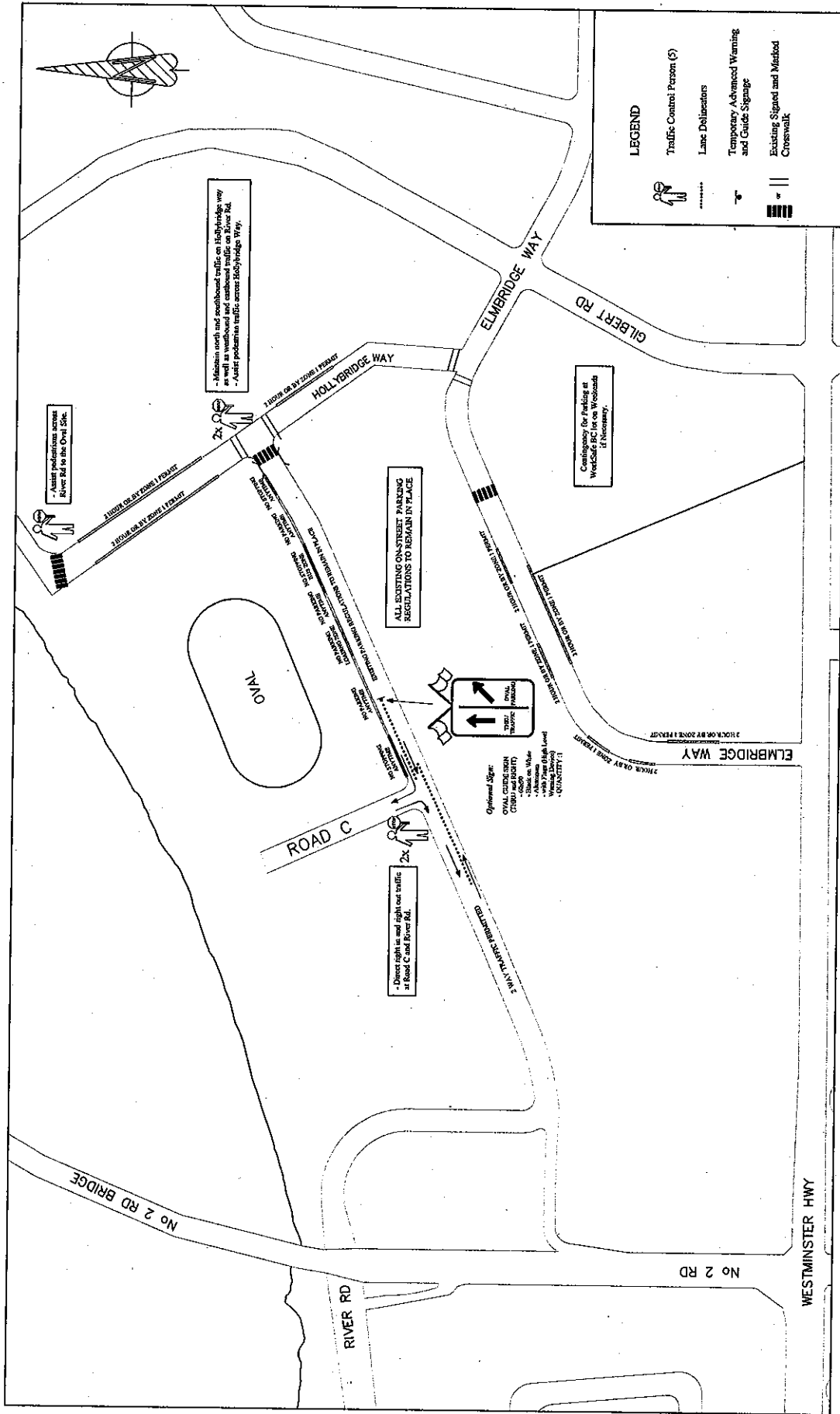
Level	Key Assumptions & Recommended Measures	Estimated Total Cost to Implement
<p><b>High Level Event (Cont'd):</b> expected total attendance of <math>\geq 4500</math></p>	<ul style="list-style-type: none"> <li>• An RCMCP officer will be contracted to provide oversight of the traffic control operation and to respond to any issues that may arise as a result of the traffic control measures.</li> <li>• Two TCPs are required to direct traffic at each of the intersections of Hollybridge Way and River Road and Road 'C' and River Road (see Template 3 for locations).</li> <li>• TCPs will also be required at the two mid-block crosswalk locations on Elmbridge Way when the WorkSafeBC parking lot (1700 stalls) is going to be used as part of the remote site parking plan (see Template 3 for locations).</li> <li>• The introduction of temporary fencing is preferred but not required along the south side of River Road from the Lansdowne Canal bridge to Road 'C' to prevent patrons short-cutting through private property and crossing River Rd at uncontrolled locations.</li> <li>• Traffic at Road 'C' and River Road will be restricted to right in and right out movement only (left turns in and out will be prohibited). If River Road is open during a specified load out period (e.g., after a concert or event finale), east and westbound traffic along River Road will be stopped intermittently by two TCPs in order to allow groups of vehicles to exit the Oval site (see Template 3 for locations).</li> <li>• Public service announcements via newspaper and radio ads will be required a minimum of one week in advance of the event.</li> <li>• Any road closure information will be entered on i-Move (TransLink's web-based traffic conditions information site).</li> </ul>	<p>For a multi-day event, TCP costs will be equal to the one-day cost multiplied by the number of days of the event.</p> <p>Some cost savings may be realized if the Oval maintains the required signage and any required date changes on signs are done by the City.</p> <p>In the future, Oval staff could be trained as TCP's to provide this service as part of the rental of the Oval.</p>





**RICHMOND OLYMPIC OVAL  
TRAFFIC MANAGEMENT PLAN  
TEMPLATE 2**

Attachment 1 Cont'd



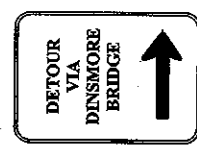
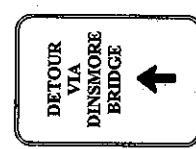
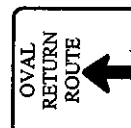
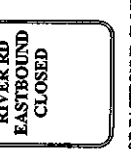


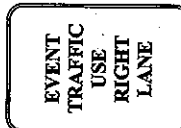

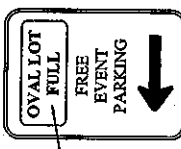


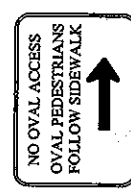
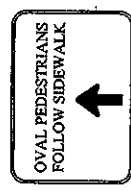
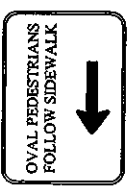
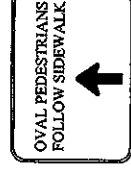
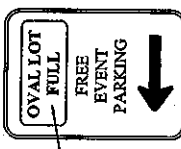




**RICHMOND OLYMPIC OVAL  
TRAFFIC MANAGEMENT PLAN FOR SPECIAL EVENTS  
MEDIUM INTENSITY EVENT:  
ATTENDANCE > 1000, but < 4500**



RICHMOND OLYMPIC OVAL  
TRAFFIC MANAGEMENT PLAN  
TEMPLATE 4

Attachment 1 Cont'd

 <p>OVAL GUIDE SIGN (LEFT) - 60x60 - White on Blue - Aluminum - QUANTITY :1</p>	 <p>OVAL GUIDE SIGN (RIGHT) - 60x60 - White on Blue - Aluminum - QUANTITY :1</p>	 <p>DETOUR VIA DINSMORE BRIDGE</p> <p>DETOUR VIA DINSMORE BRIDGE SIGN - 60x90 - Black on Orange - Aluminum - QUANTITY :1</p>	 <p>DETOUR VIA DINSMORE BRIDGE</p> <p>DETOUR VIA DINSMORE BRIDGE SIGN - 60x90 - Black on Orange - Aluminum - QUANTITY :2</p>	 <p>OVAL RETURN ROUTE</p> <p>OVAL GUIDE SIGN (LEFT) - 60x60 - White on Blue - Aluminum - QUANTITY :2</p>	 <p>RIVER RD EASTBOUND CLOSED</p> <p>RIVER RD EASTBOUND CLOSED SIGN - 60x90 - Black on Orange - Aluminum - QUANTITY :6</p>	 <p>ROAD CLOSED</p> <p>ROAD CLOSED SIGN - 75x75 - Black on Orange - Aluminum - QUANTITY :1</p>	 <p>SLOW SPECIAL EVENT TRAFFIC CONGESTION</p> <p>ROAD CLOSED SIGN - 60x90 - Black on Orange - Aluminum - QUANTITY :1</p>	 <p>EVENT TRAFFIC USE RIGHT LANE</p> <p>ROAD CLOSED SIGN - 60x90 - Black on Orange - Aluminum - QUANTITY :1</p>	 <p>OVAL LOT/ FULL FREE EVENT PARKING</p> <p>OVAL PARKING SIGN - 60x90 - Black on White - Aluminum - QUANTITY :1</p> <p>Separate sign to be attached ONLY once the Oval lot is FULL</p>	 <p>OVAL LOT FULL FREE EVENT PARKING</p> <p>OVAL PARKING SIGN - 60x90 - Black on White - Aluminum - QUANTITY :1</p>	 <p>PED CROSSWALK (RA-4 R)</p> <p>PED CROSSWALK (RA-4 R) - 60x75 - Black on White - Aluminum - QUANTITY :4</p>	 <p>PED CROSSWALK (RA-4 L)</p> <p>PED CROSSWALK (RA-4 L) - 60x75 - Black on White - Aluminum - QUANTITY :4</p>	 <p>NO OVAL ACCESS OVAL PEDESTRIANS FOLLOW SIDEWALK</p> <p>PEDESTRIAN GUIDE SIGN (LEFT) - 90x60 - Black on White - Aluminum - QUANTITY :1</p>	 <p>OVAL PEDESTRIANS FOLLOW SIDEWALK</p> <p>PEDESTRIAN GUIDE SIGN (LEFT) - 90x60 - Black on White - Aluminum - QUANTITY :1</p>	 <p>OVAL PEDESTRIANS FOLLOW SIDEWALK</p> <p>PEDESTRIAN GUIDE SIGN (LEFT) - 90x60 - Black on White - Aluminum - QUANTITY :1</p>	 <p>OVAL PEDESTRIANS FOLLOW SIDEWALK</p> <p>PEDESTRIAN GUIDE SIGN (LEFT) - 90x60 - Black on White - Aluminum - QUANTITY :1</p>	 <p>OVAL LOT FULL FREE EVENT PARKING</p> <p>NSAT (RB-55) - Arrow Right - Coreplast is OK - QUANTITY :5</p>	 <p>NSAT (RB-55) - Arrow Left - Coreplast is OK - QUANTITY :3</p>	 <p>NSAT (RB-55) - Double Arrow - Coreplast is OK - QUANTITY :6</p>
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RICHMOND OLYMPIC OVAL  
TRAFFIC MANAGEMENT PLAN FOR SPECIAL EVENTS  
HIGH INTENSITY EVENT  
SIGN SPECIFICATIONS



Traffic Bylaw No. 5870, Amendment Bylaw 8463

The Council of the City of Richmond enacts the following amendments to Traffic Bylaw No. 5870, as amended:

1. Section 12A: Parking in Block Meter Zone is amended by deleting Subsection 12A.3 and substituting the following:

12A.3 The fee payable for parking in block meter zones is \$2.00 per hour, between the hours of 8:00 am and 9:00 pm, including applicable taxes, except:

(a) during any special event at the Richmond Oval, the fee payable for parking in the block meter zone located on Hollybridge Way is equal to the fee payable in the parkade of the Richmond Oval, as set by the Operations Manager of the Richmond Oval and the Manager, Community Bylaws.

2. Section 1: Interpretation is amended by adding the following in alphabetical sequence:

RICHMOND OVAL means the sports and fitness complex identified as the Richmond Olympic Oval located at 6111 River Road in the City.

3. Schedule L is deleted and Schedule L to Bylaw No. 5870, as attached to and forming part of this bylaw, is substituted.

4. This Bylaw is cited as "Traffic Bylaw No. 5870, Amendment Bylaw 8463".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

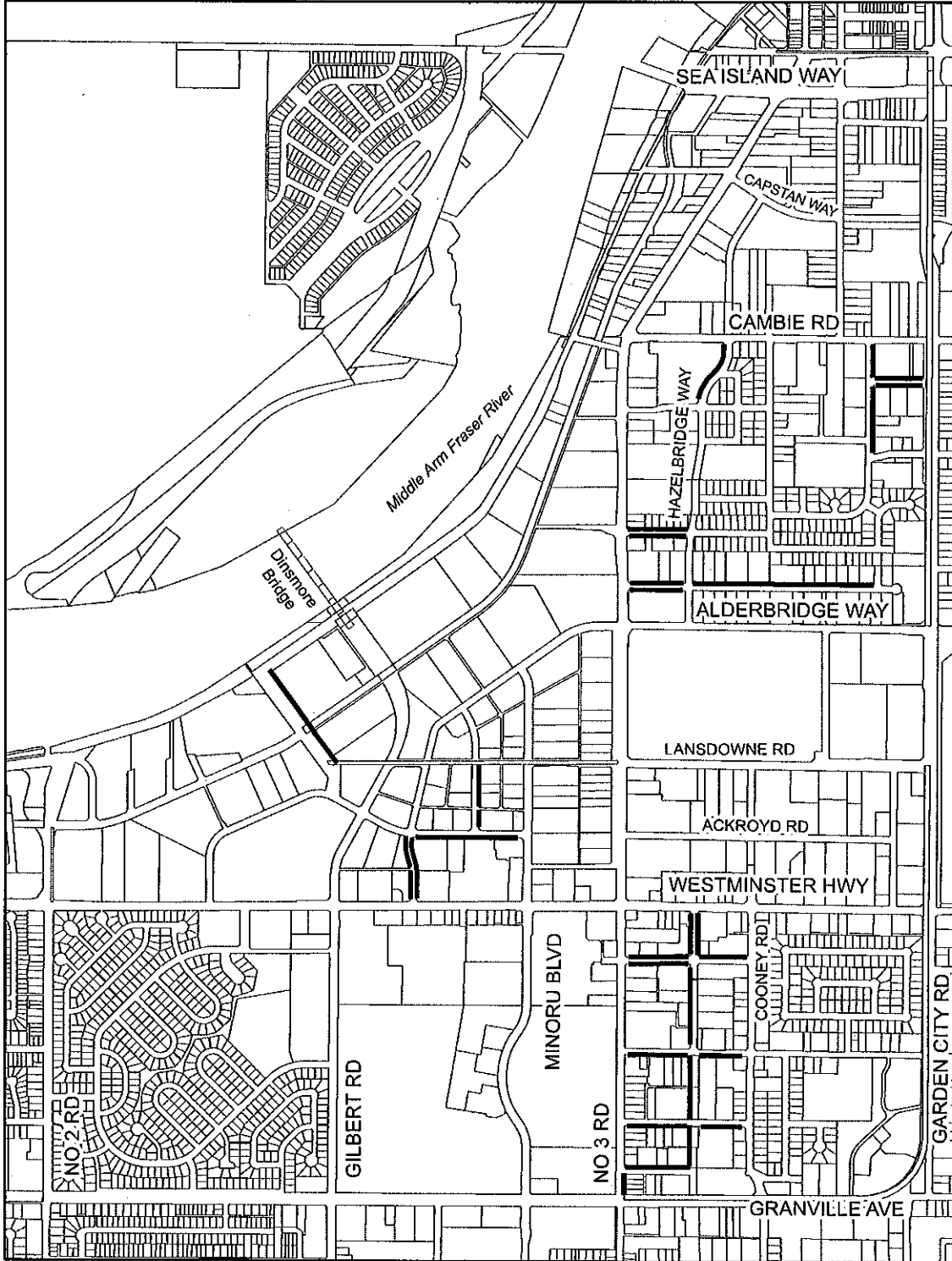
Four horizontal lines for signature and date.

CORPORATE OFFICER

Approval stamp: CITY OF RICHMOND, APPROVED for content by originating Division, APPROVED for legality by Solicitor.

SCHEDULE L to BYLAW NO. 5870

BLOCK METER ZONES





**Parking (Off-Street) Regulation Bylaw No. 7403,  
Amendment Bylaw 8464**

The Council of the City of Richmond enacts the following amendments to **Parking (Off-Street) Regulation Bylaw No. 7403, as amended:**

1. Schedule A is deleted and Schedule A to Bylaw No. 7403, as attached to and forming part of this bylaw, is substituted.
2. This Bylaw is cited as **“Parking (Off-Street) Regulation Bylaw No. 7403, Amendment Bylaw 8464”**.

FIRST READING

SECOND READING

THIRD READING



ADOPTED

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

CITY OF RICHMOND
APPROVED for content by originating Division

APPROVED for legality by Solicitor


\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

**SCHEDULE A to BYLAW NO. 7403**

**AREAS GOVERNED OR INCLUDED IN BYLAW NO. 7403**

**Page 1 of 3**

1. **Minoru Park**, Lot A, Plan 5323, Section 8, Block 4 North, Range 6 West.
2. **Minoru Lakes and Bowling Green area**, Lot 26, Plan 24068, Section 8, Block 4 North, Range 6 West.
3. **City Hall and Public Safety Building and Grounds**, Lot A, Plan 38670, Section 8, Block 4 North, Range 6 West.
4. **Brighthouse Park**, Lot 1, Plan 12593, Section 17, Block 4 North, Range 6 West.
5. **Hugh Boyd Park, West Richmond Community Centre, and The Richmond Pitch and Putt Golf Course**, Part of Lot 4 Plan 24055, Section 26 Block 4 North, Range 7 West; Lot 2 Section 26 B4N R7W Plan 21269; Lot 61 Plan 46200 Section 26 B4N R7W.
6. **Steveston Community Centre and Park**, Lot 1, Section 11, Block 3 North, Range 7 West, Plan 68610; Lot 12, Block 8, Section 11, Block 3 North, Range 7 West, Plan 943; Lot A of Block 8, Section 11, Block 3 North, Range 7 West, Plan 5368; Lot 9 of Block 8, Section 11, Block 3 North, Range 7 West, Plan 943; W 1/2 of Lot 8, Block 8, Section 11, Block 3 North, Range 7 West, Plan 943; E 1/2 of Lot 8, Block 8, Section 11, Block 3 North, Range 7 West, Plan 943; Lot A, Section 11, Block 3 North, Range 7 West, Plan 4245; Lot B of Block 5, Section 11, Block 3 North, Range 7 West, Plan 4245; Lot 139, Section 2, Block 3 North, Range 7 West, Plan 42625; Lot 2, Sections 2 and 11, Block 3 North, Range 7 West, Plan 13722; described as the 2973.6m<sup>2</sup> portion of park dedicated on Plan 13722.
7. **South Arm Community Centre, Pool and Park**, Lots 1 & 2, Section 34, Block 4 North, Range 6 West, Plan 12915; Lot C, Section 34, Block 4 North, Range 6 West, Plan 15654.
8. **King George Park and the East Richmond Community Centre**, Lot 50, Section 31, Block 5 North, Range 5 West, Plan 35908; Lot A, Section 31, Block 5 North, Range 7 West, Plan 11696.
9. **Garry Point Park**, Lot A, Section 9, Block 3 North, Range 7 West, Plan 17350.
10. **McDonald Beach**, District Lot 309, Sections 11/12 B5N R7W, Plan 7020.
11. **Richmond Nature Park**, 5991 Jacombs Road and 11851 Westminster Highway.
12. **Thompson Community Centre**, Lot 2, Section 12, Block 4 North, Range 7 West, Plan 11626.

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13. **City Building, 5840 Cedarbridge Way**, Lot 55, Section 5, Block 4 North, Range 6 West, Plan 35949.
14. **Richmond Oval**, Lots 3, 4, 5, 6 & 8, Section 6, Block 4 North, Range 6 West, Plan BCP 30383
15. **Steveston Parking Lot**, Lots 14, 15, 16, 17, all of Block 2, Section 10, Block 3 North, Range 7 West, Plan 249; and undeveloped thirty three feet (33 ft.) wide lane to the east of the easterly property lines of Lots 15 and 16, Block 2, Section 10, Block 3 North, Range 7 West, Plan 249.
16. **Britannia Shipyards**, Lot I, Sections 11 & 12, Block 3N, Range 7W, Plan 70037 S & E, Plan 72772, 77126 & NWP 87861.
17. **Hamilton Community Centre**, Lot C, Section 1 B4N R4W, Plan 7643.
18. **Cambie Community Centre**, Lot A, Section 31 B5N RW, Plan 12768; Lot G, Section 31 B5N R5W, Plan 7550.
19. **7300 Elmbridge Way**, Lot 1, Section 5, Block 4 North, Range 6 West, New Westminster District Plan LMP19859.
20. **Lansdowne Canal Allowance**, as shown on the map attached as Schedule E to this bylaw.
21. **12200 2nd Avenue**, PID 011-481-102 Lot 12, Block 5 Section 10 Block 3 North Range 7 West New Westminster District Plan 249.
22. **3771 Bayview Street**, PID 003-644-120 Lot 14 Block 5 Section 10 Block 3 North Range 7 West New Westminster District Plan 249.
23. **12900 Railway Avenue**, Lot E, Section 11, Block 3 North, Range 7 West, Plan 249 LMP48797.
24. **7411 River Road**, North Section, Block RG6W, Plan 23828 Block 4N, 5N, Section 5, 6, 7, 8, Except Plan 35001, 2.26 AC Portion of Lot N – See R-083-466-000, R-083-467-505, R-083-468-000 for Remainder
25. **4320 Moncton Street**, Lot C, Section 11, Block 3N, Plan LMP49897
26. **City Hall West, 6931 Granville Avenue**, Lot 588, Section 7, Block 4 North, Range 6 West, Plan 25611



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27. **Garden City Park**, Lot 1, Section 10, Block 4 North, Range 6 West, Plan 1305, Suburban Block C, E 75'-W1/2-1; Lot 2, Section 10, Block 4 North, Range 6 West, Plan 1305, Suburban Block C; Lot N1/2-3, Section 10, Block 4 North, Range 6 West, Plan 1305, Suburban Block C; Lot 28, Section 10, Block 4 North, Range 6 West, Plan 1305, Suburban Block C; Lot 109, Section 10, Block 4 North, Range 6 West, Plan 66929; Lot 110, Section 10, Block 4 North, Range 6 West, Plan 66929; Lot 111, Section 10, Block 4 North, Range 6 West, Plan 66929; Lot C, Section 10, Block 4 North, Range 6 West, Plan LMP16257; Lot 32, Section 10, Block 4 North, Range 6 West, Plan 24011, Suburban Block C except Plan 69878; Lot E1/2-A, Section 10, Block 4 North, Range 6 West, Plan 69878; Lot W1/2-A, Section 10, Block 4 North, Range 6 West, Plan 69878
28. **Richmond Winter Club, 5540 Hollybridge Way**, Lot 6, Section 6, Block 4 North, Range 6 West, Plan BCP30383