



**City of Richmond**

**Report to Committee**

**To:** Parks, Recreation and Cultural Services Committee  
**From:** Dave Semple  
 Director of Parks and Public Works Operations  
 Mike Redpath  
 Manager, Parks - Programs, Planning & Design  
**Date:** January 8, 2007  
**File:** 06-2345-01/2007-Vol 01  
**Re:** **Middle Arm Open Space Master Plan Concept**

**Staff Recommendation**

1. That the Middle Arm Open Space Master Plan Concept be endorsed as the long-term vision for the City Centre Waterfront.
2. That the Middle Arm Open Space Master Plan Concept be included in the City Centre Area Plan and Implementation Strategy, and the Official Community Plan update to be completed in 2007/2008.

Dave Semple  
 Director of Parks and Public Works Operations  
 (3350)

Mike Redpath  
 Manager, Parks -- Programs, Planning & Design  
 (1275)

Att. 2

FOR ORIGINATING DEPARTMENT USE ONLY			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>		<b>CONCURRENCE OF GENERAL MANAGER</b>
Engineering .....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	<i>Release</i>
Environmental Programs .....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Transportation.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Community Recreation .....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Culture & Heritage .....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Policy Planning .....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Major Projects.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Law .....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
Development Applications.....	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"/>

## Staff Report

### Origin

#### **Waterfront Strategy**

The Waterfront Strategy, approved by Council in 2003 and an ongoing part of the City's Corporate Plan, has identified the Middle Arm Waterfront from the Oak Street Bridge to the City of Richmond Works Yard as one of the areas of focus. The strategy outlines a number of key principles that have been used to guide the development of the Middle Arm Open Space Plan Concept. One of the principles is of particular relevance:

*“Improve the connection and integration of the waterfront to the City Centre and the City as a whole including connecting people to the water's edge through various paths and networks, including public transportation, walking, cycling, water ferries, water taxis, small cruise facilities and water activities.”*

The strategy established work plan priorities which are still relevant despite the number of significant changes that have occurred since then. The work plan priority for the City Centre waterfront was to “set the standard for future City Centre development by providing a significant urban waterfront experience in this area and an economic catalyst for the development of surrounding lands”.

This report presents the proposed Middle Arm Open Space Master Plan Concept Vision and Implementation Directions (the Middle Arm Concept) for the waterfront from Hollybridge to the River Rock Casino for Council endorsement and inclusion in the upcoming City Centre Area Plan Implementation Strategy and the Official Community Plan (OCP) update.

### **Analysis**

A preliminary concept for the Middle Arm was developed in 2004 but has been re-evaluated to reflect the profound changes that have begun to reshape the Middle Arm (refer to attachment 1 for a description of the process to date). The cumulative effect of the opening of the M.S. Lecky Boathouse, the planning for the Olympic Oval and Oval West waterfront open space, and the routing of the Canada Line with the close proximity of the Aberdeen Station to the waterfront, has amplified the need for a premier urban riverfront that is a key focus for downtown recreation and celebration both on the water and along the river's edge.

#### **City Centre Area Plan Update**

The City Centre Area Plan (CCAP) encompasses a comprehensive, long-term vision that has raised the prominence of the Middle Arm waterfront to become the focus of City Centre. The amount of open space required to serve the envisioned increase in population in City Centre provided the rationale to create not only linkages but significant waterfront open spaces that are proposed to be intensively developed and programmed to provide community amenities, strengthen ecological health, and enable the community to adapt to climate change.

To date, the Middle Arm Concept directions have been included in the CCAP Open House 1 and 2 documents that were prepared for public and stakeholder consultation in 2006. The input

received to date indicates a high degree of acceptance for the open space directions proposed in the Middle Arm Concept.

### ***Middle Arm Concept Planning Principles***

The Middle Arm Concept (see attachment 2) is based on the guiding principles contained in the CCAP and shaped by planning principles specific to the riverfront. The planning principles contained in the Middle Arm Concept are:

- Develop a continuous dyke trail
- Integrate the dyke trail into a network of loop trails
- Create strong connections across the Middle Arm
- Consider the context of the entire Middle Arm
- Facilitate water-based recreation along the Middle Arm
- Bring streets to the waterfront
- Create distinct riverfront character typologies
- Create great places
- Provide opportunities to engage the river's edge
- Treat the relocated River Road as a parkway
- Interpret both natural and cultural heritage
- Strengthened foreshore ecological health through creative integration of open space planning, sustainable urban development and ecological design
- Take advantage of existing and potential views

The vision for the Middle Arm is the creation of a series of great places, within an ecologically productive foreshore and linked by a continuous pedestrian walkway system, that integrate social, recreational, natural, and cultural activities at the waterfront to celebrate Richmond as the Island City by Nature.

### ***Implementation Focus***

The implementation of the Middle Arm Concept can be viewed in terms of short-term and long-term directions. The short-term implementation directions focus on dyke trail improvements which will set the standard for future waterfront development and provide opportunities for enjoyment of the waterfront. The proposed scope of work for 2007 is:

- Detailed planning at the site level.
- Construction of a high quality dyke trail from Cambie Road to Hollybridge.
- Development of gathering places and spectator viewing along the dyke edge.
- Installation of interpretative features, seating areas, and lighting.
- Raising the dyke elevation to meet or exceed Provincial standards and ensuring dyke maintenance access.

Subsequent phases of work (in 2008 and 2009) will be brought forward to Council in the 5 year capital plan.

Future property acquisitions and relocation of sections of River Road will be required to achieve the long-term implementation priorities, the first of which is the realization of the major City

Centre waterfront park. The exact configuration of the relocation of River Road to the former CPR corridor will be subject to the outcome of the City Centre Transportation Plan Update which is currently underway. The timing and mechanisms to realize the long-term directions of the Middle Arm Concept will be directed by the City Centre Area Plan Implementation Strategy and the OCP.

### **Consultation to Date**

Since the beginning of planning for the Middle Arm in 2004 staff have engaged a variety of stakeholders whose input is reflected in the Middle Arm Concept. In addition, the City has consulted with North Fraser Port Authority regarding the CCAP Update which includes the essential elements of the Middle Arm Concept. The Port Authority has advised the City to recognize and protect existing river oriented industrial use on the Middle Arm such as navigation and log storage. The concept respects these concerns and incorporates measures to allow for industrial uses

Similar discussion have occurred with YVR and further consultation will occur in order to arrive at a coordinated approach to development around the Middle Arm. As the plan is implemented, discussions will be conducted with all property owners around the Middle Arm, including Burkeville residents.

### **Financial Impact**

The funding sources available for dyke trail improvements in 2007 are Waterfront Improvement 2004, 2005, 2006 and City Centre Middle Arm Park 2007. The total funding available for construction in 2007 is \$2,193,000.

### **Conclusion**

The Middle Arm Open Space Master Plan Concept builds on the objectives of the Waterfront Strategy and addresses the goals established in the CCAP. The short-term implementation directions will set the stage for the future of the City Centre waterfront while the long-term directions will result in the creation of significant public open spaces which will be vital to the livability of City Centre. The inclusion of the long-term directions in the City Centre Area Plan Implementation Strategy, and then in the OCP, will provide the tools necessary to realize the plan as City Centre grows.



Jamie Esko  
Park Planner  
(3341)

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**Middle Arm  
Open Space Plan  
From Concept  
To  
Implementation**

Current  
Stage

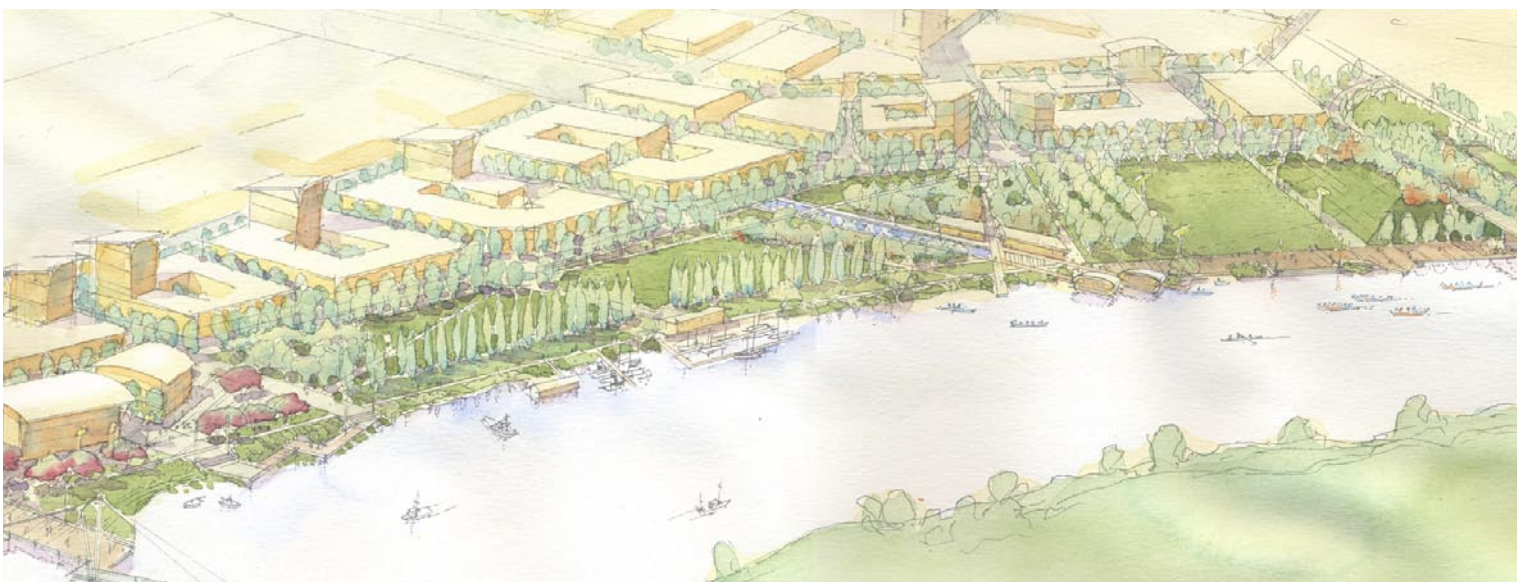


# MIDDLE ARM OPEN SPACE MASTER PLAN CONCEPT

*- Vision & Implementation Directions*

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Draft Report, December 2006



  
RICHMOND

City of Richmond Parks Department

 PHILLIPS · FAREVAAG · SMALLENBERG  
PLANNING · URBAN DESIGN · LANDSCAPE ARCHITECTURE

DONWUORIDESIGN

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# 1.0 Plan Directions

## 1.1 Introduction

The purpose of the Middle Arm Concept Plan is to envision park and open space development along the riverfront that will serve the rapidly changing City Centre and its expanding population of residents, workers, and visitors. Profound change is occurring along the Middle Arm with implementation of the Olympic Speed Skating Oval and its surrounding plazas and public spaces. Other recent development initiatives, including the Oval West residential community and the new John M.S. Lecky UBC Boathouse as the focus of boating activity on the river, make a reevaluation of the future of the Middle Arm a timely and essential planning process.

This Plan is focused on the section of the Middle Arm between the Olympic Oval and the River Rock Casino since this is the area that is anticipated to undergo major change in the next years. The Terra Nova neighbourhood at the mouth of the Middle Arm is already planned with public open space along the river that retains its character of agricultural history and naturalized waterfront.

The Middle Arm Concept Plan seeks to create a series of great places linked together by a continuous public walkway. These places are where festivals, waterfront boating activities, and celebrations of Richmond as the Island City will occur.

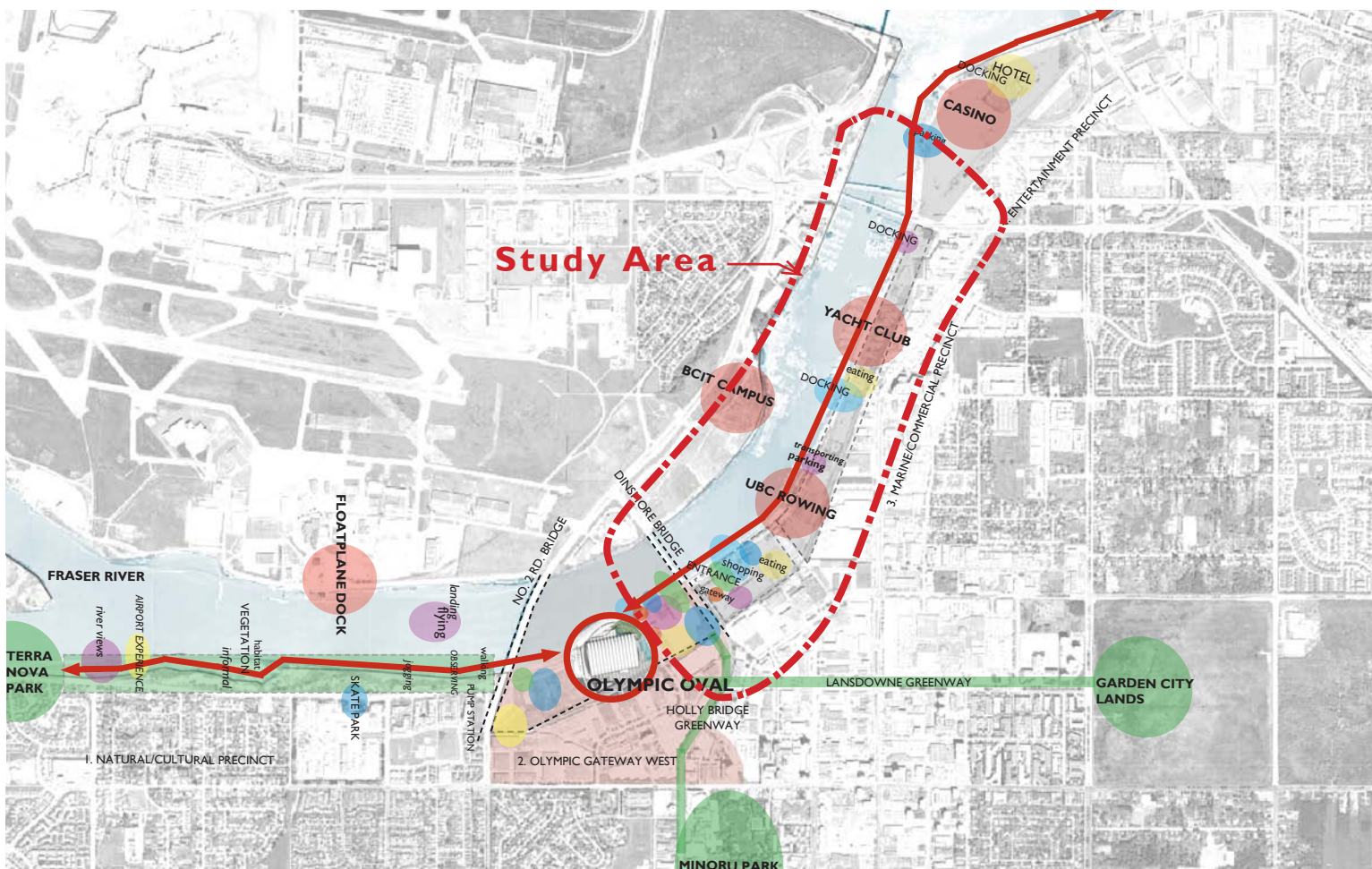
## 1.2 Intent

The Middle Arm Open Space Plan is intended to set a new direction for the City Centre riverfront to become a premier urban waterfront intimately connected to Richmond's downtown with signature parks and open spaces and opportunities for the public to experience the landscape along Fraser River. This Plan is being undertaken at the same time as the City Centre Area Plan (CCAP) and the two plans are highly interrelated. Both plans are guided by smart growth goals identified during the CCAP process:

- Build a Complete Community
- Build Economic Vitality
- Build a Legacy.

## 1.3 Time Frames

The Middle Arm Concept Plan addresses two time frames: short-term improvements prior to the Olympic Games (2007 to 2009) that will begin the redevelopment of the riverfront and longer-term phases of implementation that will occur after 2010 to the build-out of the City Centre.





## 2.0 Context

The Middle Arm Concept Plan integrates a number of plans and policies of the City of Richmond that have addressed the future of the riverfront, adjacent neighbourhoods, Sea Island, and City-wide movement systems, including:

### 2.1 Planning Scope

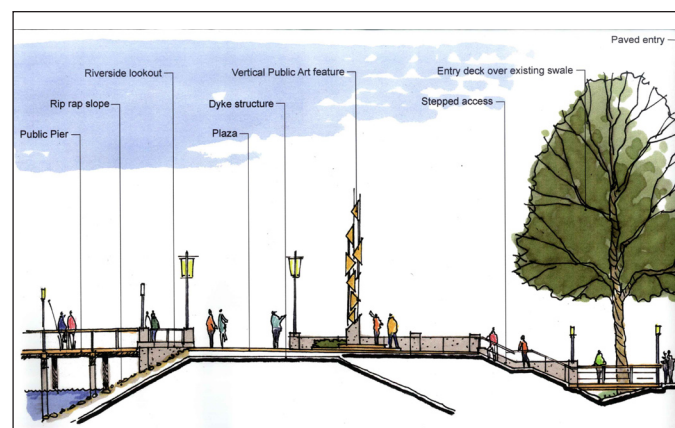
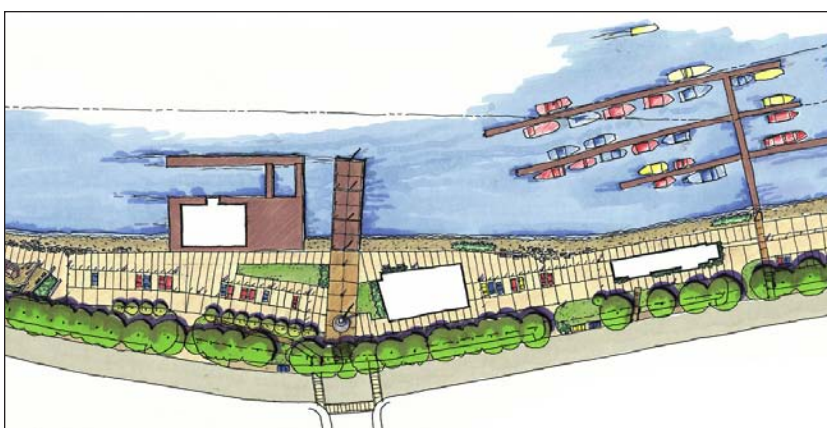
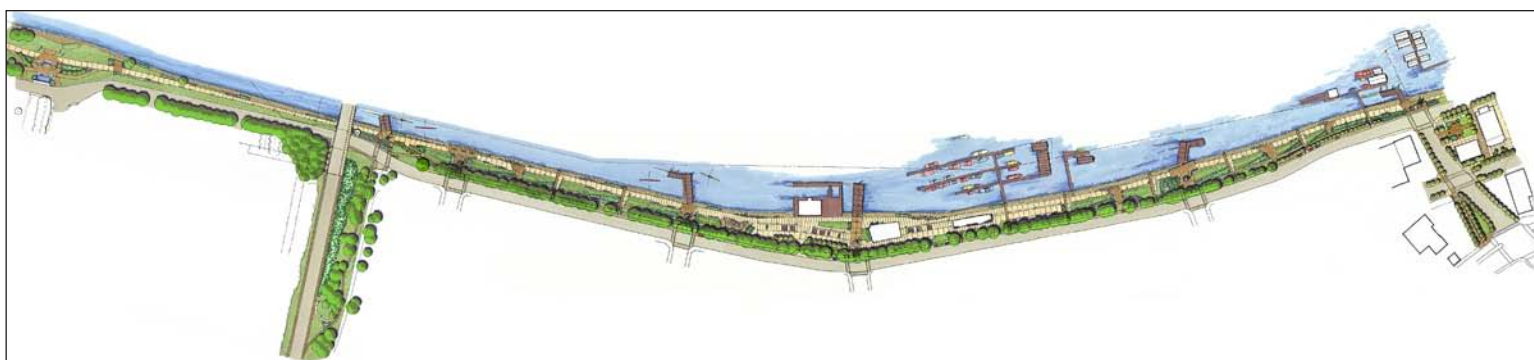
The Middle Arm Concept Plan addresses the riverfront between the Olympic Gateway and West Bridgeport, generally south to the new alignment for River Road. The intent is to envision public open space and associated land uses that are supportive of the Guiding Principles currently directing the City Centre Area Plan process. It is also intended to identify opportunities for parks and open spaces to serve the needs of the expanding City Centre. The Concept Plan sets out a number of Planning Principles specific to the Middle Arm that are consistent with the City Centre Area Plan currently in preparation. As the CCAP evolves, the Middle Arm Concept will be reflected in its recommendations.

### 2.2 City of Richmond's Waterfront Strategy

The City is in the process of developing a comprehensive strategy for its waterfront. Council has endorsed a strategic framework to guide these efforts. The riverfront from the Oak Street Bridge to the City of Richmond Works Yard is a character zone called the City Centre / Moray Channel Waterfront Urban Amenity Zone. Its Vision is stated as: "The City Centre / Moray Channel Waterfront area will be a premier urban riverfront and a key focus for downtown recreation and celebration both on the water and along the river's edge."

### 2.3 2004 Middle Arm Conceptual Plan

In 2004, the City engaged a consultant team to prepare a Middle Arm Open Space Master Plan as part of the Waterfront Strategy. This Plan involved focus groups and staff in a discussion of the uses and characters appropriate for specific sections of the riverfront. While the 2004 Conceptual Plan was in preparation, the future of the Middle Arm was changed by the decision to locate the Richmond Oval on the waterfront and to develop the adjacent Oval West lands for multiple family housing. Another major change in the area is the new Canada Line with three stops at key locations in the City Centre: Cambie, Capstan, and Landsdowne Stations. On the foreshore of Sea Island, the BCIT Aerospace Technology Campus is located, bringing a significant change in land use on the Middle Arm. All of these new projects are contributing to the Renaissance of the Middle Arm. As a consequence, the 2004 Plan required reconsideration although many of its design directions continue to inform the revised Concept Plan.



## 2.4 City Centre Area Plan

The City Centre Area Plan Update Study is underway. Extensive public consultation in July 2006 obtained community input into the Plan's goals and objectives and design directions for a series of ten transit-oriented Villages along the Canada Line and linking bus routes.

The Plan makes the riverfront an integral part of the City Centre fabric and reinforces the links between the City and the river to achieve both enhanced livability and sustainability. A commitment to the provision of new park and open space to meet City standards as the population of the City Centre increases means that a substantial area of the riverfront is targeted for public acquisition.

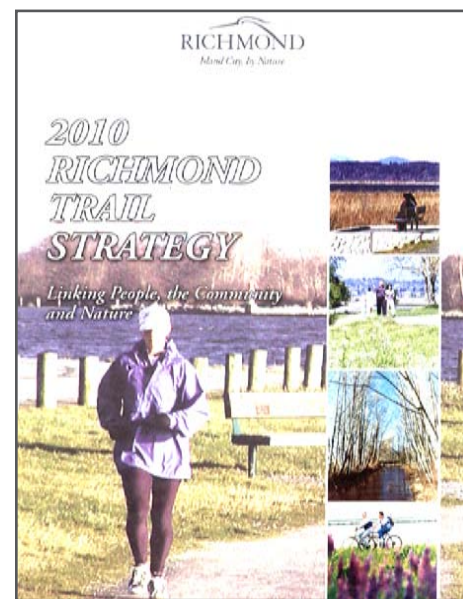


The Guiding Principles of the CCAP inform the Middle Arm Concept; five that are particularly relevant are included in Section 2.0 Planning Principles.

## 2.5 2010 Richmond Trail Strategy

A City-wide Trail Strategy was prepared by Parks, Recreation and Cultural Services in 2003 to update the 1979 Trail System. In the intervening time, the concept for the trail system expanded to include cycling routes, pathways, sidewalks and boulevards, greenways, nodes and special features, and blueways. The vision of the Trail Strategy is “linking people to each other, to their community and to Richmond’s unique natural and cultural heritage”.

The Middle Arm Concept has been informed by this thinking and is generally consistent with the recommendations of the Trail Strategy.



## 2.6 The Role of Sea Island

The Middle Arm Concept considers the river as an emerging venue for recreational activities, especially non-motorized boating, that is edged by the City Centre on the south and by Sea Island on the north. The opportunities to coordinate the varying character of both foreshores are considered in recognition that each side of the river is the backdrop to the visual and recreational experience of the opposite side. Each section of both foreshores has environmental constraints established by the Fraser River Estuary Management Program that range from preservation of a naturalized foreshore to intensive urban conditions.

The desire to improve the visual and physical connections across the Middle Arm leads to inclusion of a new pedestrian bridge on the alignment of Cambie Road and access improvements to the existing bridges as key components of the Concept.

## 2.7 Regional Significance

The Middle Arm plays a complex role in the City and Region including supporting the ecological function of the Fraser River, providing a specialized regional recreational boating venue, and creating a vibrant recreation, cultural, and entertainment focus that builds on the Olympic Oval and supports the expanding urban core of Richmond as a major regional town centre.

## 3.0 Planning Principles

### 3.1 City Centre Area Plan Guiding Principles

The principles for the Middle Arm Open Space Master Plan are informed by the Guiding Principles that will be used to help direct growth and development in the City Centre Area Plan (CCAP). Of the overall CCAP Principles, five are particularly relevant to the riverfront:



#### Promote Urban Villages

Promote the development of Richmond's downtown as a pedestrian-focused, multi-centred network of urban, mixed-use villages and specialty-use precincts.



#### Create Special Development Opportunities

Take advantage of the downtown's special attributes (e.g. riverfront, aircraft noise, flood management considerations, the Richmond Oval and the Garden City Lands) to promote new land uses and niche markets.



#### Be a Garden City

Create a downtown that is characterized by its "Great Streets", high quality network of parks, unique and dynamic riverfront, and an animated, pedestrian-oriented public realm.



#### Promote a Culture of Walking and Cycling

Take steps to ensure that both the public and private sectors support walking and cycling as fundamental and integral parts of downtown development.



#### Create a Place, Not a Design

Develop a variety of interconnected outdoor spaces and amenities - urban parks, plazas, public art, etc. that foster vibrant human interaction.

### 3.2 Middle Arm Planning Principles

Planning Principles more specific to the riverfront of the Middle Arm expand on the overall Guiding Principles of the CCAP and other relevant City policies:

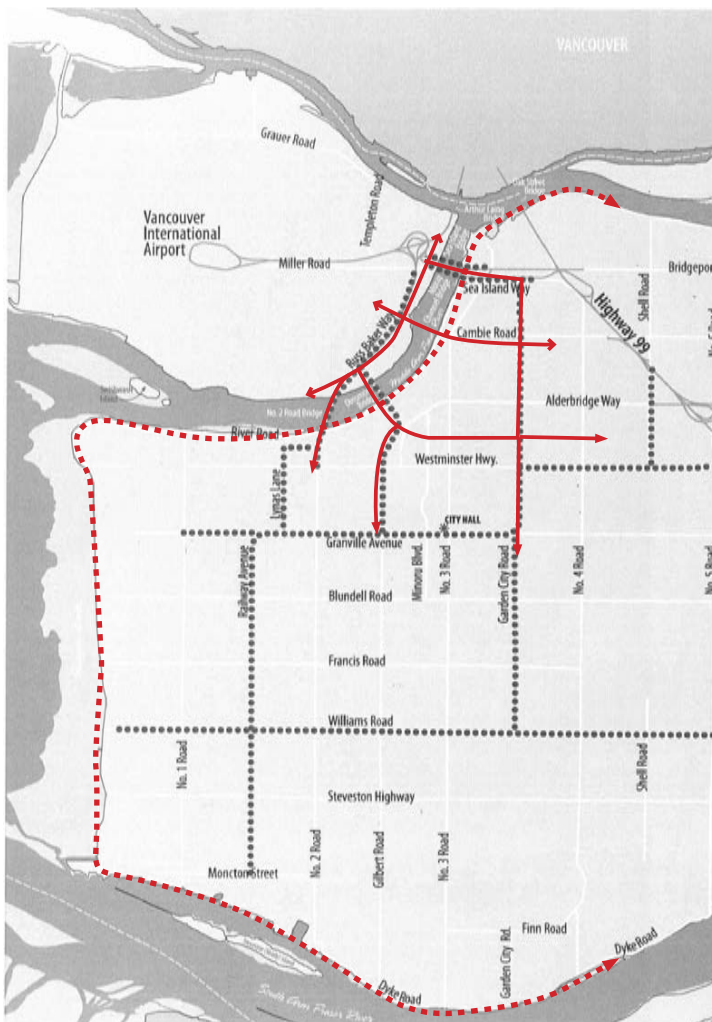


#### Develop a Continuous Dyke Trail

Ensure that there is a linear, publicly accessible multi-use trail along the Middle Arm dyke that connects to dyke waterfront trails to the south and east.

Objectives of the Dyke Trail include:

- Walking is the highest priority.
- Separation between recreational cycling and pedestrian use is achieved where possible
- A variety of seating and gathering places are provided that include opportunities for viewing water-based recreation activities and rowing events.
- Access to the river is available for water-based recreational purposes.

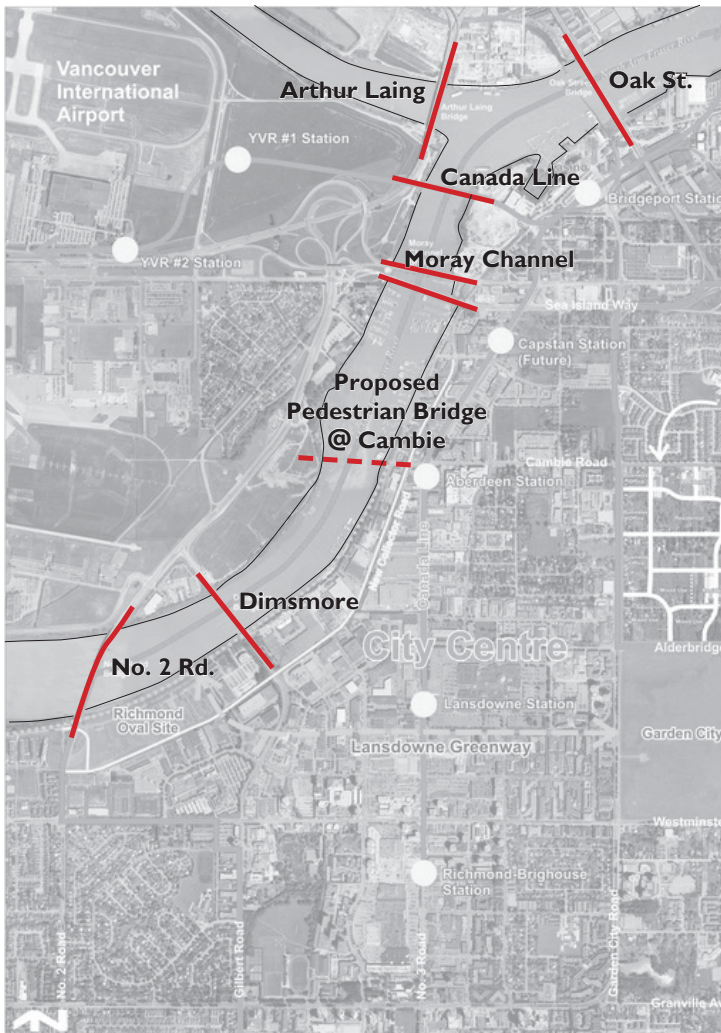


#### Integrate the Dyke Trail into a Network of Loop Trails

Offer many choices of walking and cycling routes linking to the Dyke Trail including:

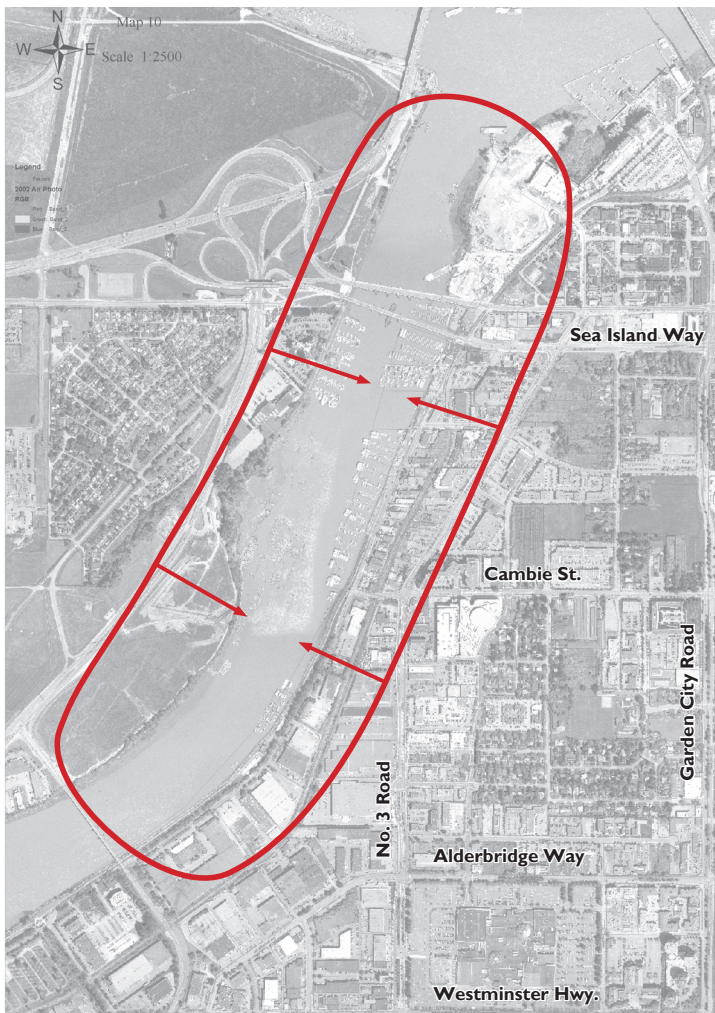
- Routes across bridges to the riverfront on Sea Island.
- Greenways and great streetscapes to destination in the City Centre.

### 3.2 Middle Arm Planning Principles (Cont.)



#### Create Strong Connections across the Middle Arm

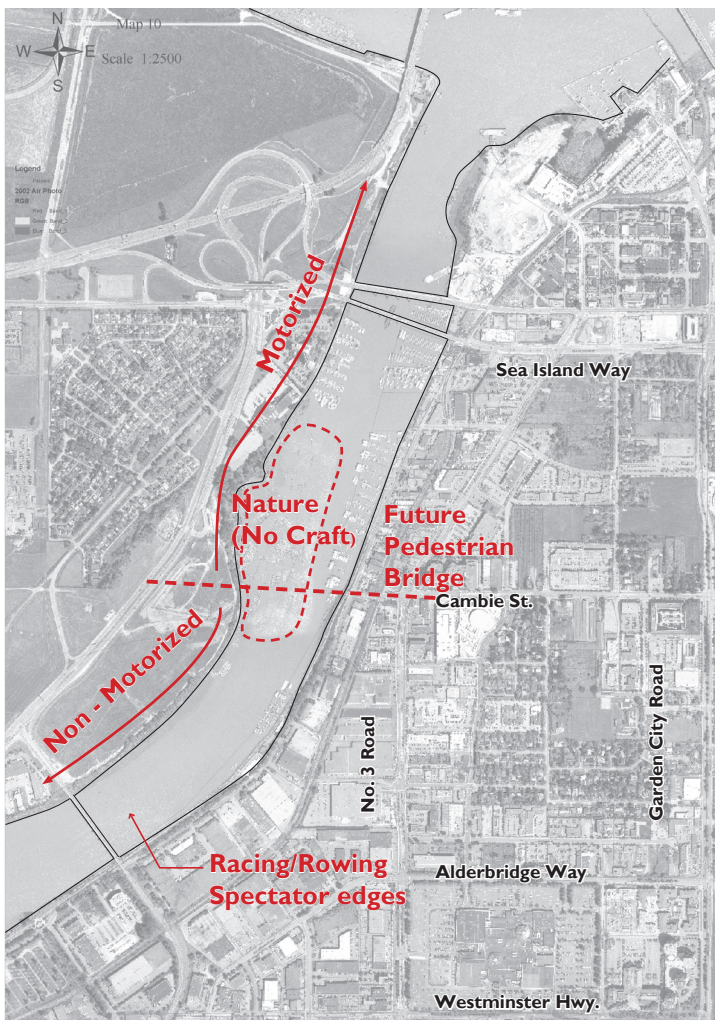
Promote use of bridges for good pedestrian and cyclist access to Sea Island, for views of the river environment, and for spectating at boat races. A new pedestrian / cyclist bridge at the west foot of Cambie Road would enhance access between the City Centre and Sea Island, including the new campus of BCIT. New bridges should be iconic structures that help to define the character of Richmond and act as gateways to the City. The water can also be a transportation corridor for aqua buses making connections between the City Centre and Sea Island.



#### Consider the Context of the Entire Middle Arm

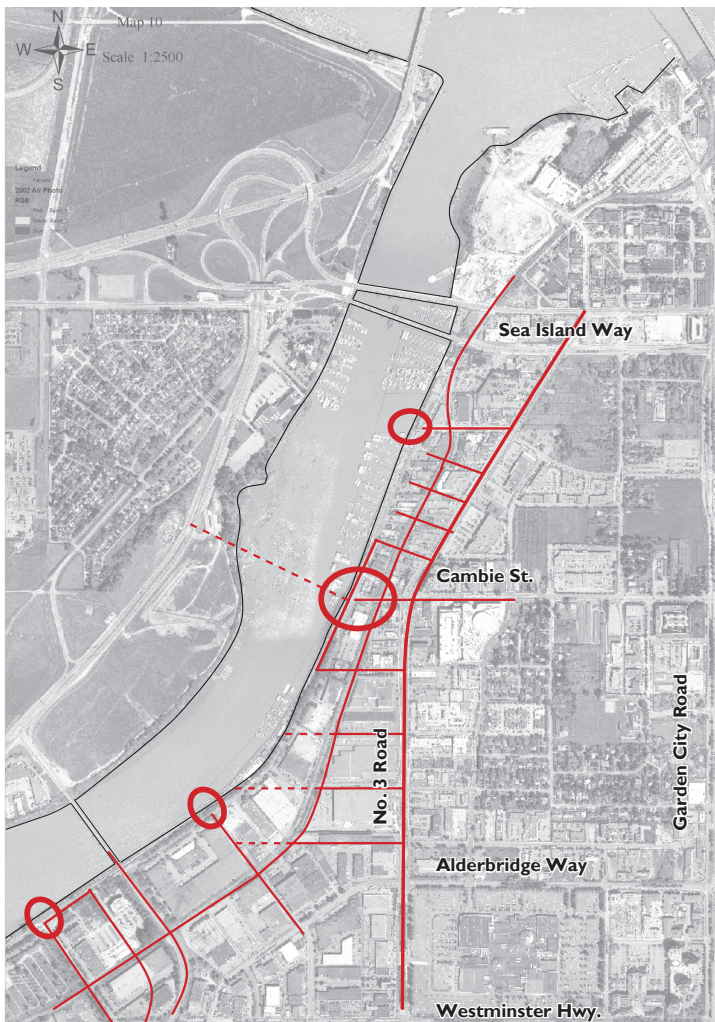
Use the two sides of the Middle Arm to define the context for the Plan including the water itself as a recreational venue, public places along both foreshores, and connections between the two shores.

### 3.2 Middle Arm Planning Principles (Cont.)



#### Facilitate Water-Based Recreation along the Middle Arm

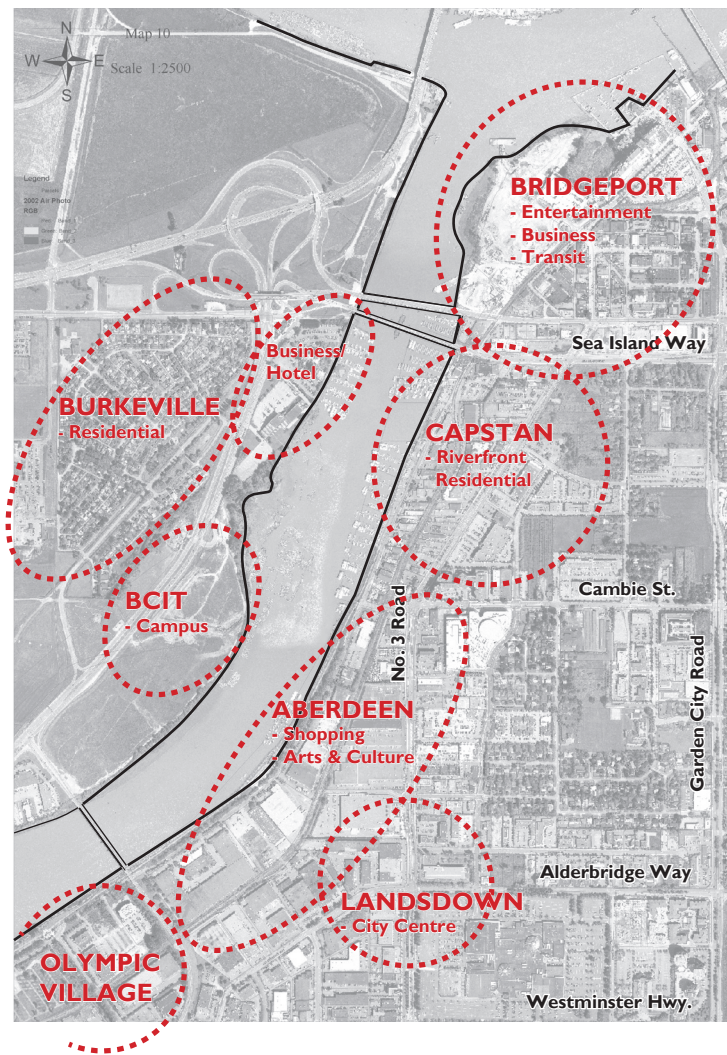
Expand the opportunities for small craft boating and racing, emphasizing non-motorized craft, that have been established with the John M. S. Lecky Boathouse/ UBC Rowing facility and Dragon Boat Races. A wide choice of seating places for spectators will ensure that large crowds can be accommodated for boat races between the Dinsmore and Moray Channel Bridges as well as the provisions for public gathering at the Oval and West Oval sites.



#### Bring Streets to the Waterfront

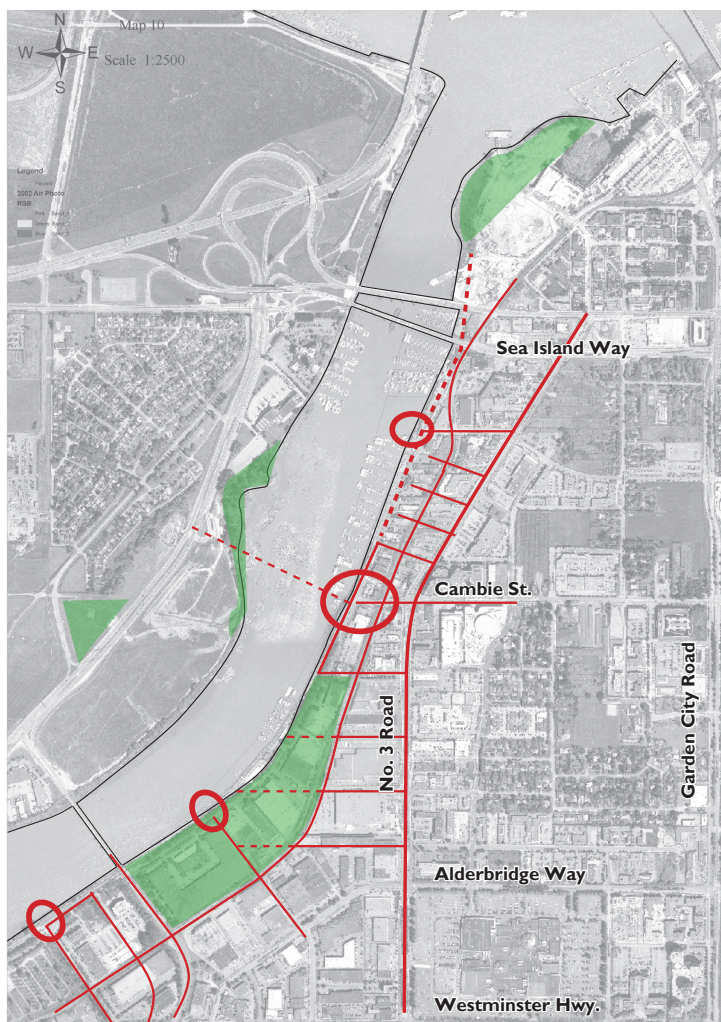
Connect as many streets as possible to the river's edge to achieve both access and sight lines to the waterfront. Key street end locations have potential to become special public spaces including Cambie Street, Minoru Boulevard, Hollybridge Way, Gilbert Road, and Capstan Way.

### 3.2 Middle Arm Planning Principles (Cont.)



#### Create Distinct Riverfront Character Typologies

Use the design and programming of the open spaces along the Middle Arm to contribute to the intended character of each Village in the City Centre Area Plan.



#### Create Great Places

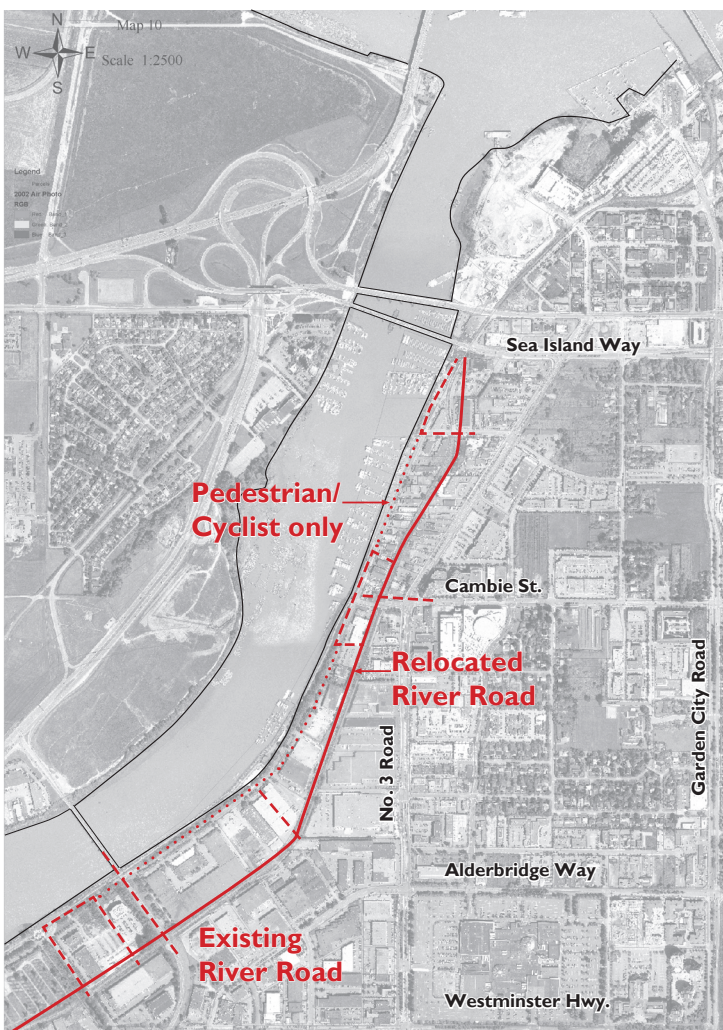
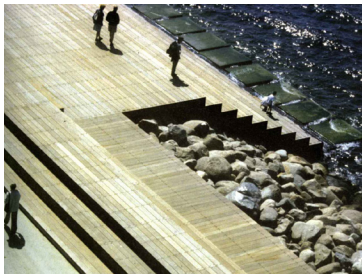
Make a series of places that become special, diverse and memorable public realm experiences along the Middle Arm including both urban and green spaces.

### 3.2 Middle Arm Planning Principles (Cont.)



#### Provide Opportunities to Engage the River's Edge

Offer the public many ways to interact with the river including places to sit, piers and docks that are over the water, and locations where small boats can be launched.



#### Treat the Relocated River Road as a Parkway

Create a streetscape design for River Road in its new alignment along the CP Rail right-of-way that has a green, tree lined expression that brings the park character into the experience of the street. The old River Road alignment will become integrated into the park and development sites along the river predominantly as a continuous pedestrian and cyclist route function on the dyke.



#### Interpret Both Natural and Cultural Heritage

Incorporate design elements and interpretation in open spaces that references the full spectrum of the area's history including: Musqueam First Nation settlement and land use, early European pioneers, riverfront ecology, history of fishing, recent industrial activities, and the evolution and function of the dyke.



### 3.2 Middle Arm Planning Principles (Cont.)

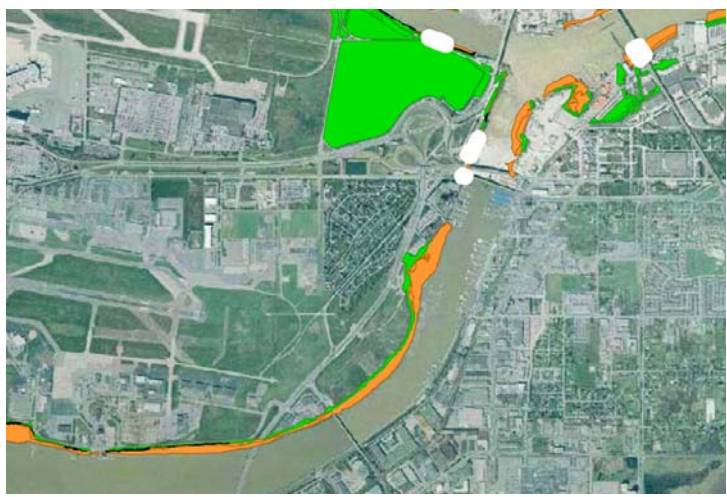


**Colour Coding**  
 — Low Productivity  
 — Moderate Productivity  
 — High Productivity

**Habitat Compensation Sites**  
 ■ FREMP Colour Ortho (2002)

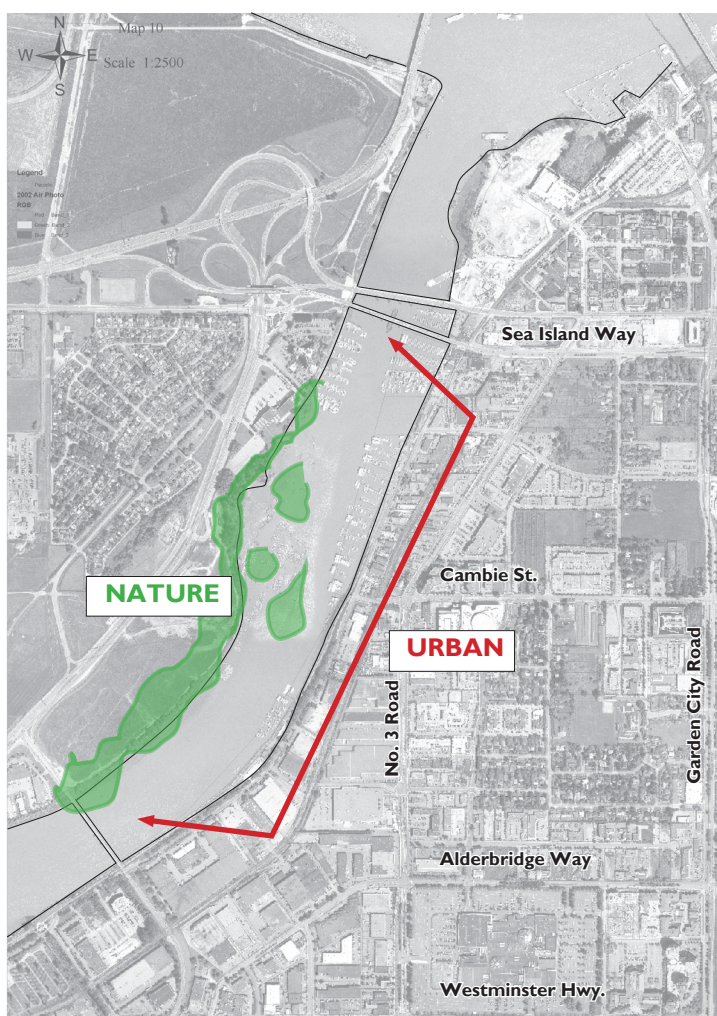
#### Integrate Open Space Design with the Requirements for Foreshore Environmental Protection and Enhancement

Protect stretches of existing riverfront habitat with high environmental values and add new areas to enhance both foreshore and upland habitat. The potential to add significant new habitat through the creation of islands along the Sea Island foreshore could expand the diversity of the environment in the Middle Arm. The areas enhanced for their natural functions provide a river edge landscape that serves as a visual backdrop that contrasts with the urban sections of the river where people are encouraged to congregate. The City will work closely with the approving authorities to realize the Concept Plan.



**Habitat Inventory**  
 ■ First Order Habitat (Detailed Mapping)  
 ■ Riparian  
 ■ Tidal  
 ■ NULL (e.g. water or unvegetated riprap)

**Habitat Compensation Sites**  
 ■ FREMP Colour Ortho (2002)



#### Take Advantage of Existing and Potential Views

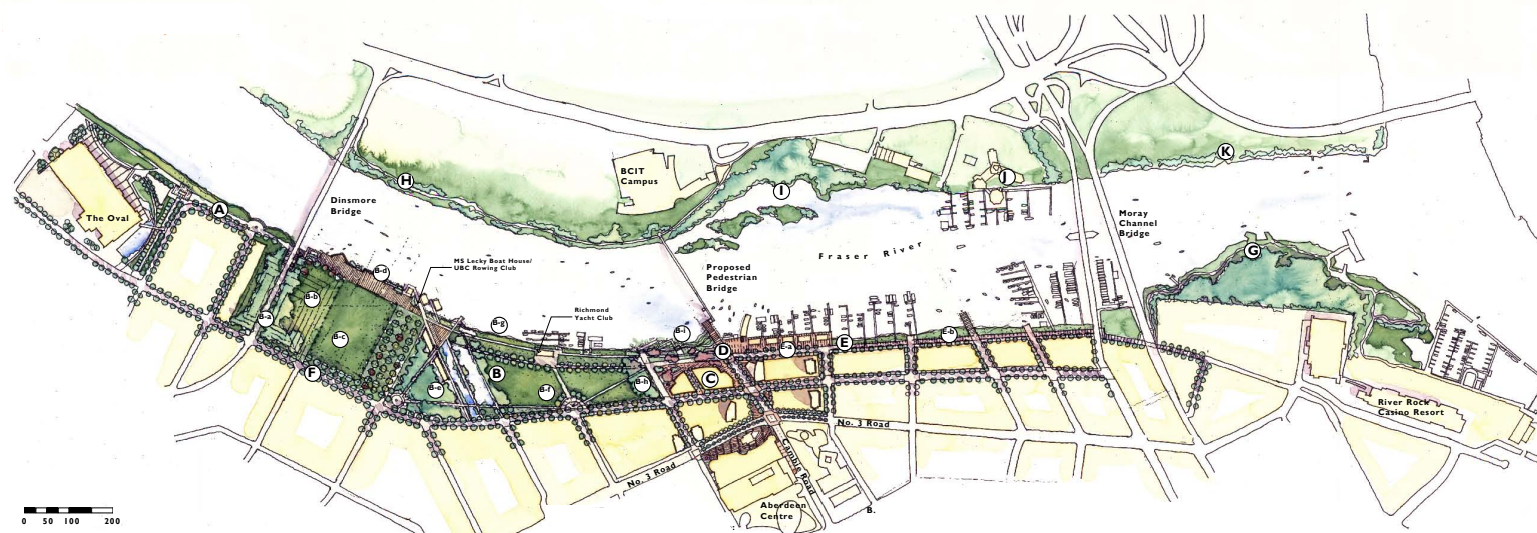
Ensure that views both from the City to the river and from river fronting open spaces back into the City are enhanced through the design process. A number of view enhancement opportunities exist including: views down streets to the river, views across the riverfront to the varied foreshore of Sea Island, chances to observe boats and maritime activities from the Dyke Trail, and potential locations for public art and amenities at highly visible places within view corridors.



## 4.0 Concept Descriptions

### 4.1 Overall Concept

The Renaissance of the Middle Arm responds to the new opportunities of the Richmond Oval, new and intensive residential development including the Oval West area, the Canada Line and the resulting Transit-Oriented Villages that it makes possible, and many other recent initiatives reflected in the City Centre Area Plan process. The River is recognized as the focus for public park, open space, entertainment, and cultural amenities that will serve the expanding population of residents, workers, and shoppers in the City Centre. Envisioning the waterfront as a series of great places linked by a continuous pedestrian walkway system supports Richmond as the Island City by Nature by integrating festivals and activities into the riverfront.



## 4.2 Olympic Gateway West

The Olympic Gateway West contains the Olympic Oval and the surrounding future development to create an intensified urban node.

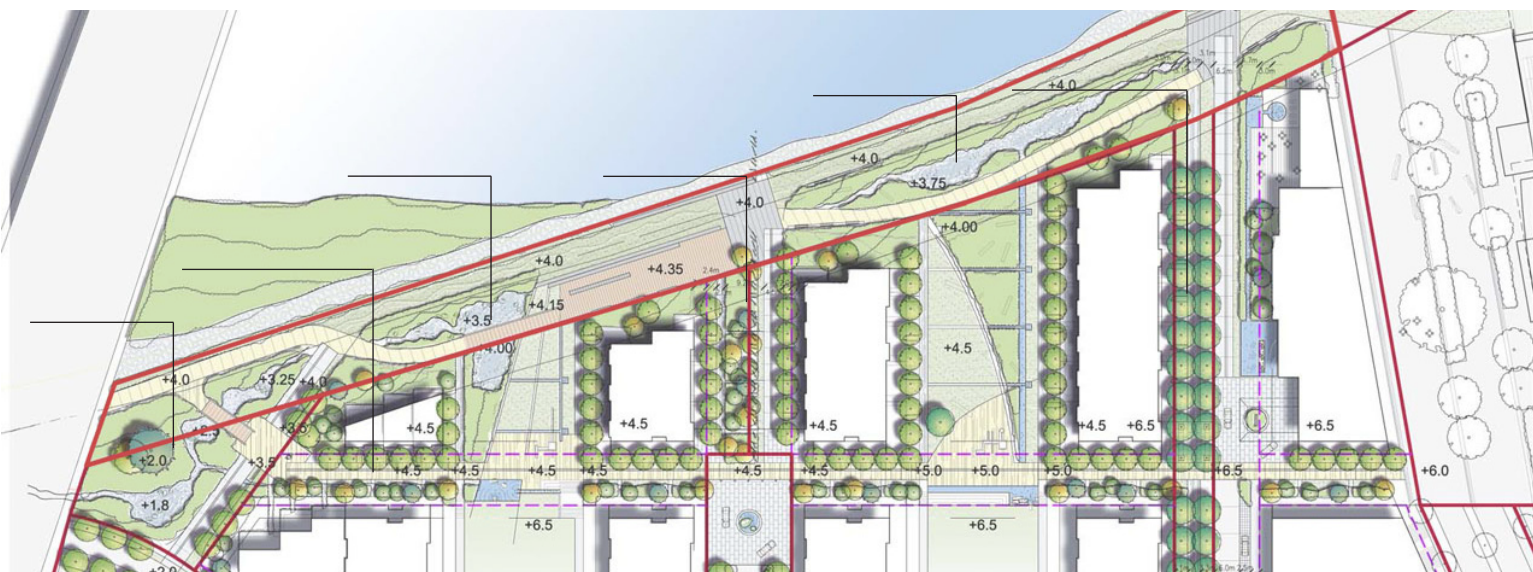
### A. The Oval

The City's vision for the Oval is stated as: "A unique destination that serves as a dynamic international gathering place and an outstanding centre of excellence for sports and wellness at the heart of an exciting urban waterfront." The outdoor spaces are designed to invite people to the waterfront for daily enjoyment, to watch boat races and other water-based spectacles, and to enjoy special events and celebrations for up to several thousand participants.



### B. Oval Site West

The intent of the landscape concept for the Oval Site West is to provide a transition from the active, civic, formal and urban character of the Olympic Oval to the quiet, pastoral and naturalized landscape existing between No. 2 Road Bridge and Terra Nova Park. The landscape concept integrates the public realm of the waterfront park along the dyke with the residential use and programming of the upland.



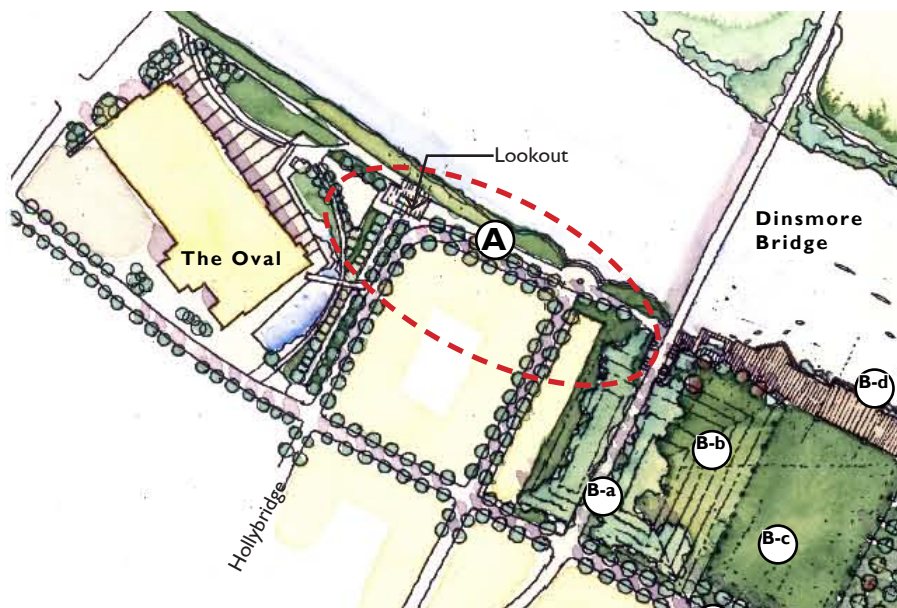
### 4.3 Elements of the Middle Arm Concept Plan

The distinctive sub-areas of the concept are described below with reference to the illustration in Section 5.0.

#### A. International Destination Zone: Oval to Dinsmore Bridge

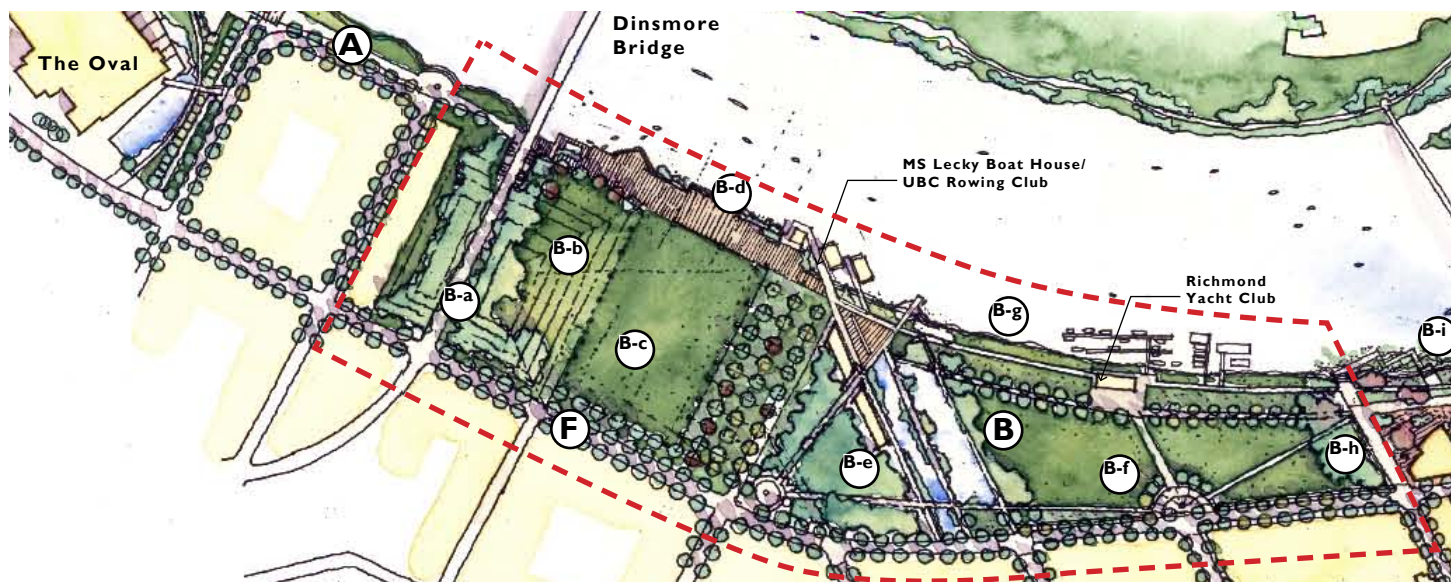
A potential location for a lookout over the river is identified at the foot of the Hollybridge Canal. A lookout would provide opportunities for panoramic views over the river and an excellent venue to watch the start or finish of boat races. It would facilitate access for the public to launch non-motorized small boats from vehicles to open, protected water. It could be further enhanced as a gathering place with adjacent food services and related retail.

Between the foot of Hollybridge and the west side of the Dinsmore Bridge, is an area that will be redeveloped to respond to the new opportunities along the riverfront and in the City Centre.

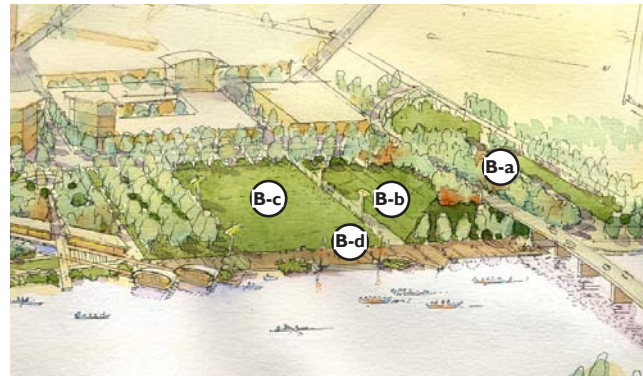


#### B. Middle Arm City Park and Boaters' Row

A new City Park will be created between the Dinsmore Bridge and the foot of Browngate Road along the riverfront of the Middle Arm. The relocated River Road on the old CP right-of-way will form the southern edge with a green, treelined streetscape. The character of the river's edge will respond to the functional needs of community water-based recreation users, the John M. S. Lecky Boathouse for the UBC Rowing Club, and the Richmond Yacht Club will an urban edge incorporating tiered seating opportunities where races will be staged - between the foot of Hollybridge and the RYC docks.



Subareas in the park will include (from west to east):



**B-a. Green Gateway**

The topography of the park will be elevated towards the Dinsmore Bridge to improve pedestrian and cyclist access between the park and the bridge. Dense tree groves will be planted at the top of the hills adjacent to the bridge to create a green canopy and gateway for visitors entering Richmond via Dinsmore Bridge.

**B-b. Observation Hill**

The elevated slope east of Dinsmore Bridge will be oriented toward the rowing course with potential seating for many spectators and enhanced views over the river. On the rare occasions when it snows in the City, local residents will be able to toboggan down this hillside into the park.



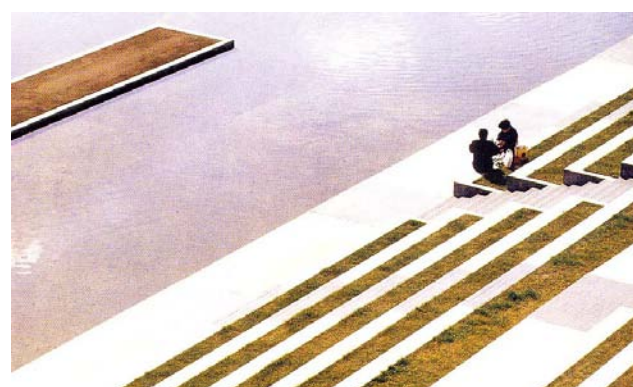
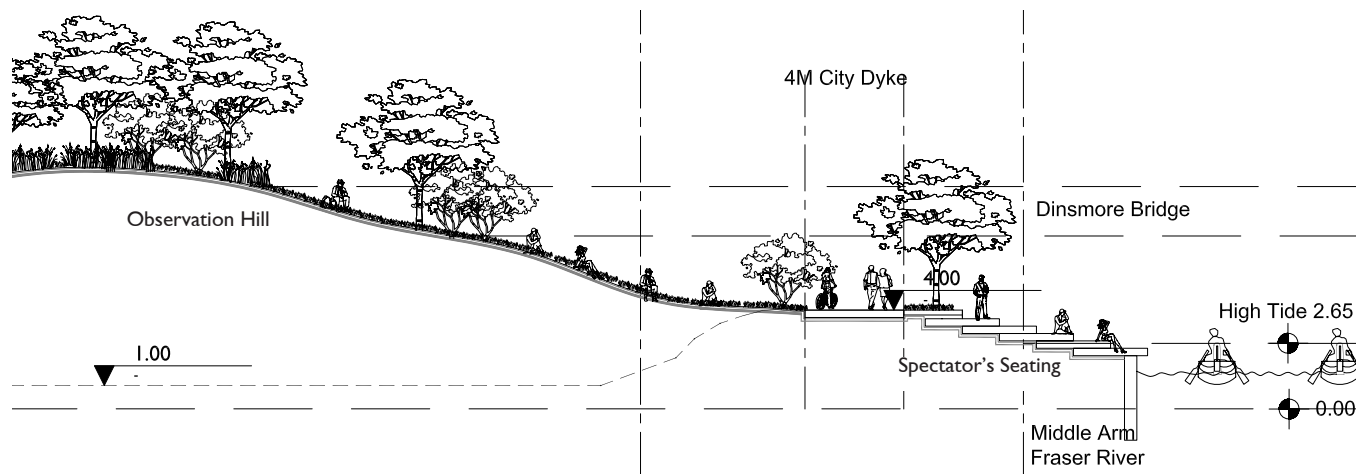
**B-c. Festival Field**

Upland from the area for community water-based recreation, the park will be planned to readily accommodate large gatherings, especially those associated with dragon boat and crew races. Provision will be made within the park design for event staging including places for temporary structures, water and ample electric supply, and equipment storage. Water-based facilities will support a range of non-motorized boating activities, festivals and special events.

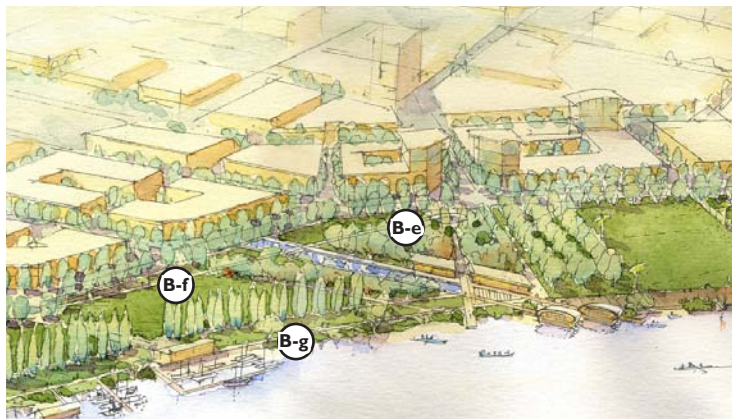
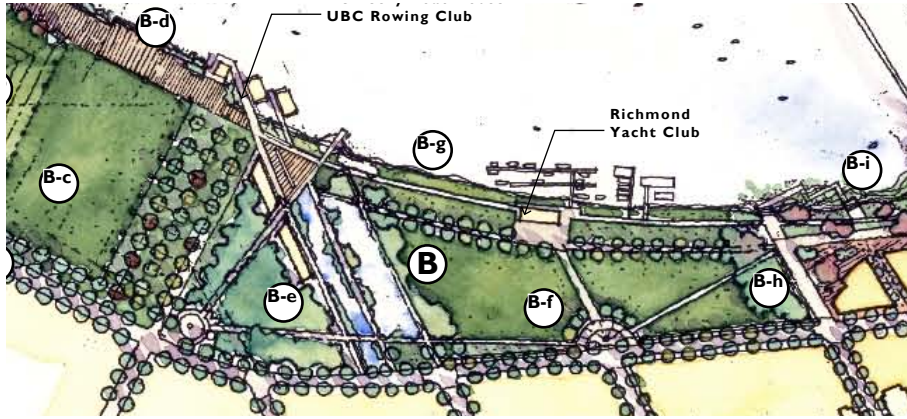


**B-d. Spectator's Seating**

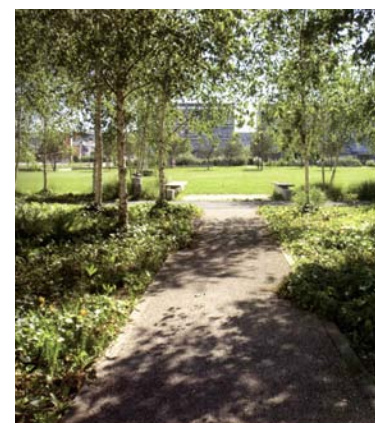
From the foot of the Dinsmore Bridge to the John M. S. Lecky Boathouse for the UBC Rowing Club, there will be a boardwalk area with stepped seating along the river's edge. These seating edges will accommodate spectators for boat racing as well as provide seating opportunities for everyday recreation.



- B-e. **Wetland / Native Forest / Habitat Area**  
 Located east of the Festival Field, a wetland area with channels and native vegetations will provide valuable areas for stormwater management and wildlife habitat. It also provides educational and passive recreational opportunities for the community.



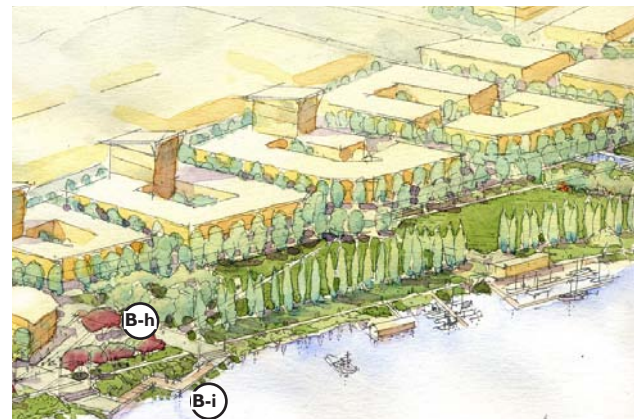
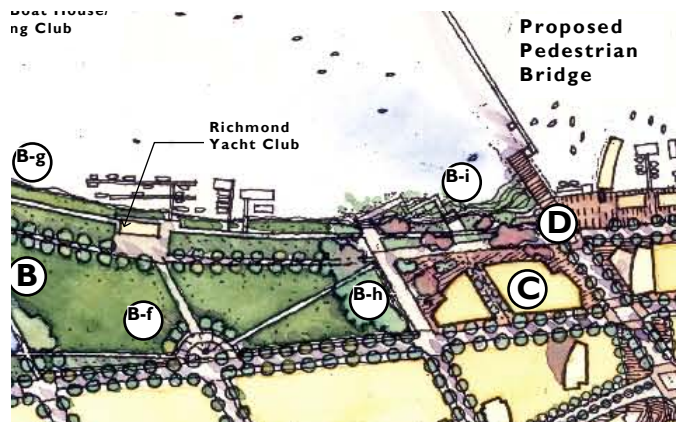
- B-f. **Open Green Field / Meadow**  
 Away from the river's edge, an open field with meadow grasses and specimen trees will be developed for active and passive recreation uses to suite the needs of the community including informal open space and playgrounds for children.



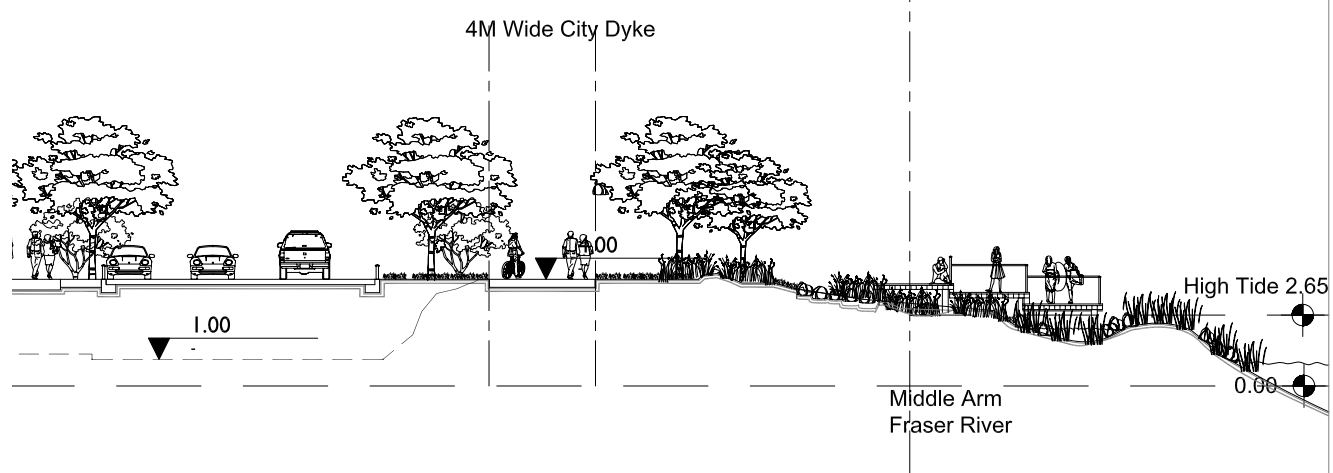
- B-g. **Public Walkway / Rowing Facilities**  
 A continuous paved public walkway will be located adjacent to the water's edge to support various recreational activities as well as to provide access to various rowing facilities along the water edge including the John M. S. Lecky Boathouse for the UBC Rowing Club, and the Richmond Yacht Club and other community rowing facilities.



**B-h. Cultural Plaza**  
 The east edge of Middle Arm City Park will abut the planned cultural / shopping destination at the foot of Cambie Road. It will be designed as social space along the river and outdoor places onto which activities in the centre can spill outside and engage the park, including outdoor theatre and art in the park.

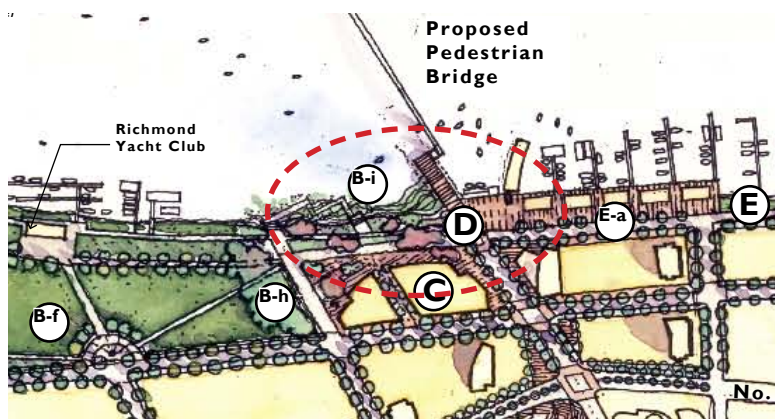


**B-i. Naturalized Riverfront**  
 East of the Richmond Yacht Club, there is an opportunity to enhance a section of the riverfront as habitat since it is beyond the area that will be used for boat races. In this area, the public will be offered a place to enjoy the river ecology and escape the urban character of the City Centre.



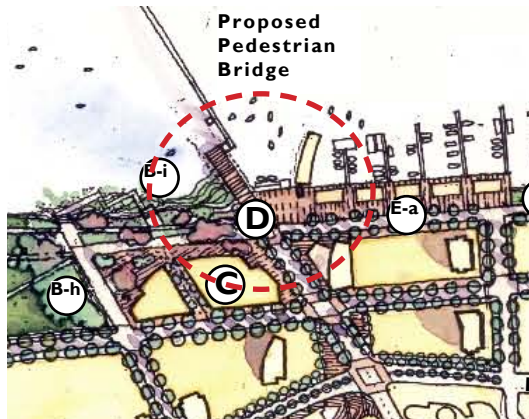
**C. Cultural / Shopping Destination**

As with the need for additional park space that is generated by population growth of the City Centre, there are also requirements for new commercial and cultural destinations. Again the preferred location for these new facilities is the riverfront, in proximity to parks, greenways, pedestrian/cyclist connections, and transit. A complete program for a cultural and commercial centre will emerge through community consultation but will likely combine specialized cultural facilities with retail and food services -- all with strong indoor / outdoor relationships that capitalize on the riverfront site and its proximity to the Aberdeen Transit Village on the Canada Line. Shopping, arts and cultural, and possibly recreational activities at ground level will contribute to the plaza by creating active edges.



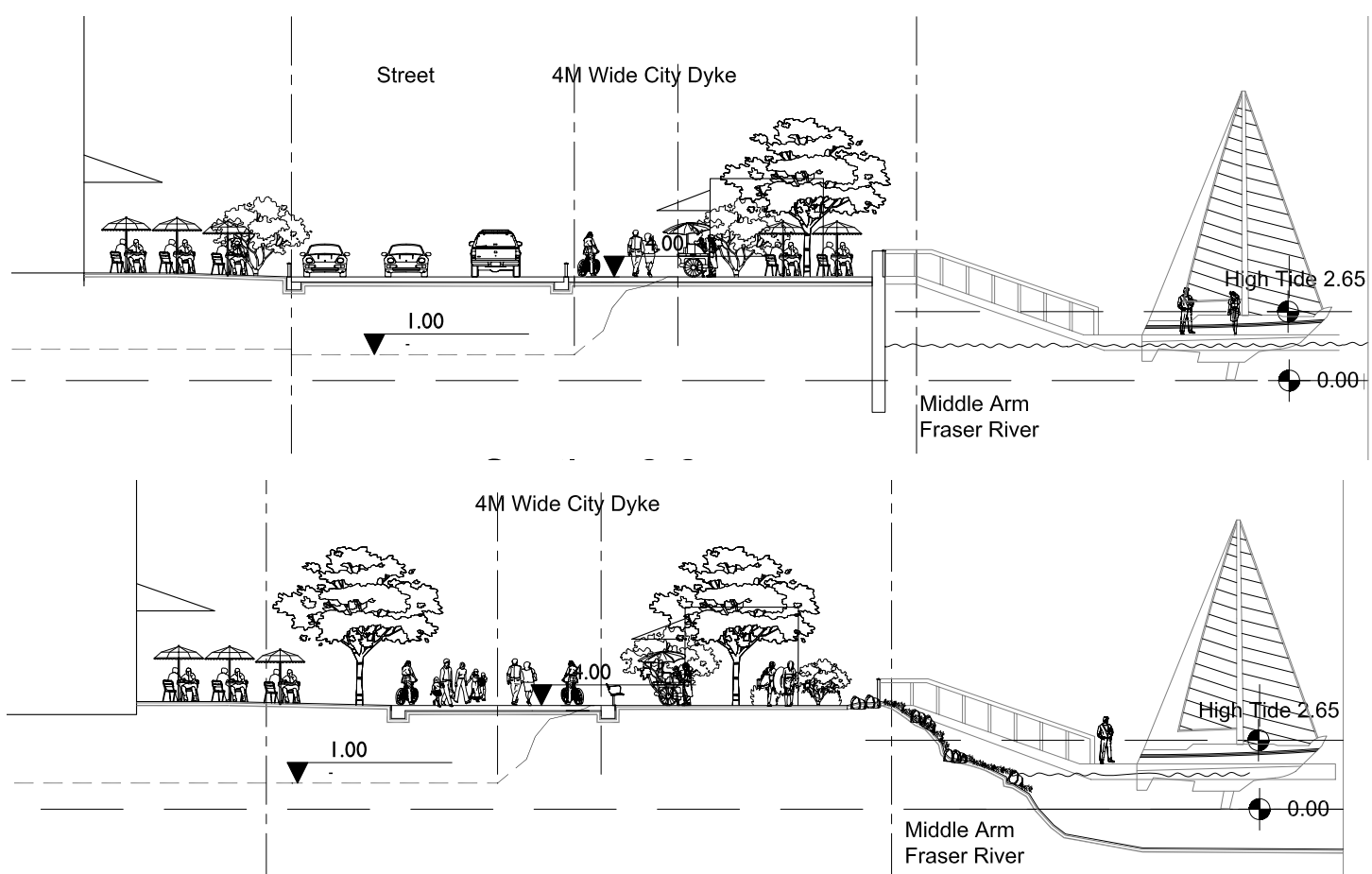
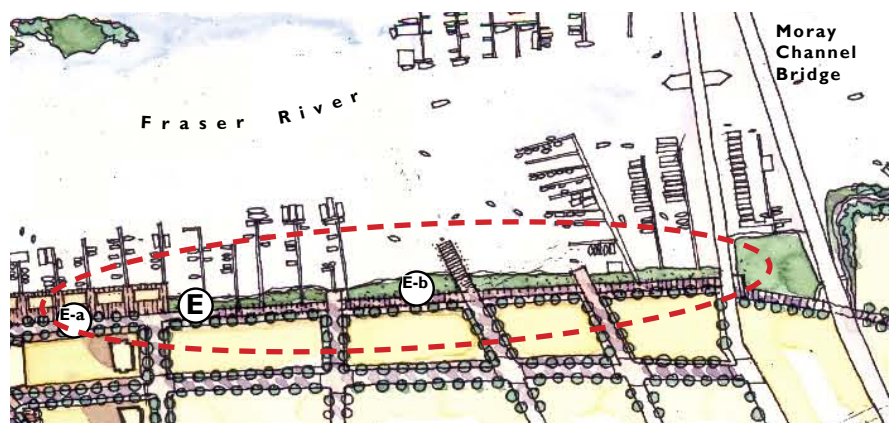
## D. Aberdeen Village Square & Pedestrian Bridge

The right-of-way of Cambie Road has the potential to be redeveloped as a landmark public open space that will be the hub of urban life once River Road is relocated to its future alignment. This space will be animated with programming from the adjacent cultural / shopping destination with both daily activities and special events, including market days and performances, and with public edges with retail and restaurant uses. Other design elements are a pedestrian bridge to Sea Island, with views over the river and the boating venue, and a pier to facilitate small boat access.



## E. Maritime Mews

The concept of the Maritime Mews is intended to build on the already established character and mix of marine-related activities along the riverfront between Cambie Road and the Moray Channel bridges. Like the maritime side of Granville Island, maritime retail and light industrial uses will provide a lively and interesting environment for walking, shopping, eating, and entertainment. This section of the river welcomes motorized boat traffic and therefore has a wider variety of water borne activities for people to observe from shore and the adjacent bridges. Due to the need for vehicular access to the waterfront in this area, the idea of people and cars sharing space on a promenade is also adapted from Granville Island.

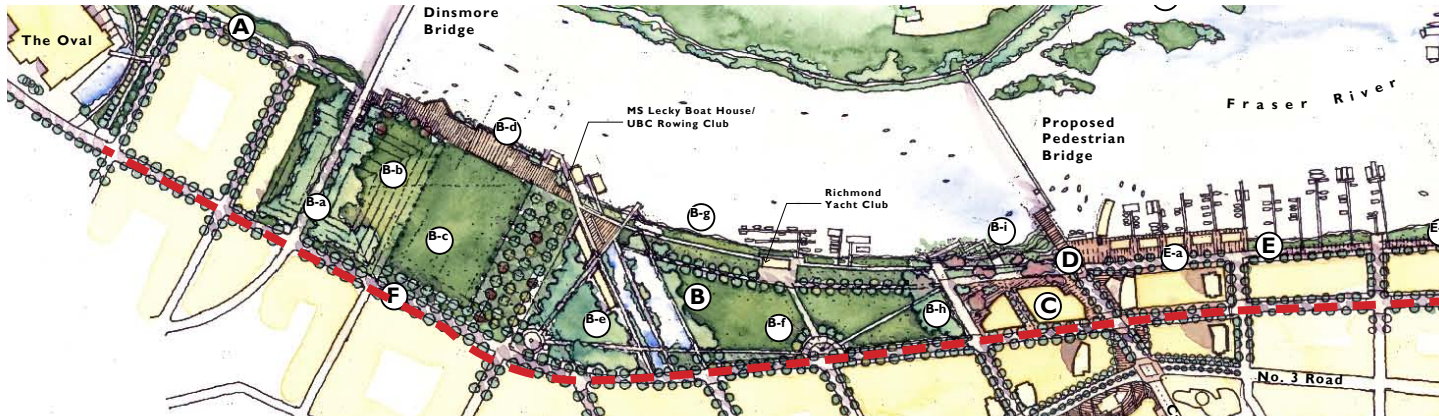




## G. River Road

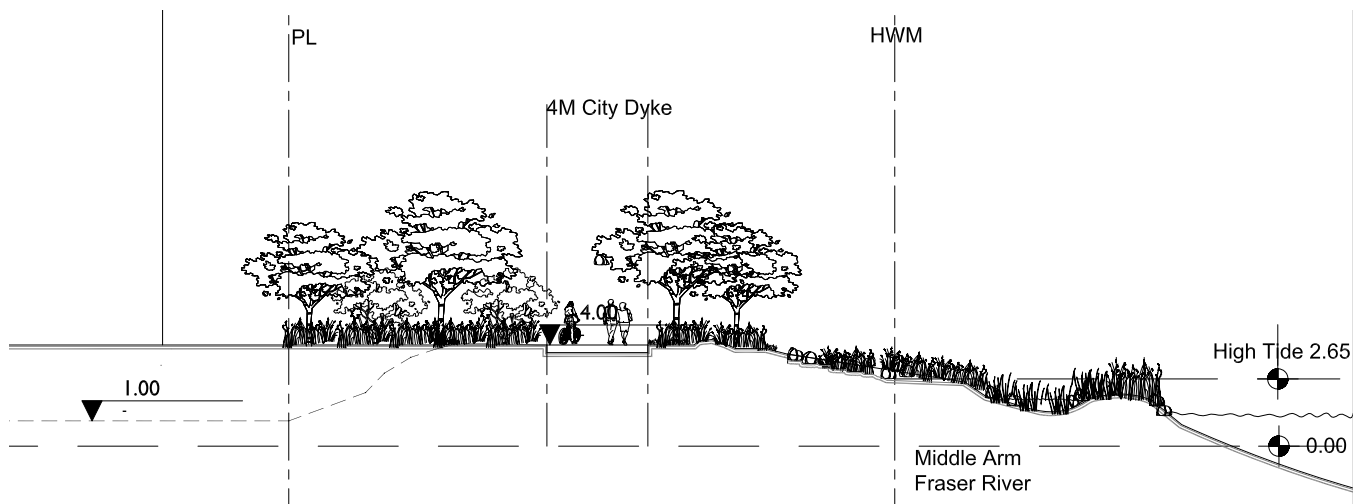
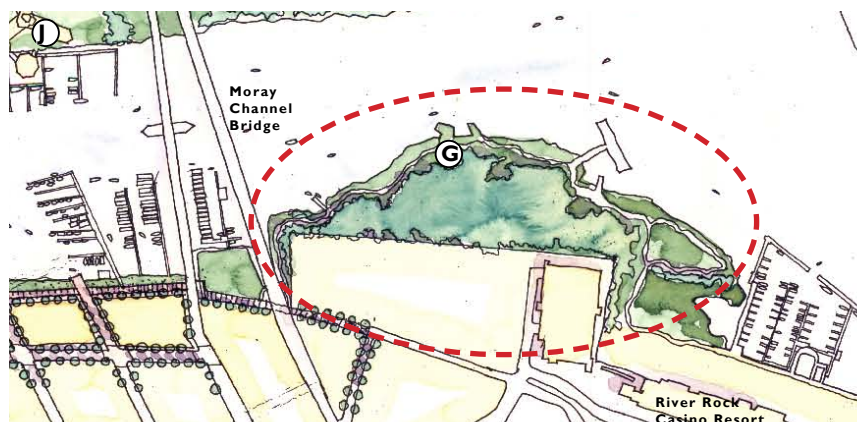
River Road will be rebuilt on the old CP Rail right-of-way. The details of its streetscape design are evolving through work on the Oval and Oval West sites. This Plan conceptualizes the section of River Road between the Oval and the foot of Cambie as a green parkway lined with trees. The buildings lining it on its east side will be commercial and office buildings due to the restrictions on residential use in the vicinity of the airport.

North of Cambie, River Road will be fronted on both sides by residential and mixed use buildings and will therefore have a character that is suited to a residential neighbourhood with maritime design influences.

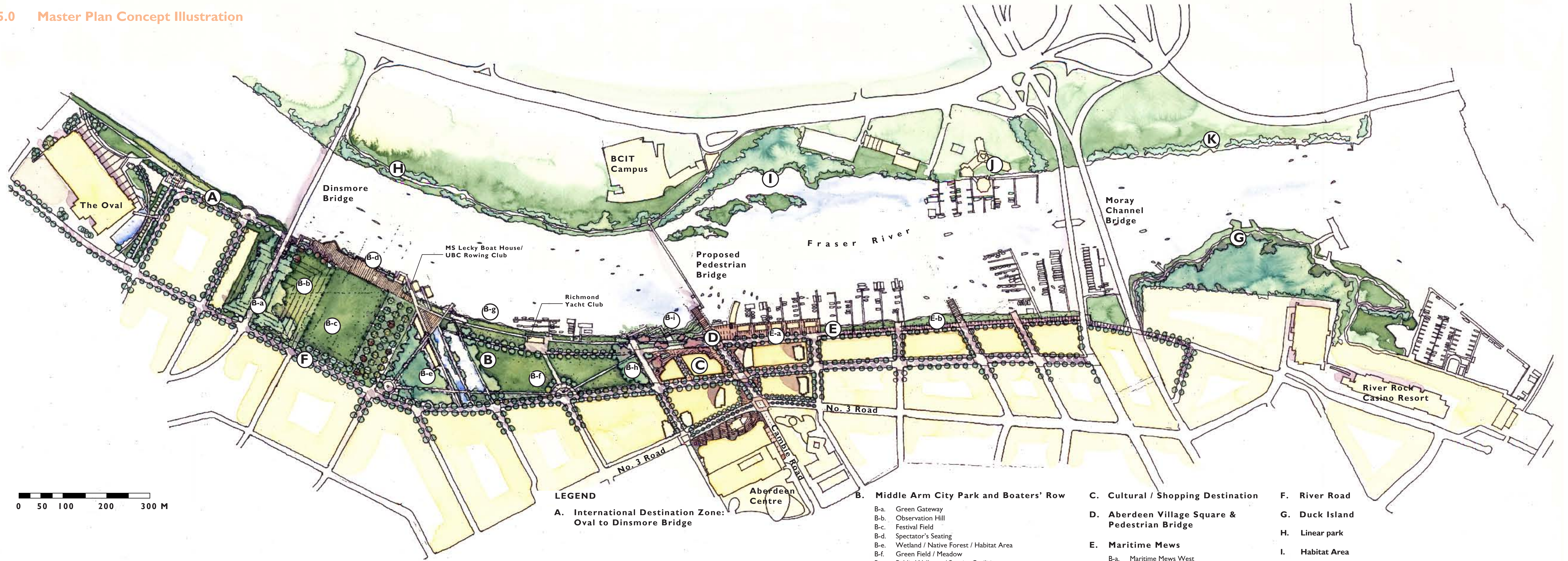


## F. Duck Island

North of the Moray Channel bridges, the riverfront character is envisioned to make a transition from active, urban, marine-related uses to a re-naturalized and environmentally-rich foreshore. The public will be invited into this area to enjoy nature as a contrast to the surrounding urban development through a network of walking trails.



5.0 Master Plan Concept Illustration



**LEGEND**

**A. International Destination Zone:  
Oval to Dinsmore Bridge**

**B. Middle Arm City Park and Boaters' Row**

- B-a. Green Gateway
- B-b. Observation Hill
- B-c. Festival Field
- B-d. Spectator's Seating
- B-e. Wetland / Native Forest / Habitat Area
- B-f. Green Field / Meadow
- B-g. Public Walkway / Rowing Facilities
- B-h. Cultural Plaza
- B-i. Naturalized Riverfront

**C. Cultural / Shopping Destination**

**D. Aberdeen Village Square &  
Pedestrian Bridge**

**E. Maritime Mews**

- B-a. Maritime Mews West
- B-b. Maritime Mews East

**F. River Road**

**G. Duck Island**

**H. Linear park**

**I. Habitat Area**

**J. Existing Marina/ maritime walk**

**K. Green/natural edges**

## Bird's Eye Perspective Sketch



## 6.0 Implementation Focus

Implementation of the Middle Arm Concept Plan will be complex and extend over many years. Some of the components of the plan require the relocation of River Road, private development projects, and land acquisition by the City before they can proceed. Three initial steps are recommended:

### 6.1 Endorsement of the Concept

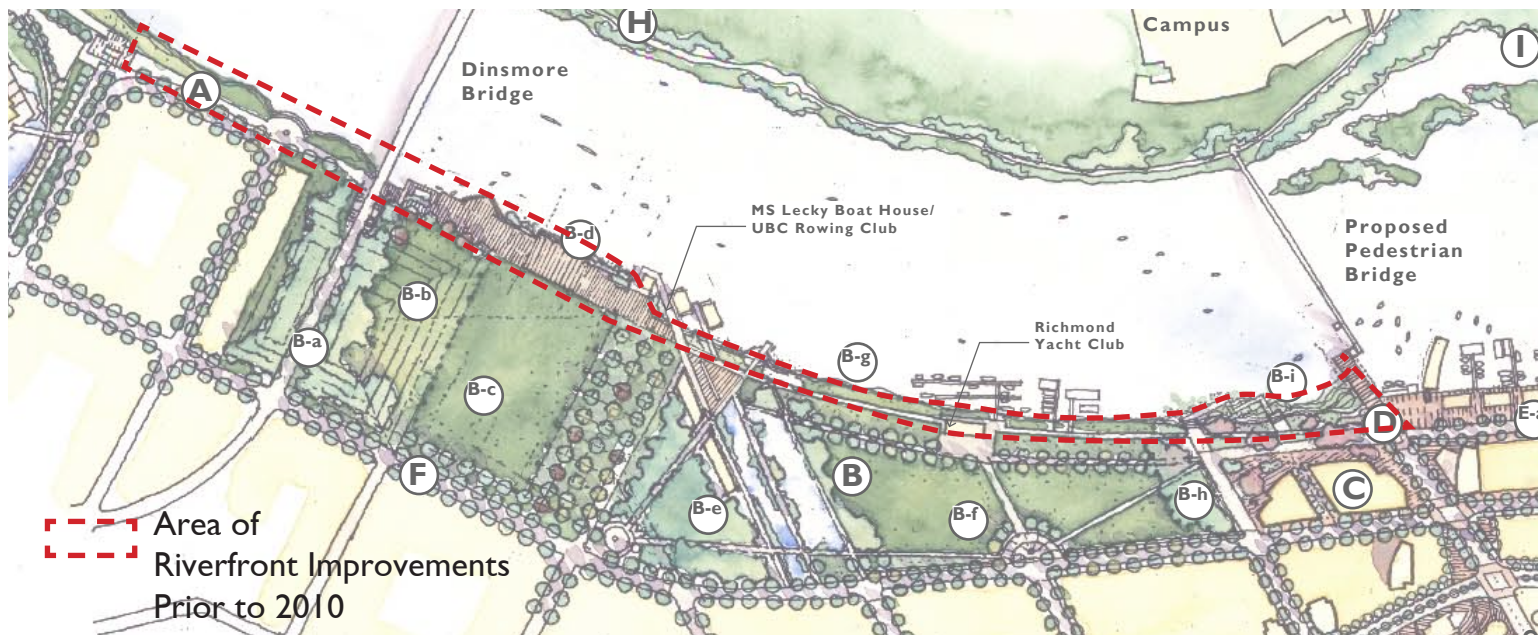
The Middle Arm Concept should be reviewed and then endorsed by City Council as a general guide to future open space and park development, recognizing that the process of implementation will necessitate changes to adapt the plan to new opportunities and constraints.

### 6.2 Park Acquisition Strategies

The City should investigate the process that will be used to acquire lands, currently in private ownership, in the area of the proposed major City Centre park along the waterfront to the north of the Dinsmore Bridge. Acquisition strategies will be developed as part of the CCAP Implementation Strategies in 2007.

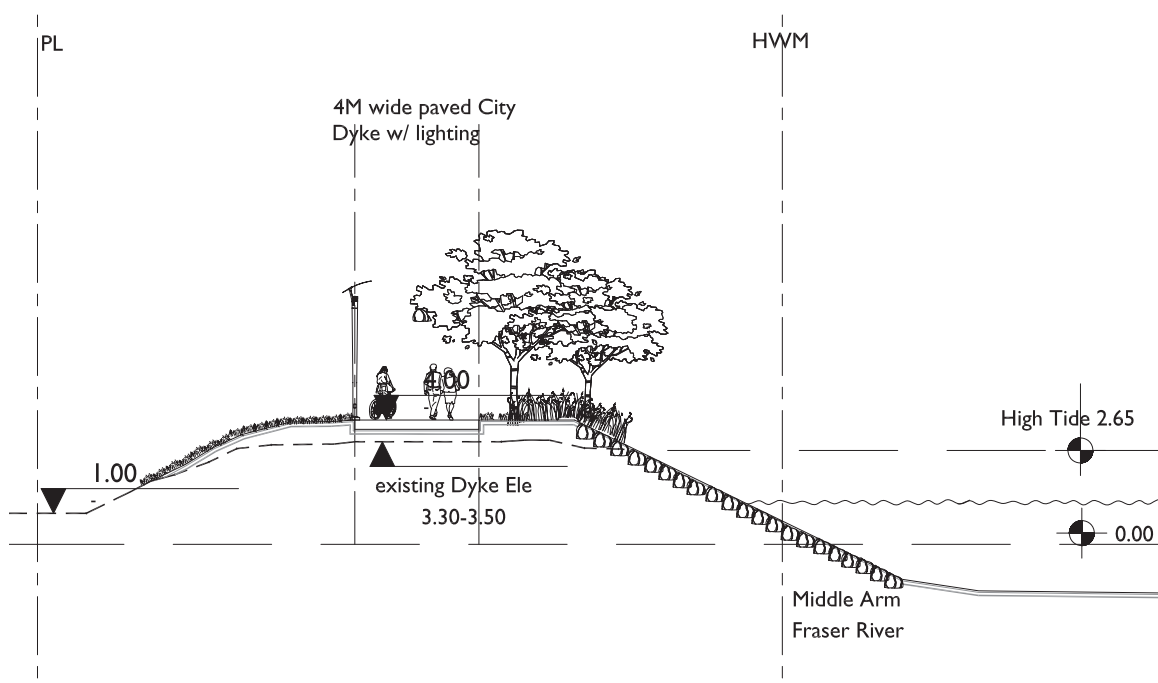
### 6.3 Riverfront Improvements 2007 to 2009

The first phase of open space improvements along the Middle Arm is identified as focusing on the riverfront to the north of the existing River Road alignment between the Oval site and the foot of Cambie Road.

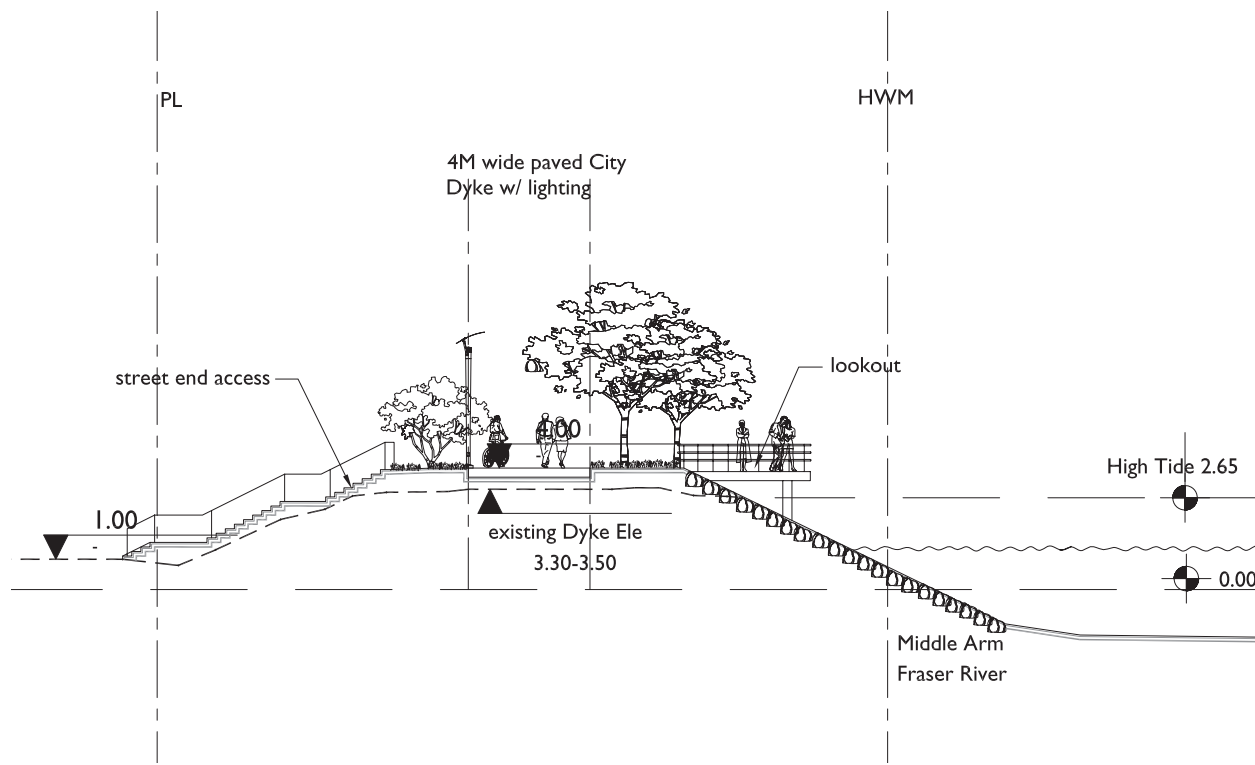


The objectives of the detailed design for this first phase of construction should include:

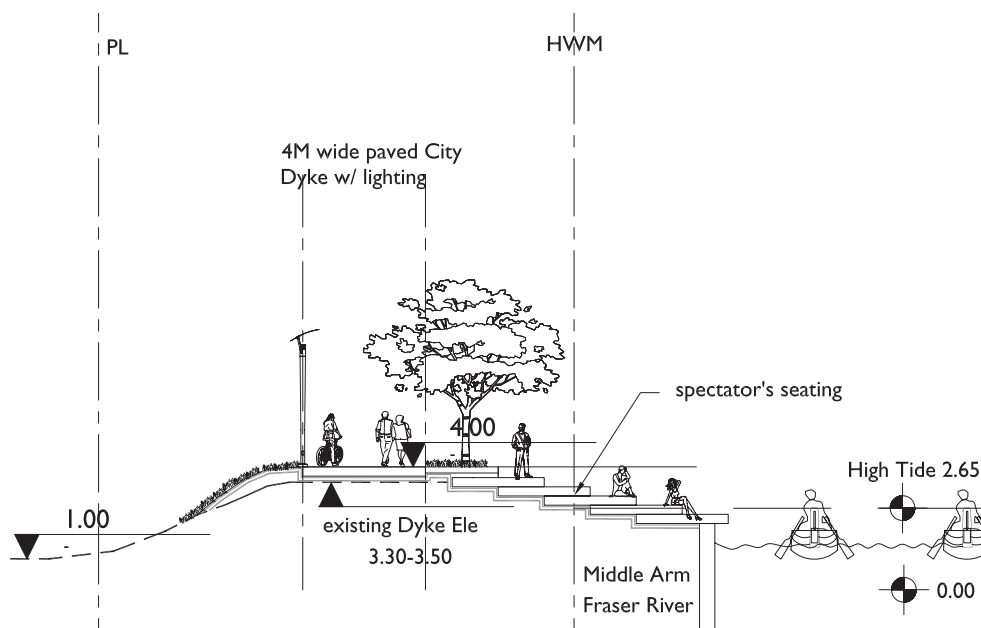
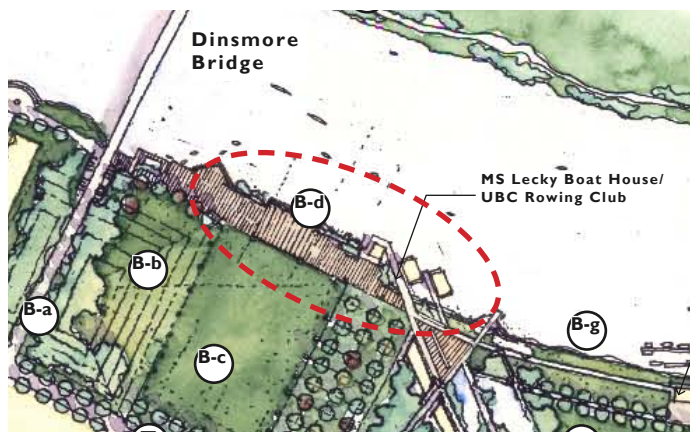
- Public consultation in 2007
- Strengthening the connection to No.3 Road and the Aberdeen Canada Line Station.
- Raising the elevation of the dyke to 4.0 meters
- Providing a continuous paved pedestrian and cyclist route with a minimum width of 4.0 meters with nighttime lighting



- Construction of some dyke-top improvements to set the stage for future open space developments and street-end connections



- Creation of some of the social places along the waterfront as identified in the concept including some tiered seating as part of the Boating Festival venue for sitting and watching boating events as well as informal enjoyment of the waterfront on a daily basis.



## **6.4 Middle Arm Open Space Development 2010 to City Centre Build-Out**

Post 2010 implementation will address:

- Assembling lands for the Middle Arm City Park and construction of upland facilities
- Relocation of River Road to the CP Right-of-Way and improvement for pedestrians and cyclists on the old road alignment
- Implementation of the Aquabus system, including supporting facilities
- Building the pedestrian bridge from the end of Cambie Road to Sea Island.