



# City of Richmond

## Report to Committee

**To:** Parks, Recreation and Cultural Services  
Committee

**Date:** April 29, 2024

**From:** Todd Gross  
Director, Parks Services

**File:** 06-2345-20-  
N3RP1/Vol 01

**Re:** **No. 3 Road Bark Park Proposed Enhancements Update**

### Staff Recommendations

1. That the recommended enhancements to provide a separated multi-use path connection, as outlined in the staff report titled “No. 3 Road Bark Park Proposed Enhancements Update”, dated April 29, 2024, from the Director, Parks Services, be approved; and
2. That staff further analyze the impacts and costs of widening the existing trail located within the statutory right of way over 13800 No. 3 Road, around Crown Packaging, and report back.

Todd Gross  
Director, Parks Services  
(604-247-4942)

Att. 9

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Engineering	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Sustainability and District Energy	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b>	<b>APPROVED BY CAO</b>

## Staff Report

### Origin

At the Regular Council meeting held on July 24, 2023, a delegation expressed concerns for dogs, pedestrians and cyclists at the No. 3 Road Bark Park and, as a follow-up, a petition was submitted titled “Safety Improvements to Bark Park” on September 26, 2023 at the Parks, Recreation and Cultural Services Committee meeting. In response to these concerns and petition, public engagement focused on gaining insight into site user concerns and input on various safety enhancement options was conducted from November 2023 to January 2024. A staff report that summarized the public engagement process, community input and resulting recommended enhancements was presented at the Parks, Recreation and Cultural Services meeting held on March 26, 2024. At that same meeting, a referral motion was put forward and adopted:

*That the staff report titled “No. 3 Road Bark Park Proposed Enhancements”, dated March 4, 2024, from the Director, Parks Services, be referred back to staff for the following:*

- (1) parking lot/west entry improvements, which may include but not limited to:  
slowing and directing cyclists off the southern dike raised portion with permanent bike barriers, enhanced blackberry control, enhanced fencing and a gravel trail on the northern most side where cars park;*
- (2) staff analysis with costed budget impacts for two additional options:*
  - (a) with an exclusive bike route on the northern-most side of the existing tree line (where it is grass then sloping to the ditch/fence); and*
  - (b) with a widening of the existing lower/future “middle” trail with a chain-link or other appropriate fence separation with bike only traffic on the northern half of the trail, and all other modes to the south;*
- (3) staff be directed to immediately put appropriate barriers, then install wooden barriers that prevent cyclists from using the southern dike raised portion from both entry ends of the Bark Park; and*
- (4) staff be directed to prioritize the two new requested options so that a Committee decision can come in May, design can occur this spring/summer, and work can occur in the summer/fall.*

In relation to the referral, staff also committed to the following: (i) implementing immediate measures to address safety concerns including signage and additional barricades on both the dyke trail and north trail; (ii) following up on-site with Committee/Council to discuss the referral items, the Riparian Management Area (RMA); and discussing options for moving forward.

The purpose of this report is to respond to the referrals as well as options identified at the site visit and recommend No. 3 Road Bark Park enhancements for Council consideration.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

*Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond’s interests.*

*1.3 Increase the reach of communication and engagement efforts to connect with Richmond's diverse community.*

*1.4 Leverage a variety of approaches to make civic engagement and participation easy and accessible.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*

*6.2 Enhance the City's network of parks, trails and open spaces.*

## **Background**

The No. 3 Road Bark Park is located at 13900 No. 3 Road, on the east side of the very south end of No. 3 Road. It is bordered by a privately owned agricultural site to the north, a privately-owned industrial site to the east and the south arm of the Fraser River to the south. Due to its relatively remote location along the river, vegetated drainage ditch to the north and heavily treed environmentally sensitive area to the northeast, the site is rural and natural in character. See Attachment 1: No. 3 Road Bark Park Site Boundaries and Context.

The No. 3 Road Bark Park was designated as a dogs off-leash area in 2001 and combines multiple uses such as dogs off-leash, walking, jogging, rolling (wheelchairs and strollers), and cycling without formal delineation or separation. The site includes gravel trails, benches, picnic tables, a gathering area referred to as the "living room", a drinking fountain, waste receptacles, extensive signage, shade trees, open lawn and public art. There is a wood post and mesh fence along the north property boundary, which prevents dogs from entering the vegetated drainage ditch while also marking the top of bank of the watercourse. The boundary of the dogs off-leash area extends roughly to the parking lot to the west, the pathway junction to the east, the outside edge of the dike trail to the south and the existing fence to the north. See Attachment 2: Existing Site Inventory, Areas and Uses. Signage is used to direct cyclists to the multi-use path, which is the pathway located north of the dike trail, within the site.

The No. 3 Road Bark Park was recently upgraded as a result of the dike raising which took place between August 2021 to November 2022, with maintenance and the addressing of deficiencies continuing into 2023. Site enhancements included upgrades to the west entry area, new plant beds, refurbishment of the existing public art, introduction of new public art, additional seating, a renewed location for the gathering area and a raised and widened dike trail. In addition, general improvements were made to site grading, lawn areas, pathway surfacing and directional signage. A kiosk with a bulletin board was added during this time for site users to share information and build community connections. Upon request by site user groups and in consultation with the public, additional shade trees were planted by volunteers in October 2022. Site user group representatives and the public were consulted throughout the 2021–2023 site improvement process.

No alterations were made to the use or operations of the site as part of the 2021–2023 site upgrades.

### Interim Safety Measures

In response to concerns received via email from local residents and the referrals stemming from the Parks, Recreation and Cultural Services meeting held on March 26, 2024, interim safety enhancements were implemented. On March 15, 2024, preliminary measures were put in place that consisted of barricades intended to raise awareness of the area being designated as a dogs off-leash area and to slow cyclists as they enter the site. In early April, new, more robust barriers and enhanced, more legible signage was put in place at the entrances and along the pathways at the No. 3 Road Bark Park and around the Crown Packaging site's statutory right of way. All of these enhancements are temporary and will be removed once the permanent enhancements are implemented.

### **Analysis**

#### Enhancement Options

In response to the referrals stemming from the Parks, Recreation and Cultural Services meeting held on March 26, 2024, as well as discussions that took place at the site meeting held on April 12, 2024, several enhancement options for the No. 3 Road Bark Park have been explored and analyzed. All of the options are aimed at improving safety at the site by providing physical separation between the dogs off-leash area and the multi-use path, as per best management practices. Each option involves a varying degree of physical and operational change to the site, cost implications, process (e.g., design, procurement and/or permitting) and associated required timeframes. The enhancement options, as discussed in the following sections, have been analyzed and organized in alignment with the referrals – (1) access and entry improvement options, and (2) options for a separated multi-use path through the site.

#### West Entrance Enhancement Options

One of the key components to enhancing safety and providing better separation between the multi-use path and dogs off-leash area at the No. 3 Road Bark Park is transitioning cyclists, pedestrians and rollers from the multi-use dike trail on the west side of the site to the multi-use path within the site. Based on the referral motion and discussions on site, four different options for a bi-directional multi-use path connection around the parking lot, at the west entry of the site, have been explored and analyzed. All of these options would result in a separated multi-use path connection from the dike trail to the multi-use path on site. These options include:

- Option A: a multi-use path connection to the north of the parking lot within the existing landscape area.  
See Attachment 3: West Entrance Enhancements: Option A.
- Option B: a multi-use path connection located along the north edge of the parking lot, within the footprint of the existing parking lot.  
See Attachment 4: West Entrance Enhancements: Option B.
- Option C: a multi-use path connection to the south of the parking lot, within the existing landscape area.  
See Attachment 5: West Entrance Enhancements: Option C.
- Option D: a multi-use path connection that uses the existing dike trail and diagonal pathway within the site.  
See Attachment 6: West Entrance Enhancements: Option D.



### Comparative Analysis of the West Entrance Enhancement Options

Options A through D for a multi-use path connection around the parking lot at the west entry of the No. 3 Road Bark Park, have varying cost, site impact, as well as design and potential permitting implications. The options are organized in descending order. For example, Option A would result in the highest cost, site and timing impacts, and potential permitting requirements. Option B would result in mid-range cost, site and timing impacts, and potential permitting requirements. Options C and D would generally result in the lowest cost, site and timing impacts, and potential permitting requirements and could be implemented in the near future. See Table 1. Comparative Analysis of the West Entrance Multi-use Path Connection Options, below for further details.

<b>Table 1. Comparative Analysis of the West Entrance Enhancement Options</b>				
<b>Option</b>	<b>Site Impacts</b>	<b>Cost (for implementation only, excludes consultant fees)</b>	<b>Design and permitting requirements</b>	<b>Potential conflict points</b>
Option A: (Attachment 3)	Highest impacts	Highest cost	Extensive consultation services and permitting requirements expected	High risk
	<ul style="list-style-type: none"> <li>Removal of 2 trees</li> <li>Retention of watercourse embankment</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$150K</li> </ul>	<ul style="list-style-type: none"> <li>Detailed design with Geotechnical, Civil and Qualified Environmental Professional input required.</li> <li>More involved permitting requirements and process are expected.</li> <li>Estimated timeframe: 1–2 years.</li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict between vehicles and pedestrians, cyclists and rollers where the multi-use path crosses the parking lot entry/exit</li> </ul>
Option B: (Attachment 4)	Mid-range impacts	Mid-range cost	Mid-range consultation services and permitting requirements expected	High risk
	<ul style="list-style-type: none"> <li>Modifications to the parking lot</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$105K</li> </ul>	<ul style="list-style-type: none"> <li>Detailed design with Civil and Qualified Environmental Professional input required.</li> <li>Some permitting requirements and process are expected.</li> <li>Estimated timeframe: 1 year.</li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict between vehicles and pedestrians, cyclists and rollers where the multi-use path crosses the parking lot entry/exit</li> </ul>
Option C: (Attachment 5)	Mid-range impacts	Low cost	Minimal to no consultation services and permitting required	Medium risk
	<ul style="list-style-type: none"> <li>Relocation of 3–4 trees</li> <li>Removal of planting</li> <li>Modifications to parking lot</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$50K</li> </ul>	<ul style="list-style-type: none"> <li>No permitting requirements expected.</li> <li>No consultants required for detailed design.</li> <li>Could be implemented in the near future.</li> <li>Estimated implementation: September or October 2024.</li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict between dogs on-leash and cyclists, pedestrians and rollers where the multi-use path crosses the connection to the dogs off-leash area</li> </ul>

<b>Table 1. Comparative Analysis of the West Entrance Enhancement Options</b>				
<b>Option</b>	<b>Site Impacts</b>	<b>Cost (for implementation only, excludes consultant fees)</b>	<b>Design and permitting requirements</b>	<b>Potential conflict points</b>
<b>Option D: (Attachment 6) Recommended</b>	Lowest impacts	Lowest cost	Minimal to no consultation services and permitting required	Medium risk
	<ul style="list-style-type: none"> <li>Pushes boundary of dogs off-leash area slightly east</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$25K</li> </ul>	<ul style="list-style-type: none"> <li>No permitting requirements expected.</li> <li>No consultants required for detailed design.</li> <li>Could be implemented in the near future.</li> <li>Estimated implementation: September or October 2024.</li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict between dogs on-leash and cyclists, pedestrians and rollers where the multi-use path crosses the connection to the dogs off-leash area</li> </ul>

### Core Area Enhancement Options

Another key component of enhancing safety and providing better separation between the varied uses at the No. 3 Road Bark Park, is the creation of a separated multi-use path through the site. Based on the referral motion and discussions on site, three different options for a separated multi-use path through the core area of the site have been explored and analyzed. These options include:

- Option E: introduction of a new multi-use path along the north edge of the site, with a fence placed along it to separate it from the dogs off-leash area.  
See Attachment 7: No. 3 Road Bark Park Enhancements: Option E.
- Option F: increasing the width of the existing multi-use path, with a new fence placed along it to separate it from the dogs off-leash area. In this option, a portion of the path would be located within the dogs off-leash area in order to provide a looped trail for dogs off-leash and their owners.  
See Attachment 8: No. 3 Road Bark Park Enhancements: Option F.
- Option G: retention of the existing multi-use path as-is, with a new fence placed along it to separate it from the dogs off-leash area. In this option, the pathway would be fully located outside of the dogs off-leash area.  
See Attachment 9: No. 3 Road Bark Park Enhancements: Option G.

### Comparative Analysis of the Core Area Enhancement Options

Like Options A through D, Options E through G, for a multi-use path through the No. 3 Road Bark Park, have varying cost, site and timing impacts, as well as design and potential permitting implications. These options are generally organized in descending order. For example, Option E would result in the highest cost, site and timing impacts, and potential permitting requirements. Options F and G would result in lower cost, site and timing impacts, and potential permitting

requirements and could be implemented in the near future. See Table 2. Comparative Analysis of the Core Area Enhancement Options.

<b>Table 2. Comparative Analysis of the Core Area Enhancement Options</b>				
<b>Option</b>	<b>Site Impacts</b>	<b>Cost (for implementation only, excludes consultant fees)</b>	<b>Design and permitting requirements</b>	<b>Potential conflict points</b>
Option E (Attachment 7)	Highest impacts	Highest cost	Mid-range consultation services and permitting requirements expected	Medium risk
	<ul style="list-style-type: none"> <li>Removal of 7–13 trees required</li> <li>Relocation of 9 trees required</li> <li>Some site furnishing relocations required</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$440K</li> </ul>	<ul style="list-style-type: none"> <li>Detailed design with Geotechnical and Qualified Environmental Professional input required.</li> <li>Potential permitting requirements and process.</li> <li>Estimated timeframe: 1–2 years.</li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict between dogs on-leash and cyclists, pedestrians and rollers near the east dogs off-leash entry/exit</li> </ul>
Option F (Attachment 8) <b>Recommended</b>	Mid-range impacts	Mid-range cost	Minimal to no consultation services and permitting required	Medium risk
	<ul style="list-style-type: none"> <li>Pathway widening to be performed to minimize tree impacts</li> <li>Some site furnishing relocations required</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$360K</li> </ul>	<ul style="list-style-type: none"> <li>Minimal to no permitting requirements expected.</li> <li>Minimal to no consultant input required for detailed design.</li> <li>Could be implemented in the near future.</li> <li>September or October 2024.</li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict between dogs on-leash and cyclists, pedestrians and rollers near the east and west dogs off-leash entries/exits</li> </ul>
Option G (Attachment 9)	Mid-range impacts	Lowest cost	Minimal to no consultation services and permitting required	Medium risk
	<ul style="list-style-type: none"> <li>Removes a north pathway from the dogs off-leash area altogether</li> <li>More extensive site furnishing relocations required</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$170K</li> </ul>	<ul style="list-style-type: none"> <li>Minimal to no permitting requirements expected.</li> <li>Minimal to no consultant input required for detailed design.</li> <li>Could be implemented in the near future.</li> <li>September or October 2024.</li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict between dogs on-leash and cyclists, pedestrians and rollers near the east and west dogs off-leash entries/exits</li> </ul>

Note that all of these options include minor impacts to the dike, which will be further reviewed during detailed design and managed according to current regulations.

### Recommended Enhancements

The recommended No. 3 Road Bark Park enhancements combine Option D and F and provide a separated multi-use path connection to and through the site. These enhancements balance cost, site and timing impacts, as well as design and potential permitting implications. They require minimal to no consultant input and permitting during the detailed design process and could be

implemented in September or October 2024. The recommended enhancements are keeping within best management practices and will result in separation between the dogs off-leash area and other uses, improving safety and comfort for all site users. Together, these options retain the majority of the site as a dogs off-leash area and incorporate the dike trail, with views of the river, within it. The recommended enhancements also align with components of Option 2, as described in the *Safety Improvements to Bark Park* petition.

The recommended No. 3 Road Bark Park enhancements include:

- Retention of the majority of the site as a dogs off-leash area.
- Incorporation of the dike trail into the dogs off-leash area.
- Provision of a looped trail within the dogs off-leash area.
- A multi-use path connection between the dike trail and site that provides a safe and separated transition.
- Widening of the existing gravel trail that is located in the central area of the site north of the dike trail, in order to create a four-metre-wide multi-use trail that is separated from a 1.5-metre-wide trail within the dogs off-leash area.
- A fence with access gates around the perimeter of the dogs off-leash area that provides safety and separation and is in a style suited to the rural and natural character of the site.
- Enhanced directional and etiquette signage.

The proposed enhancements also include:

- A connection located just east of the No. 3 Road pump station, to allow cyclists using Dyke Road to safely transition to the multi-use dike trail and bypass parking lots.
- New directional and etiquette signage that would include reminders for e-scooters that they are not permitted on unpaved trails.

#### Existing Statutory Right of Way and Trail around Crown Packaging

The pathway located around the Crown Packaging site, to the east of the No. 3 Road Bark Park, has come into question regarding its permitted use and the potential to widen it. This trail serves as a continuation of the multi-use trail function beyond the No. 3 Road Bark Park and plays a part in enhancing safety for the varied users of the greater South Dike Trail area, which includes pedestrians, joggers, rollers, cyclists and dogs on-leash. It also serves as a recreational and major regional commuter route used by people biking the dike trail system and connecting to and from the George Massey Tunnel shuttle for cyclists.

The pathway around Crown Packaging is primarily gravel with an average width of 1.5 metres. It permits multiple uses including walking, jogging, rolling (wheelchairs and strollers) and dogs on-leash. The pathway is located within a statutory right of way over the property located at 13800 No. 3 Road and is adjacent to an environmentally sensitive area in the lower southwest corner. The width of the existing statutory right of way, which is approximately 10 metres, would allow for trail widening. Trail widening, however, would result in impacts to existing drainage ditches, tree removals and may impact environmentally sensitive areas. The drainage ditch located on the west side of Crown Packaging provides a key function for the active farming use at 13800 No. 3 Road. Any proposed changes and impacts within the statutory right of way, in order to widen the trail, need to be further analyzed, understood and discussed with the property

owner. It is recommended that staff further review the impacts and costs of widening the existing trail and report back to Council with potential options and next steps.

### Next Steps

Should Council approve the updated proposed No. 3 Road Bark Park enhancements, staff will develop detailed designs, with implementation expected to take place in September or October 2024. Implementation of the enhancements can be funded from previously Council approved projects, 2024 Parks General Development and 2024 Parks Ageing Infrastructure Replacement Program. Any existing capital projects that are shifted as a result of prioritizing implementation of the No. 3 Road Bark Park enhancements, will be brought forward again as part of the 5 year capital planning process.

The community and key stakeholders that represent a broad range of site users, including pedestrians (walkers, joggers, runners), dog walkers and cyclists (recreational, commuter, roadies), will be consulted and regularly communicated with throughout the detailed design and implementation stages. Updates and consultations will be conducted via letters to *Safety Improvements to Bark Park* petitioners, on Let's Talk Richmond, signs on site, the City's website, and the City's social media platforms. In addition, the Bark Park Richmond Facebook group, Richmond Active Transportation Committee and Walk Richmond and HUB Cycling – Richmond/YVR Local Committee will continue to be regularly contacted via email throughout the process.

It should also be noted that replacement of the No. 3 Road Pump Station, which is located just west of the No. 3 Road Bark Park, is planned to begin within the next five years. This major infrastructure replacement project will include raising the adjacent dike trail, which will impact the west entrance to the No. 3 Road Bark Park and provide opportunities for landscape improvements. Staff will aim to minimize negative impacts to the No. 3 Road Bark Park when this project takes place and regularly communicate with key site user groups throughout the process.

### **Financial Impact**

The total estimated capital cost for the implementation of the recommended enhancements is \$385,000. Given the urgency of these enhancements, projects within the existing Parks General Development and Parks Ageing Infrastructure Replacement Program will be reprioritized, and implementation of the No. 3 Road Bark Park enhancements can be funded by previously Council approved projects, with approximately \$165,000 coming from 2024 Parks General Development and \$220,000 coming from 2024 Parks Ageing Infrastructure Replacement Program. Any existing capital projects that are shifted as a result of prioritizing implementation of the No. 3 Road Bark Park enhancements, will be brought forward again as part of the 2025 capital budget process.

### **Conclusion**

The No. 3 Road Bark Park was designated as a dogs off-leash area in 2001 and blends multiple uses without fixed delineation or separation. Since it was created, it has been highly valued by the people who use it as a unique dogs off-leash area in Richmond, regional and recreational cycling connection, and area to walk, run and/or roll near the riverfront.

Several user group representatives and individuals have raised safety concerns for dogs, pedestrians, rollers and cyclists who frequent the park. Several additional options for enhancements at the No. 3 Road Bark Park, as described in this report, were analyzed in response to the staff referrals coming out of the Parks, Recreation and Cultural Services meeting held on March 26, 2024, and discussion at a follow-up site meeting with staff on April 12, 2024. The resulting proposed No. 3 Road Bark Park Enhancements strike a balance between cost, site impact, as well as design and potential permitting implications. They can be implemented in the near future, and will improve safety and comfort for the broad range of people that use the park. The recommended enhancements also align with Option 2 as described in the *Safety Improvements to Bark Park* petition.

Should Council approve the recommended enhancements, they can be funded by previously Council approved projects, with approximately \$165,000 coming from 2024 Parks General Development and \$220,000 coming from 2024 Parks Ageing Infrastructure Replacement Program.



Miriam Plishka, BCSLA, CSLA  
Park Planner  
(604-204-8917)

- Att. 1: No. 3 Road Bark Park Site Boundaries and Context
- 2: Existing Site Inventory, Areas and Uses
  - 3: West Entrance Enhancements: Option A
  - 4: West Entrance Enhancements: Option B
  - 5: West Entrance Enhancements: Option C
  - 6: West Entrance Enhancements: Option D
  - 7: No. 3 Road Bark Park Core Area Enhancements: Option E
  - 8: No. 3 Road Bark Park Core Area Enhancements: Option F
  - 9: No. 3 Road Bark Park Core Area Enhancements: Option G

# No. 3 Road Bark Park Site Boundaries and Context

## LEGEND

- |   |  |
|---|--|
|  City-owned property    |  Drainage ditch                 |
|  Statutory right of way |  Environmentally sensitive area |





# No. 3 Road Bark Park Site Boundaries and Context





# Existing Site Inventory, Areas and Uses (West)



Waterfront trail – dogs off-leash, cyclists and pedestrians



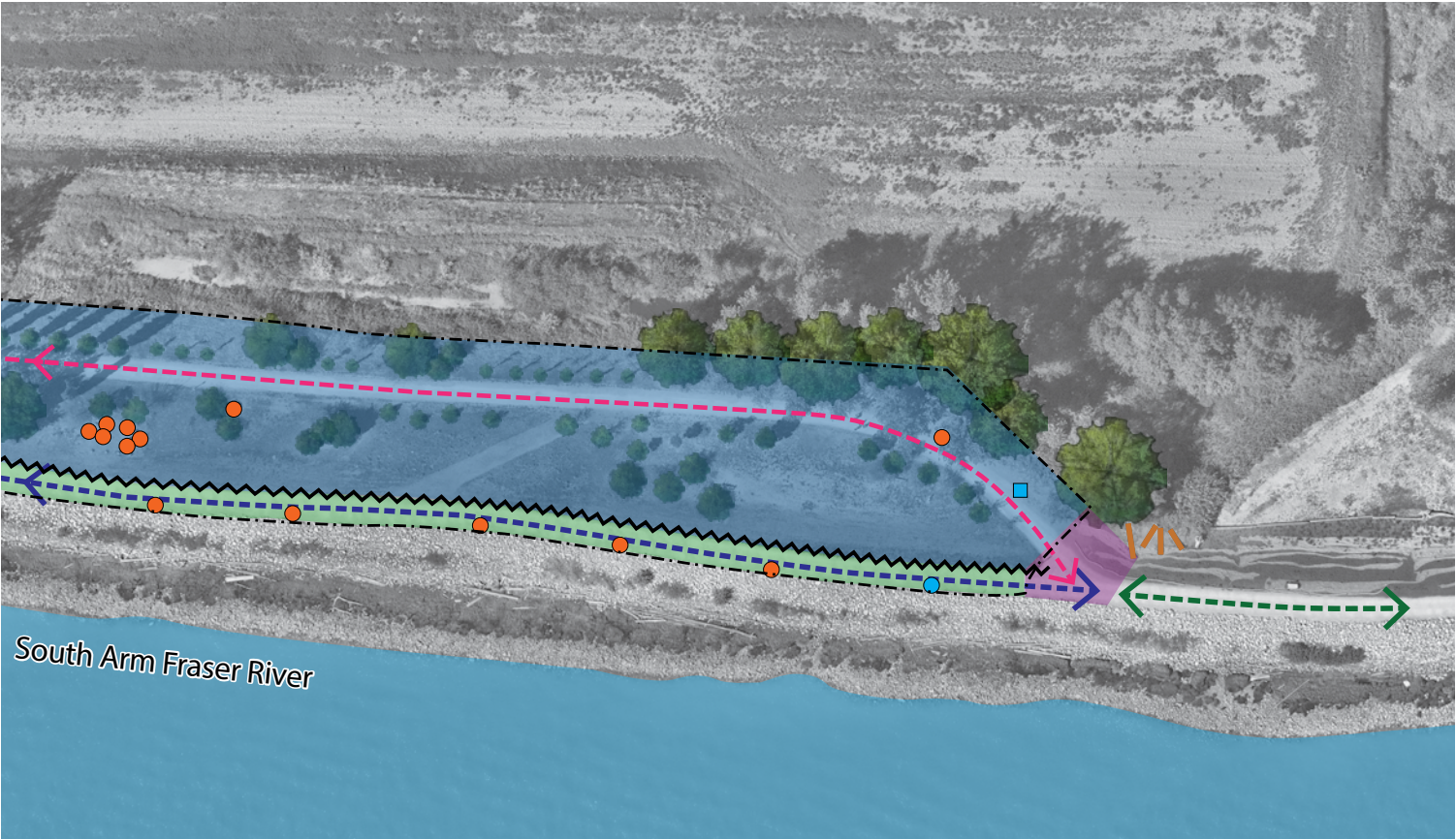
Secondary trail – dogs off-leash, cyclists and pedestrians

## Key Considerations:

- The No. 3 Road Bark Park was designated as a dogs off-leash area in 2001.
- Multiple user groups, including dog-owners, dogs off leash, pedestrians (walkers and joggers), rollers (wheelchairs and strollers), and cyclists, share the space without formal delineation or separation.
- The trail located north of the dike trail, within the site, is multi-use and currently permits cycling, dogs off-leash, walking, jogging, and rolling (wheelchairs and strollers).
- There are concerns about the lack of separation between site user groups and a strong desire to enhance safety.



# Existing Site Inventory, Areas and Uses (East)



LEGEND

Existing Dike Trail (Multi-use)  
Dogs On-Leash, Pedestrians + Cyclists

Bark Park Dike Trail (4-5 metre wide)  
Currently Dogs Off-Leash + Pedestrians  
(Cyclists not permitted)

Bark Park North Multi-use Trail (4 metre wide)  
Currently Dogs Off-Leash, Pedestrians + Cyclists

Site Entry Area

Open Landscape Area

Raised Dike and Trail

Slope

Extent of existing dog off-leash area

Seating (Picnic Tables and Benches)

Waste Receptacles

Drinking Fountain with Dog Bowl

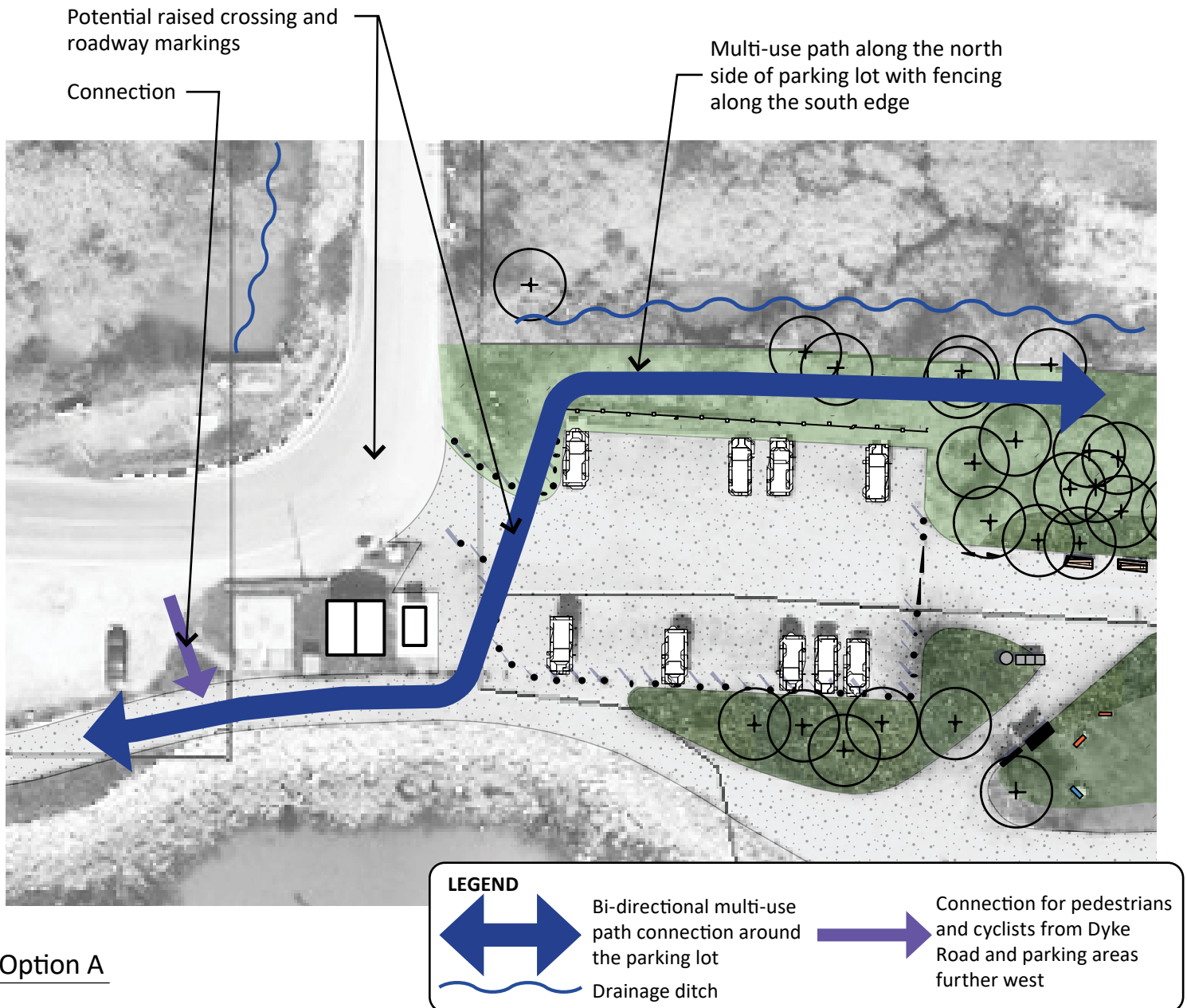
Bike Racks

Site Signage + Kiosk + Bulletin Board

PRCS - 21

2

# West Entrance Enhancements: Option A

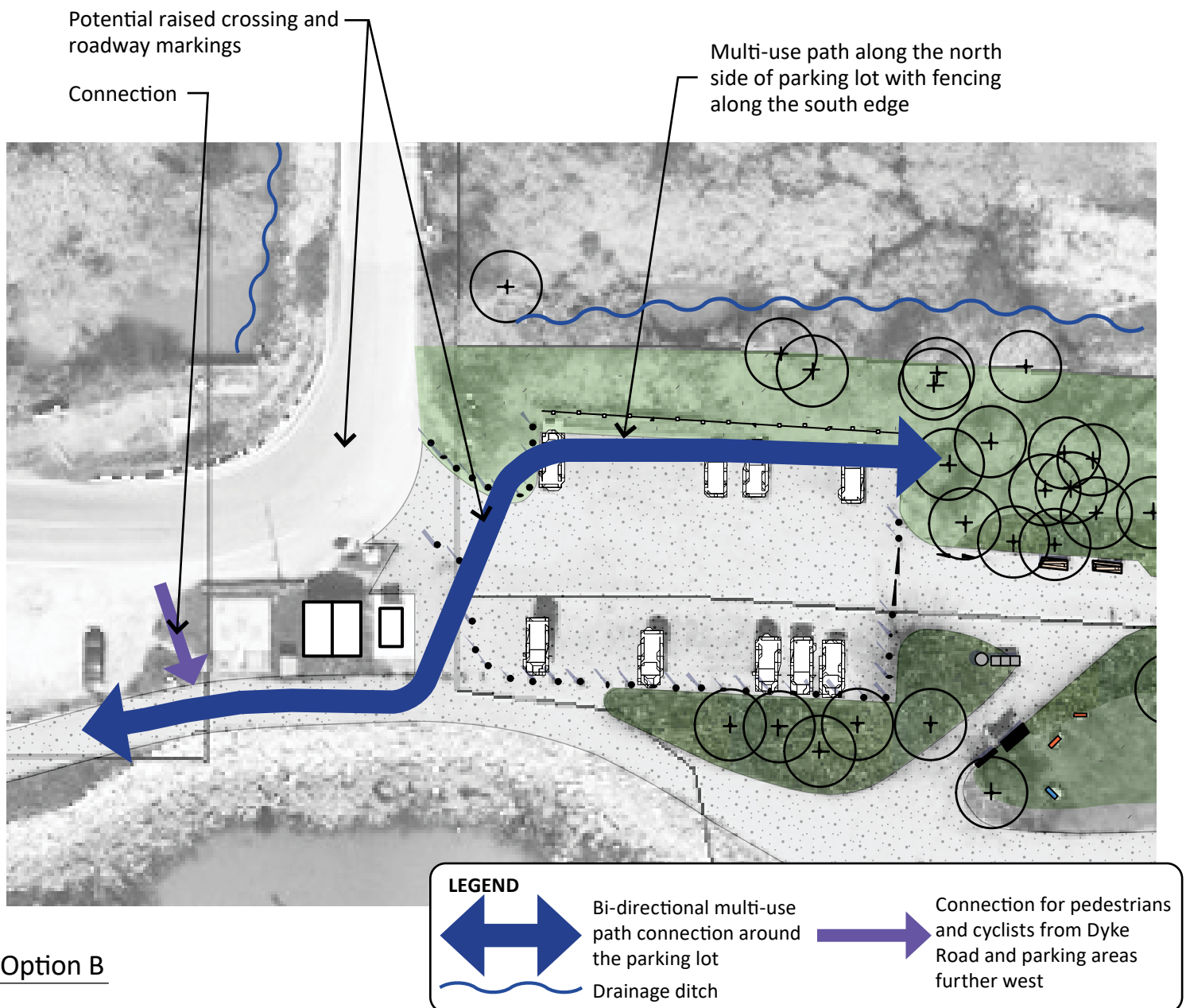


## Option A

### Key Considerations:

- Located near the top of bank of the drainage ditch which would trigger potential permitting requirements.
- Would require Geotechnical, Structural, Civil and Qualified Environmental Professional (QEP) involvement.
- Would require structural retention/reinforcement of the drainage ditch embankment (e.g., gabion walls).
- Removal of two trees required.
- Modifications to the parking lot, particularly at the driveway and west parking stalls required to allow for safe transition of pedestrians and cyclists to/from the dike trail.
- Provides opportunities for habitat enhancement along the drainage ditch.
- Provides a separated multi-use path connection.

# West Entrance Enhancements: Option B



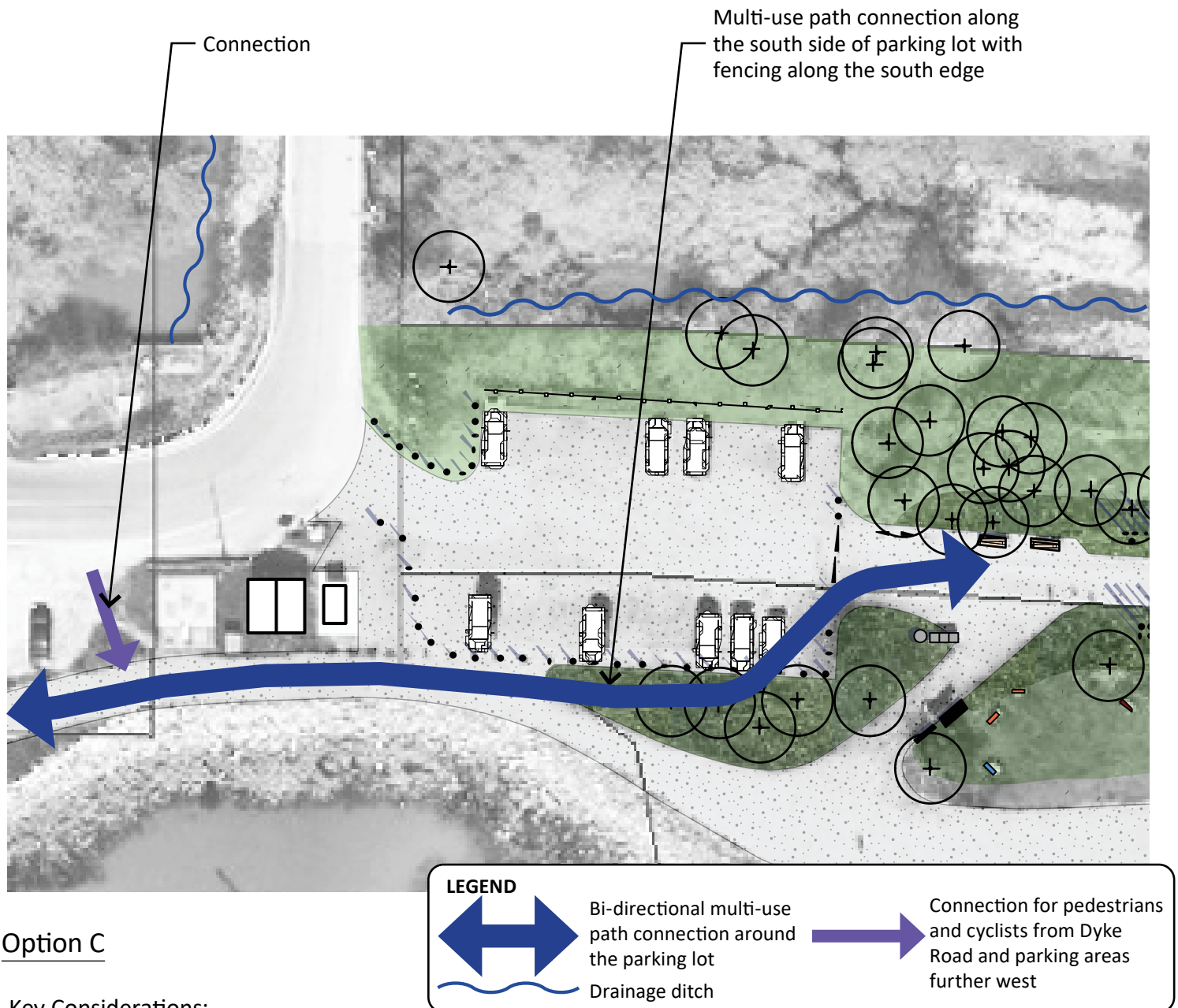
## Option B

### Key Considerations:

- Located near the top of bank of the drainage ditch which could trigger permitting requirements.
- Would require Civil input for changes in and around the parking lot.
- Would require Qualified Environmental Professional (QEP) involvement for bird nest monitoring.
- Would require modifications to the parking lot to accommodate the multi-use path.
- Provides opportunities for habitat enhancement along the drainage ditch.
- Provides a separated multi-use path connection.



# West Entrance Enhancements: Option C

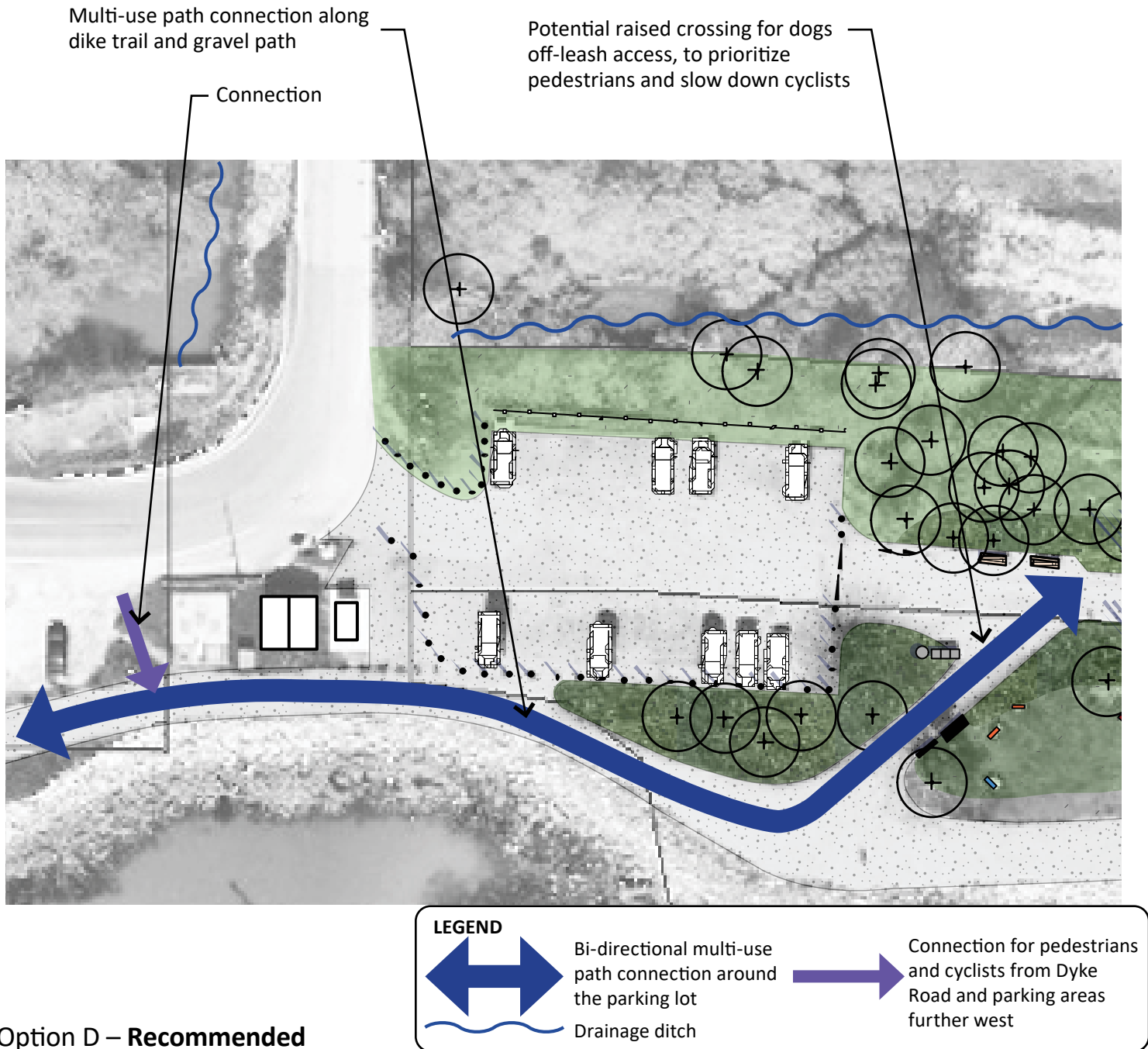


## Option C

### Key Considerations:

- Would require relocation of two to four trees.
- Modifications at the southeast corner of the parking lot and adjacent plant bed would be required in order to route the multi-use path around the existing large tree.
- Provides a separated multi-use path connection.
- Would result in the multi-use path connection crossing over the access to the dogs off-leash area from the parking lot.

# West Entrance Enhancements: Option D – Recommended

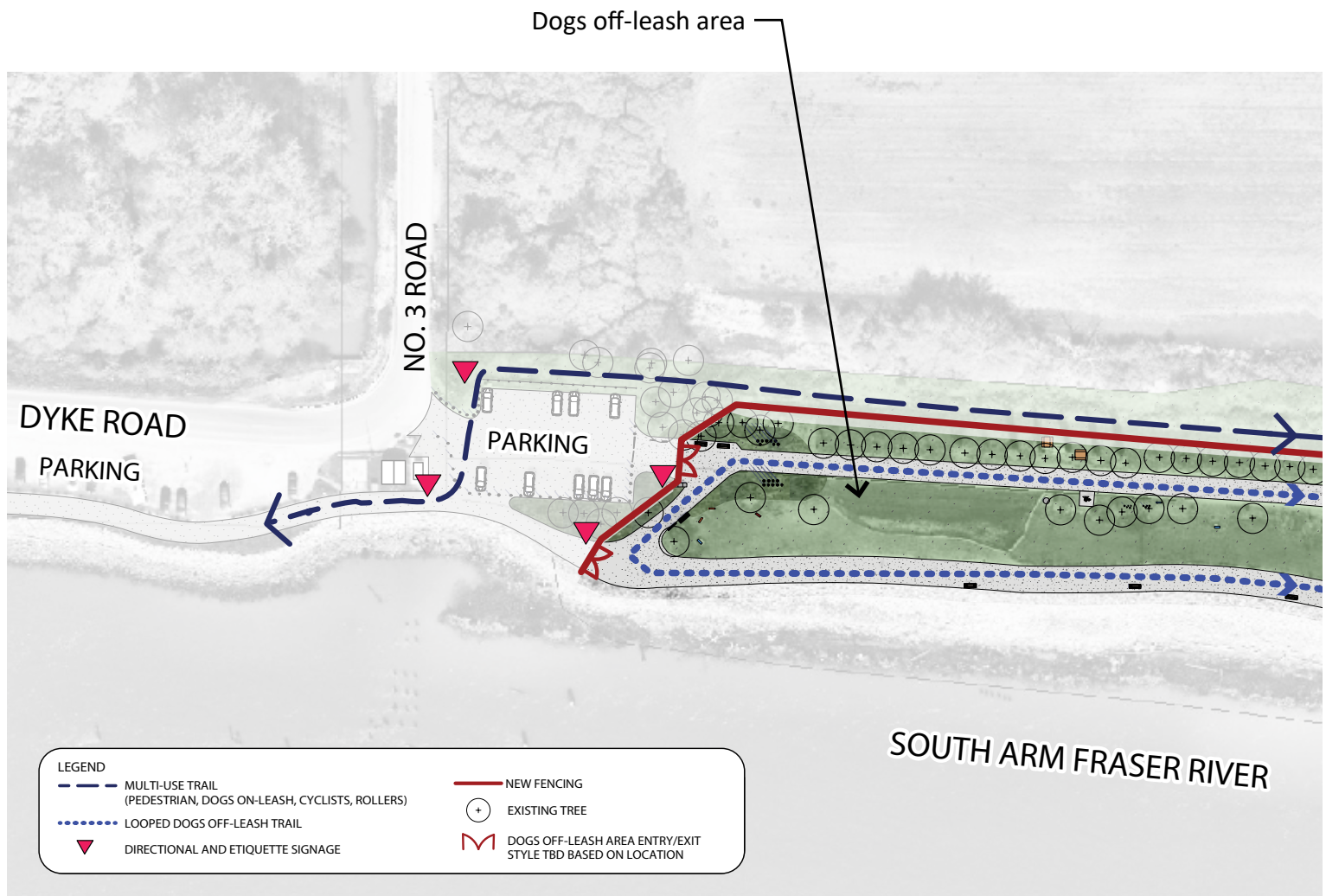


## Option D – Recommended

### Key Considerations:

- Utilizes the existing dike trail and gravel pathway to provide a multi-use path connection.
- Would push the boundary of the dogs off-leash area slightly east.
- Would require a new trail connection between the dike and north trail within the dogs off-leash area.
- Provides a separated multi-use path connection.
- Would result in the multi-use path connection crossing over the access to the dogs off-leash area from the parking lot.

# No. 3 Road Bark Park Core Area Enhancements: Option E (West)



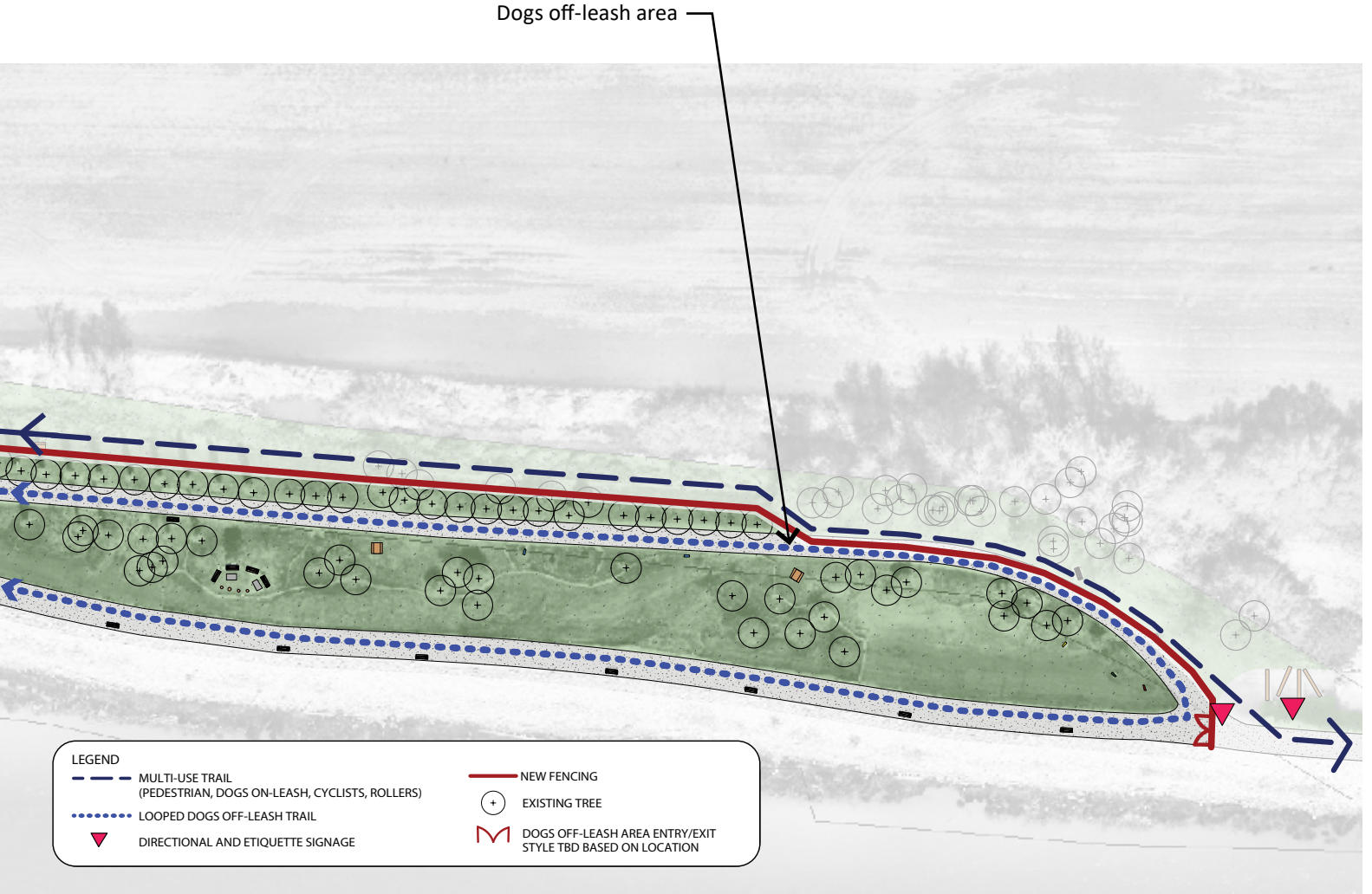
## Option E

### Key Considerations:

- The multi-use path would be located near the top of bank of the drainage ditch which could trigger permitting requirements.
- Geotechnical and Qualified Environmental Professional (QEP) involvement would be required.
- Removal of seven to 13 trees and relocation of nine trees would be required.
- Provides opportunities for habitat enhancement and tree replacement planting along drainage ditch.
- Provides a separated multi-use path.
- The dike trail is incorporated into the dogs off-leash area
- Includes a looped trail within the dogs off-leash area.
- Retains the majority of the site as a dogs off-leash area.
- Aligns with Option 1 as described in the *Safety Improvements to Bark Park* petition.

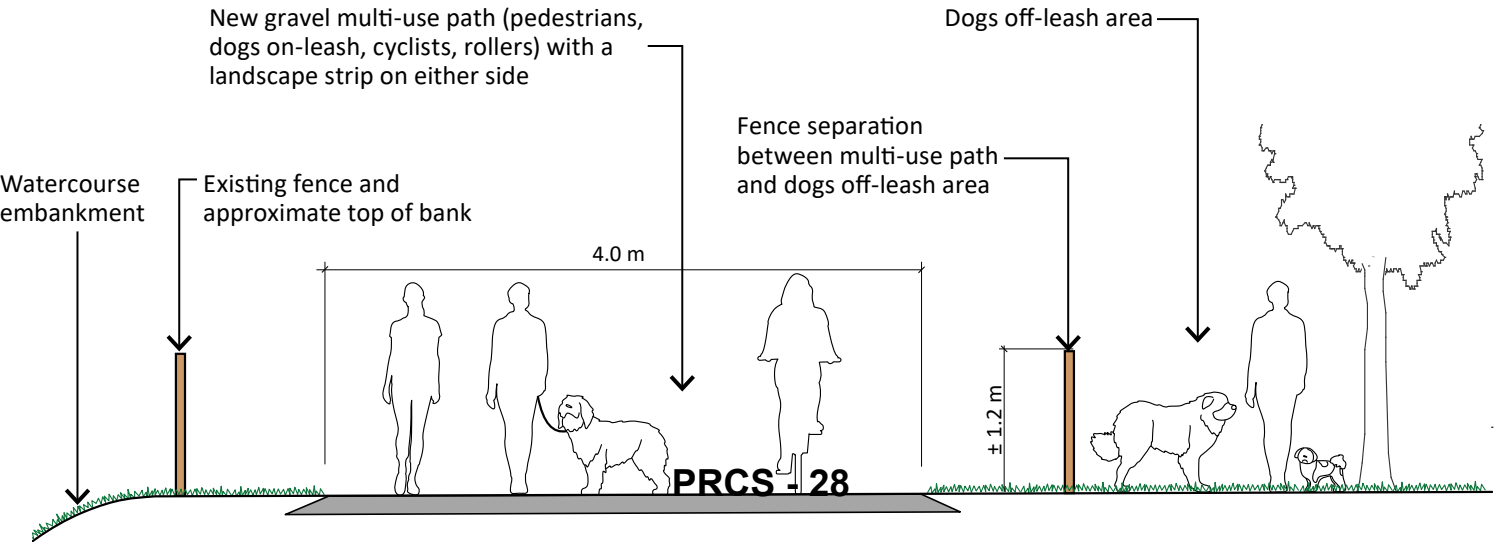
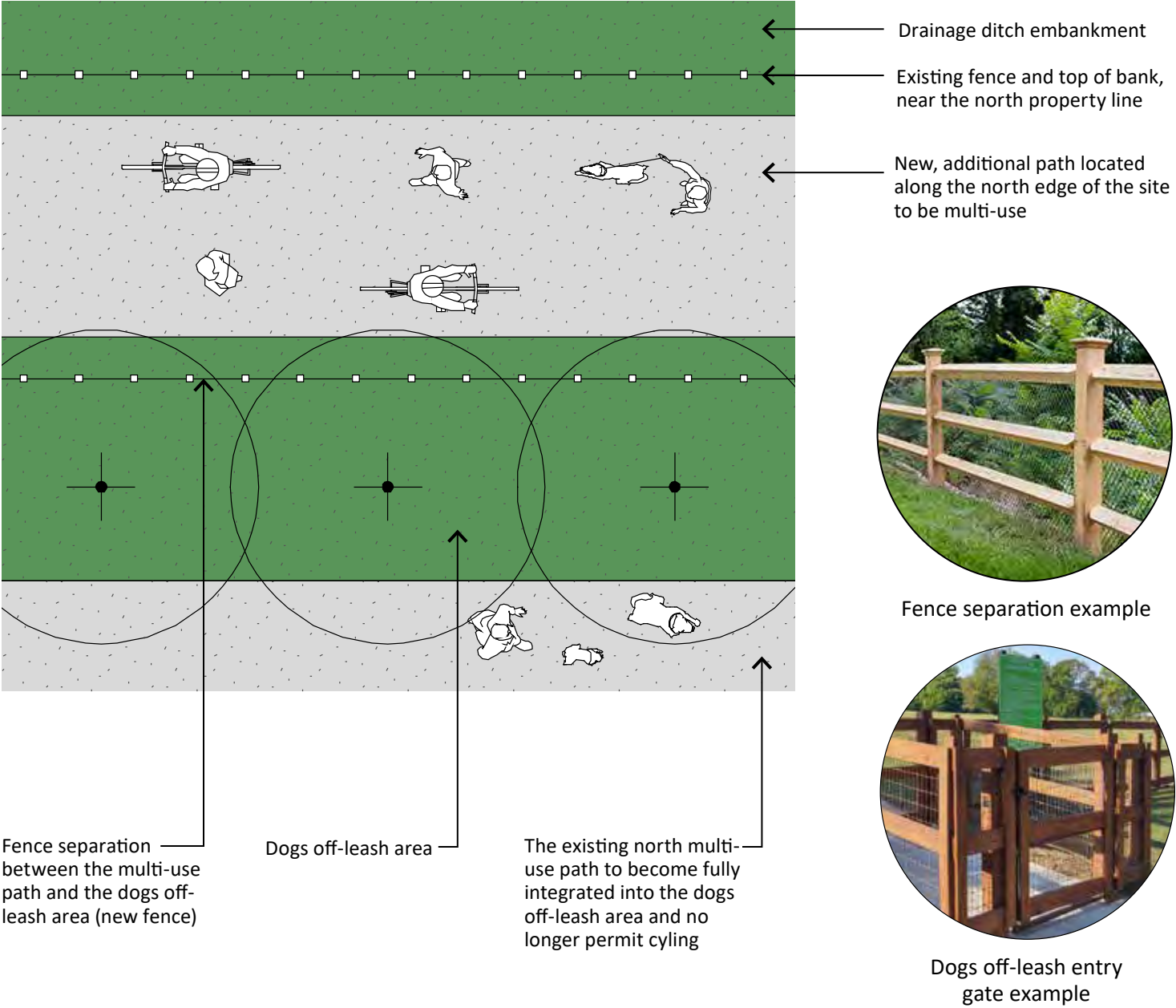


# No. 3 Road Bark Park Core Area Enhancements: Option E (East)

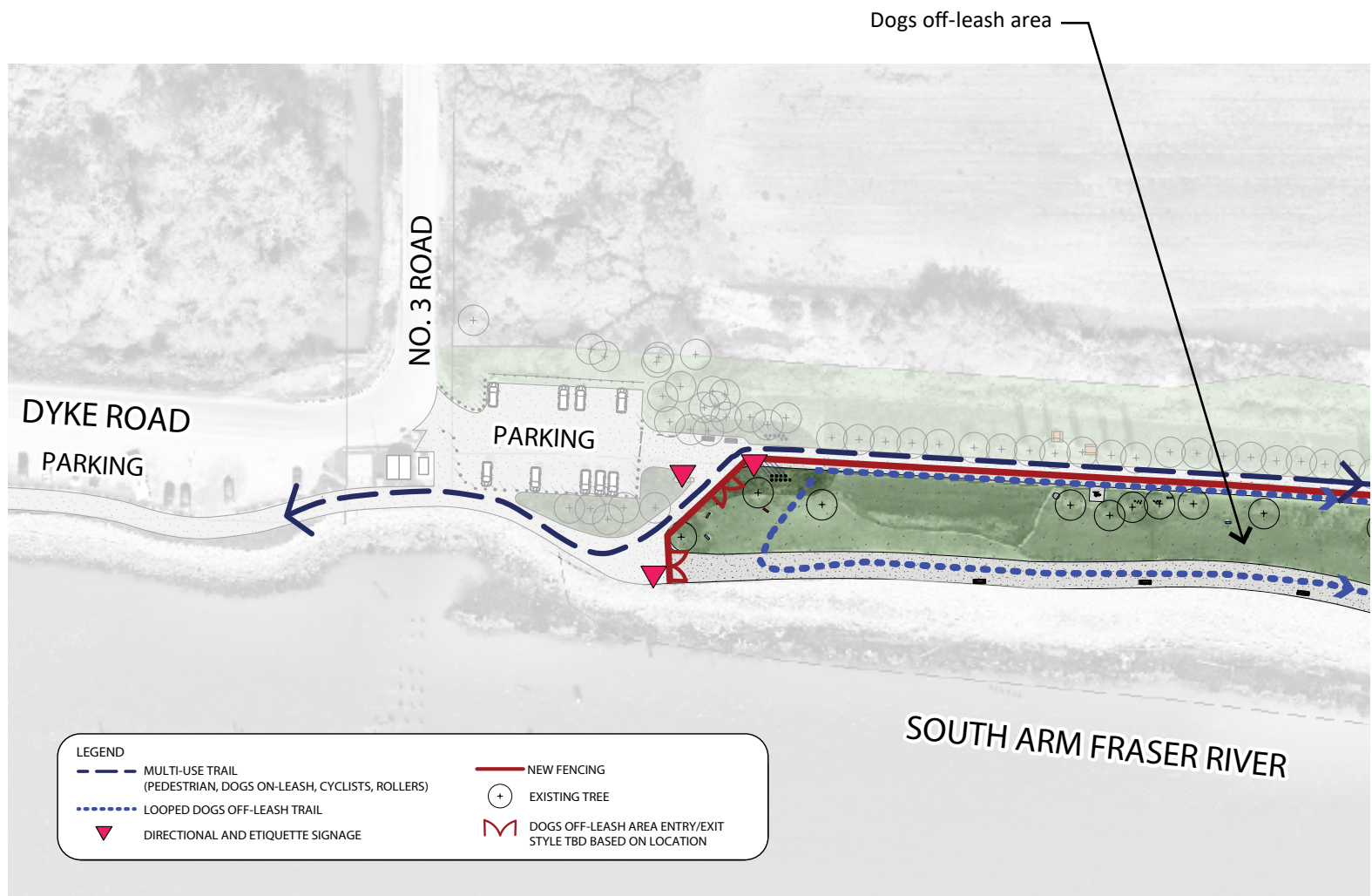




# Option E: Plan Enlargement and Typical Cross Section at Multi-use Trail



# No. 3 Road Bark Park Core Area Enhancements: Option F (West) – Recommended



## Option F – Recommended

### Key Considerations:

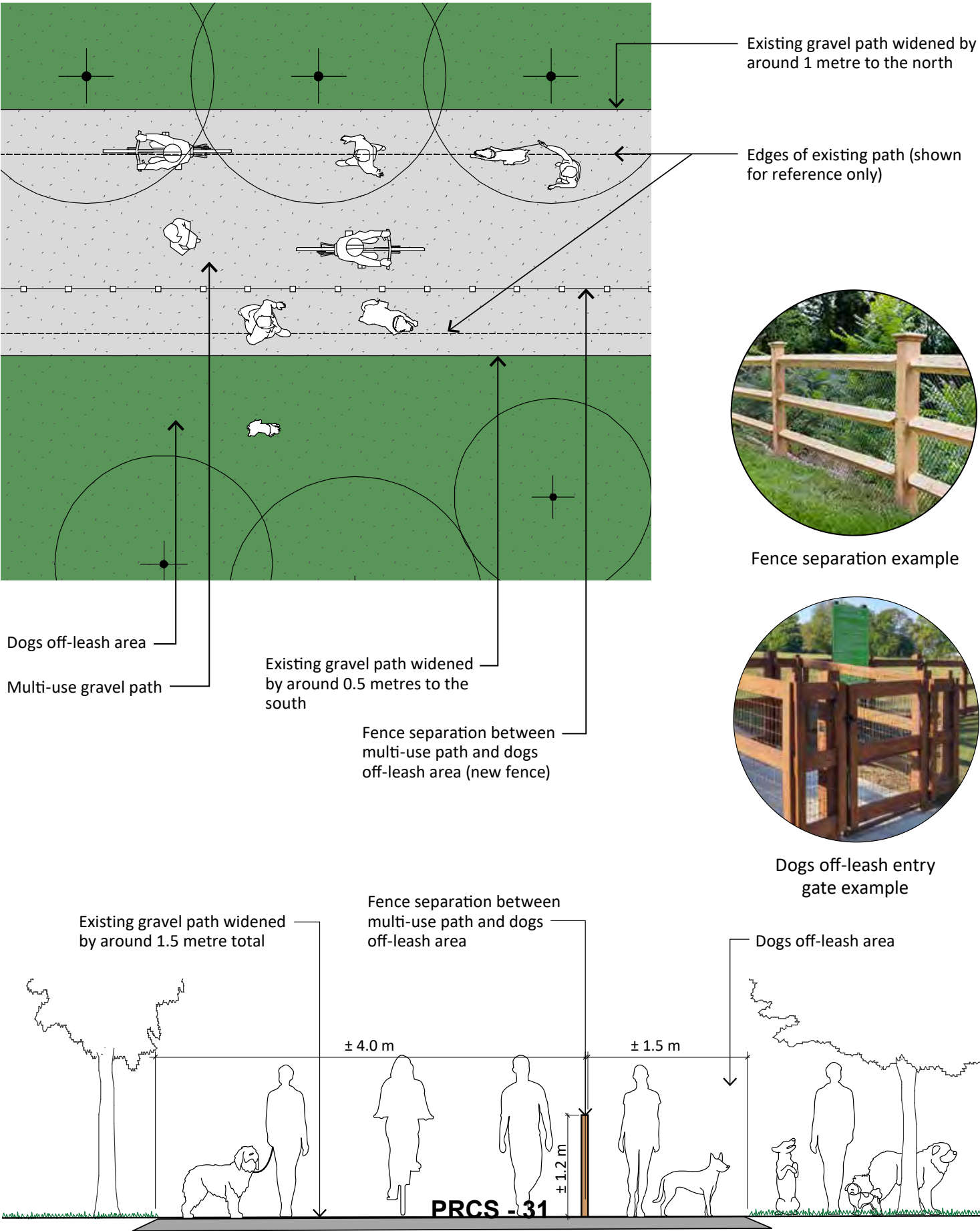
- Widened path would be built up to minimize impacts to existing trees.
- No tree removals required.
- Drainage improvements along either side of pathway required.
- Provides a separated multi-use path.
- The dike trail is incorporated into the dogs off-leash area.
- Includes a looped trail within the dogs off-leash area.
- Retains the majority of the site as a dogs off-leash area.
- Aligns with Option 2 as described in the *Safety Improvements to Bark Park* petition.

# No. 3 Road Bark Park Core Area Enhancements: Option F (East) – Recommended

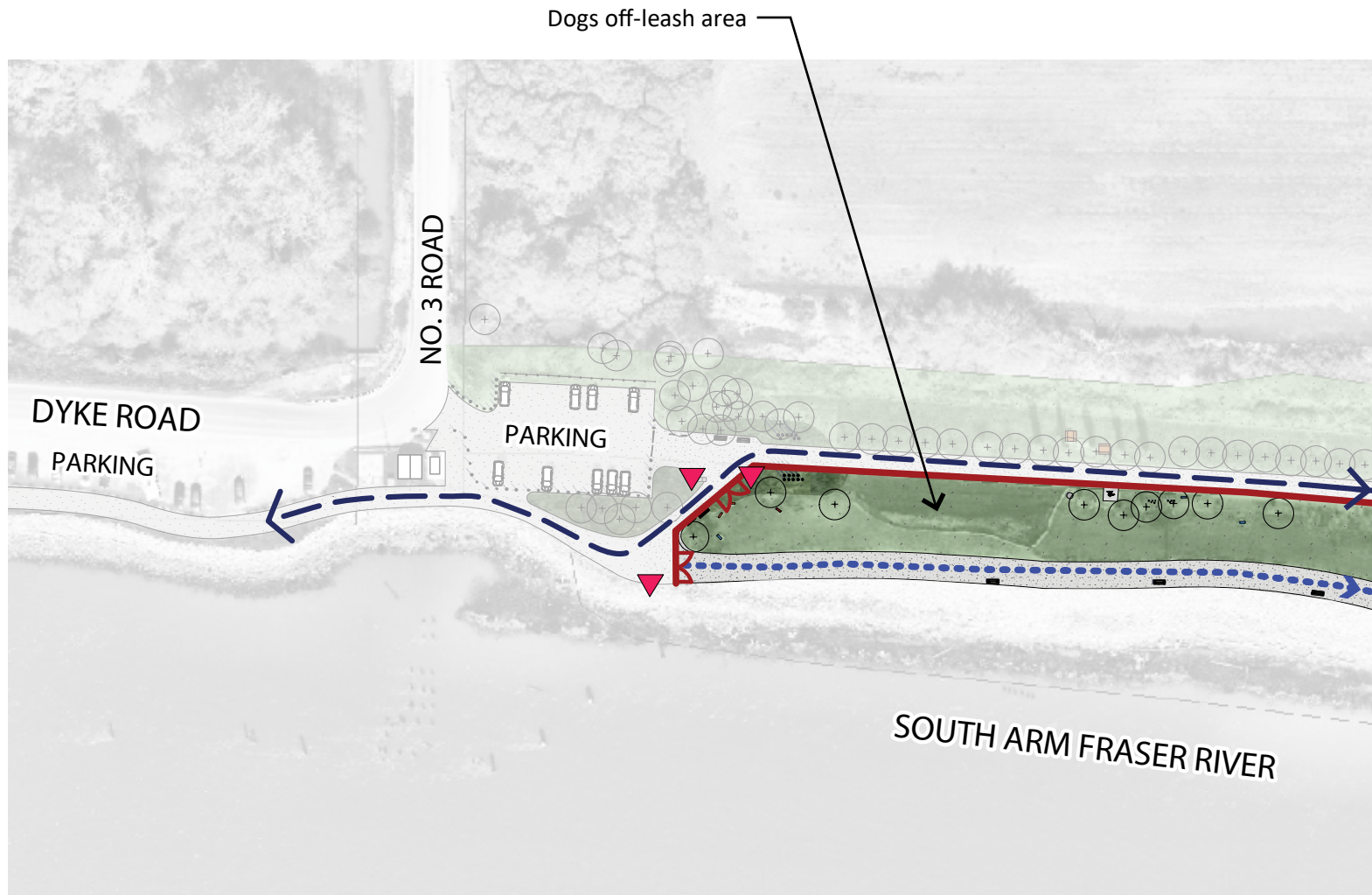




# Option F: Plan Enlargement and Typical Cross Section at Multi-use Trail



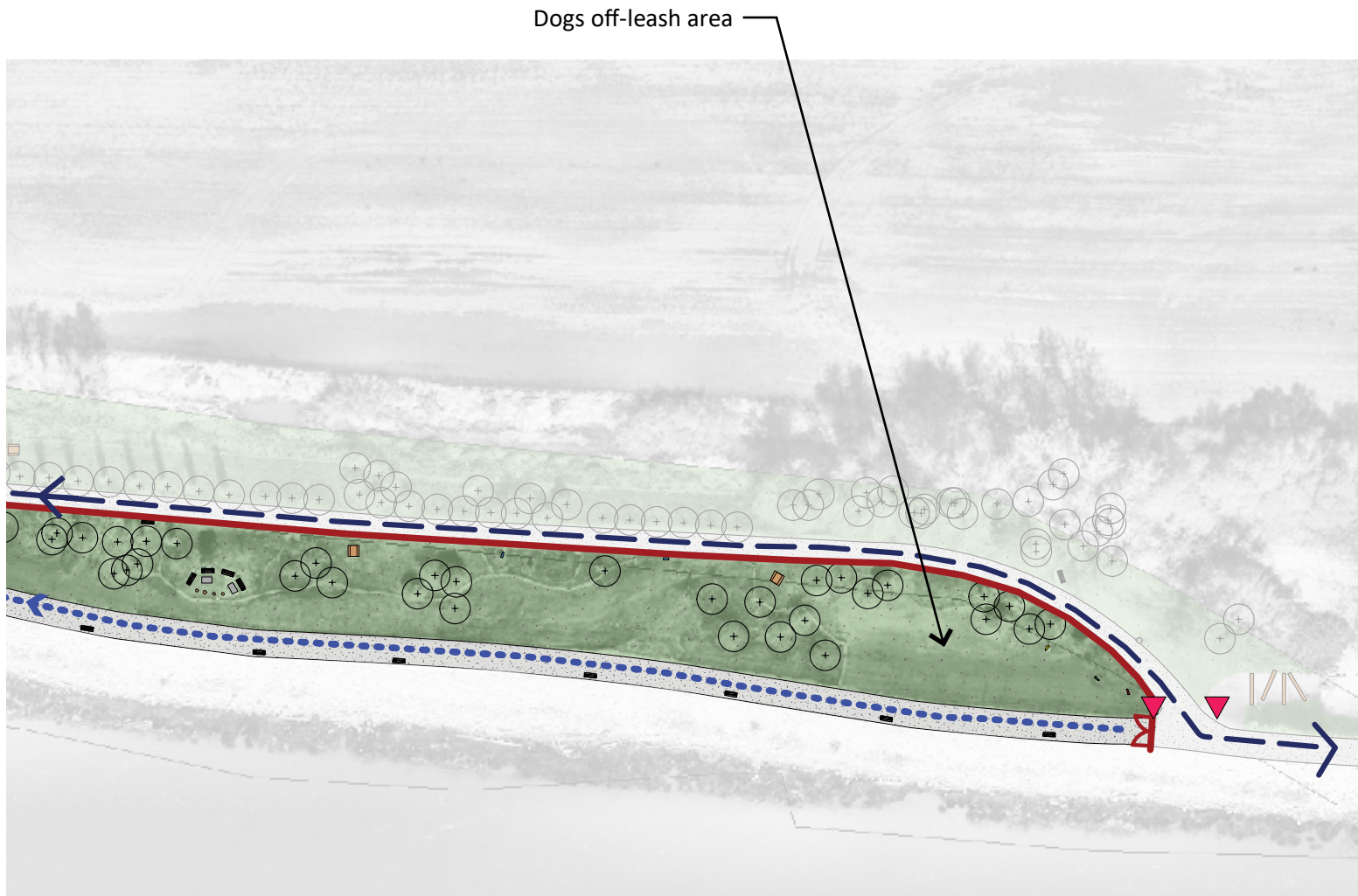
## No. 3 Road Bark Park Core Area Enhancements: Option G (West)



### Option G

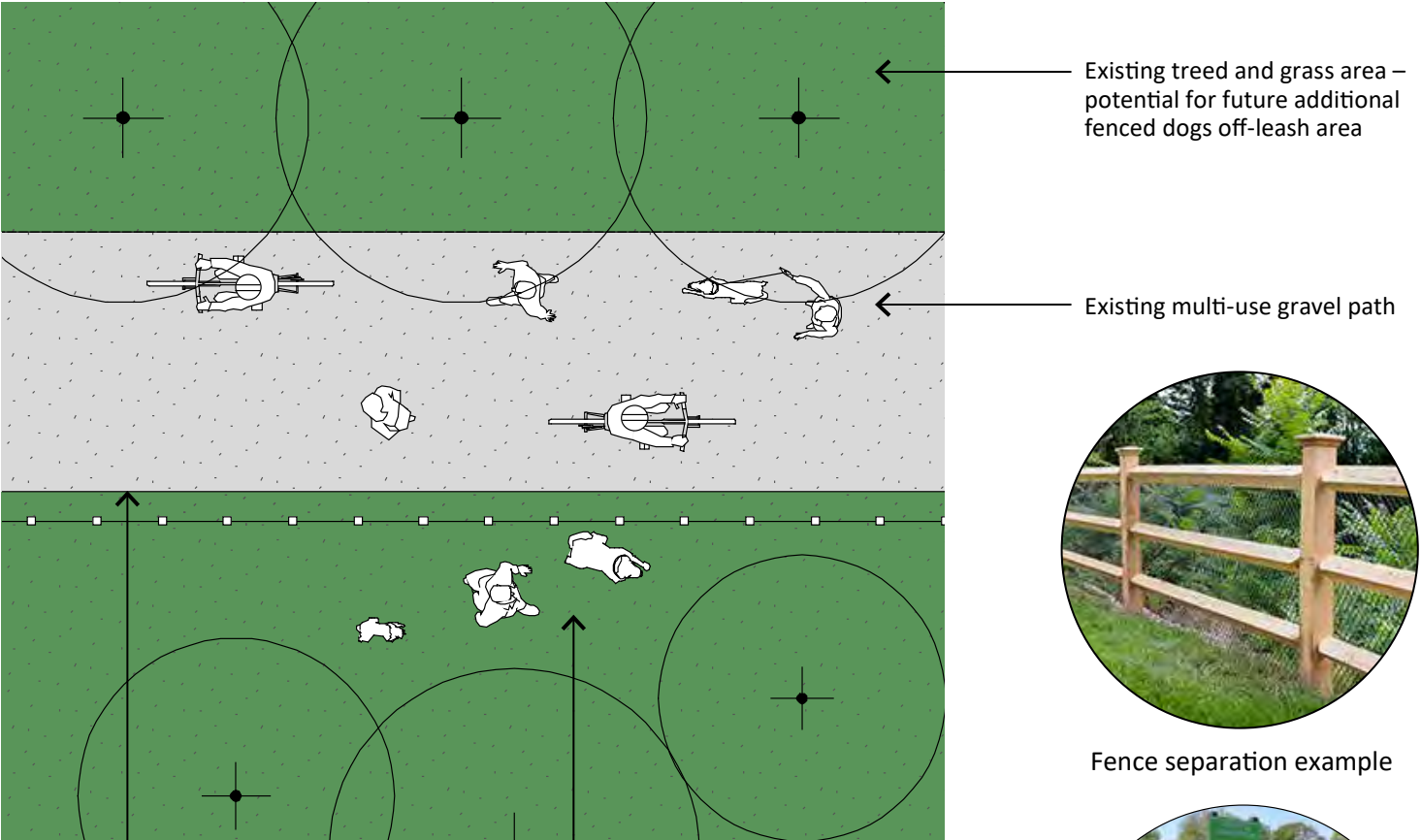
#### Key Considerations:

- Minimal site alterations required.
- No tree impacts.
- Provides a separated multi-use path.
- Site furnishings (e.g., drinking fountain, waste receptacles, and benches) to be relocated to accommodate the new fence along the multi-use path.
- The dike trail is incorporated into the dogs off-leash area.
- Retains the majority of the site as a dogs off-leash area.
- Could be implemented in the near future.





# Option G: Plan Enlargement and Typical Cross Section at Multi-use Trail



Fence separation example



Dogs off-leash entry gate example

