



City Council

**Council Chambers, City Hall
6911 No. 3 Road**

**Monday, July 9, 2012
7:00 p.m.**

CNCL
Pg. #

ITEM

MINUTES

1. Motion to adopt:

(1) the minutes of the Regular Council Meeting held on Monday, June 25, 2012 (distributed previously); and

CNCL-7

(2) the minutes of the Special Council Meeting held on Tuesday, July 3, 2012.



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

2. Motion to resolve into Committee of the Whole to hear delegations on agenda items.



3. Delegations from the floor on Agenda items.

(PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED; OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS.)

CNCL
Pg. #

ITEM

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

(PLEASE NOTE THAT ITEMS APPEARING ON THE CONSENT AGENDA WHICH PRESENT A CONFLICT OF INTEREST FOR COUNCIL MEMBERS MUST BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED SEPARATELY.)

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- 2012 City Grant Program Review
- Experience the Fraser Concept Plan Overview
- Terra Nova Play Environment Concept Plan
- City Hall Catering
- Basic Universal Housing Features – Zoning Bylaw Amendment

5. Motion to adopt Items 6 through 11 by general consent.



6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-11 (1) *the General Purposes Committee meeting held on Tuesday, July 3, 2012;*
- CNCL-15 (2) *the Parks, Recreation & Cultural Services Committee meeting held on Tuesday, June 26, 2012;*
- CNCL-25 (3) *the Planning Committee meeting held on Wednesday, July 4, 2012;*
be received for information.



CNCL ITEM
Pg. #

Consent
Agenda
Item

7. **2012 CITY GRANT PROGRAM REVIEW**
(File Ref. No. 03-1085-01/2012-Vol 01) (REDMS No. 3520616)

CNCL-27

See Page CNCL-27 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the City Grant Policy 3712 be amended as indicated in Attachment 4 of the staff report dated June 20, 2012 titled 2012 City Grant Program Review, with a further amendment so that Part (8) reads “Applicants may receive only one grant per year”.

CNCL-42

NOTE: See page CNCL-42 for Revised Policy as per General Purposes Committee Recommendation



Consent
Agenda
Item

8. **EXPERIENCE THE FRASER CONCEPT PLAN OVERVIEW**
(File Ref. No. 06-2400-01) (REDMS No. 3545962)

CNCL-45

See Page CNCL-45 for full report

PARKS, RECREATION & CULTURAL SERVICES COMMITTEE RECOMMENDATION

That the Experience the Fraser: Lower Fraser River Corridor Project Concept Plan as described in Attachment 1 of the staff report titled Experience the Fraser Concept Plan Overview, dated May 31, 2012 from the General Manager, Parks and Recreation, be endorsed as a regionally beneficial initiative.



Consent
Agenda
Item

9. **TERRA NOVA PLAY ENVIRONMENT CONCEPT PLAN**
(File Ref. No.) (REDMS No. 3547707)

CNCL-111

See Page CNCL-111 for full report

PARKS, RECREATION & CULTURAL SERVICES COMMITTEE RECOMMENDATION

That the Terra Nova Play Environment Concept Plan as detailed in the staff report dated June 5, 2012 from the General Manager, Parks and Recreation be approved for implementation.



CNCL ITEM
Pg. #

Consent
Agenda
Item

10. **CITY HALL CATERING**
(File Ref. No.) (REDMS No.)

CNCL-22

See Page CNCL-22 for details
(Community Safety Committee Minutes)

PARKS, RECREATION & CULTURAL SERVICES COMMITTEE
RECOMMENDATION

- (1) *That staff examine the City's current contract with the caterer at City Hall and determine the feasibility of implementing mandatory use of biodegradable take-out products; and*
- (2) *That the contract for the City Hall caterer be brought before Council prior to the tendering process.*

☐

Consent
Agenda
Item

11. **BASIC UNIVERSAL HOUSING FEATURES – ZONING BYLAW AMENDMENT**
(File Ref. No.) (REDMS No. 3529834)

CNCL-129

See Page CNCL-129 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8736 be introduced and given first reading.

☐

CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

12. *Motion to resolve into Committee of the Whole to hear delegations on non-agenda items.*

☐

CNCL
Pg. #

ITEM

Anthony Marr to speak to Council about considering a Shark Fin Ban in Richmond.

13. *Motion to rise and report.*

☐

RATIFICATION OF COMMITTEE ACTION

☐

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-141

Traffic Bylaw No. 5870, Amendment **Bylaw No. 8829**
Opposed at 1st/2nd/3rd Readings – None.

☐

CNCL-143

Parking (Off-Street) Regulation Bylaw No. 7403, Amendment **Bylaw No. 8830**
Opposed at 1st/2nd/3rd Readings – None.

☐

CNCL ITEM
Pg. #

CNCL-145 Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment **Bylaw No. 8831**
Opposed at 1st/2nd/3rd Readings – None.

☐

ADJOURNMENT

☐



Special Council Meeting

Monday, June 25, 2012

Time: 4:00 p.m.

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Linda Barnes
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Acting Corporate Officer – Gail Johnson

Call to Order: Mayor Brodie called the meeting to order at 4:00 p.m.

RES NO. ITEM

RICHMOND OLYMPIC OVAL CORPORATION

1. **UNANIMOUS CONSENT RESOLUTIONS OF THE SHAREHOLDER OF RICHMOND OLYMPIC OVAL CORPORATION**
(File Ref. No.:) (REDMS No.)

SP12/4-1 It was moved and seconded
RESOLVED THAT:

- (1) *the Shareholder acknowledges and confirms the previous receipt of financial statements of the Company for the period from January 1, 2011 to December 31, 2011, together with the auditor's report on such financial statements, which financial statements were approved by the Company's board of directors on April 27, 2012 and presented to the Shareholder at the Finance Committee meeting of Richmond City Council on June 4, 2012;*



Special Council Meeting
Monday, June 25, 2012

RES NO. ITEM

(2) *the number of directors of the Company is hereby fixed at a maximum of 10;*

(3) *The shareholder acknowledges that the following directors are currently serving a 2 year term and will continue to serve as directors for the coming year:*

Edward Michael O'Brien

Dennis Skulsky

Moray Keith

George Duncan

(4) *in accordance with Article 14.1 of the Company's Articles, the following persons, each of whom has consented in writing to act as a director, are hereby elected as directors of the Company, to hold office for the term ending immediately prior to the election or appointment of directors at the annual general meeting of the Company held in the year set out opposite their name below:*

<i>Name</i>	<i>Term</i>
<i>Linda Sanderson</i>	<i>2013</i>
<i>Victor John Farmer</i>	<i>2013</i>
<i>Umendra Mital</i>	<i>2014</i>
<i>Wayne Duzita</i>	<i>2014</i>

(5) *KPMG LLP be appointed as auditors of the Company until the next annual reference date of the Company or until a successor is appointed, at a remuneration to be fixed by the directors;*

(6) *the 2011 Annual Report of the Company is hereby received; and*

(7) *June 25, 2012 be and is hereby selected as the annual reference date for the Company for its current annual reference period.*

CARRIED

ADJOURNMENT

SP12/4-2

It was moved and seconded
That the meeting adjourn (4:11 p.m.).

CARRIED



Special Council Meeting
Monday, June 25, 2012

RES NO. ITEM

Certified a true and correct copy of the
Minutes of the Special Meeting of the
Council of the City of Richmond held on
Monday, June 25, 2012.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer (Gail Johnson)



General Purposes Committee

Date: Tuesday, July 3, 2012

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Absent: Councillor Linda Barnes

Call to Order: The Chair called the meeting to order at 4:00 p.m.

AGENDA DELETIONS

It was moved and seconded

That Item No. 2, Partnership with FortisBC to Utilize and Promote Renewable Natural Gas from the Lulu Island Waste Treatment Plant, be deleted from the agenda.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Tuesday, May 22, 2012, be adopted as circulated.

CARRIED

General Purposes Committee

Tuesday, July 3, 2012

1. **2012 CITY GRANT PROGRAM REVIEW**

(File Ref. No. 03-1085-01/2012-Vol 01) (REDMS No. 3520616)

A brief discussion ensued concerning applicants who apply for more than one of the three grant programs per year on the understanding that applicants may be eligible to receive only one City Grant.

Discussion also took place about grant writing, and requests for emergency funding. It was noted that applicants may submit an application to City Council at any time should an emergency need develop.

It was moved and seconded

That the City Grant Policy 3712 be amended as indicated in Attachment 4 of the staff report dated June 20, 2012 titled 2012 City Grant Program Review, with a further amendment so that Part (8) reads "Applicants may receive only one grant per year".

CARRIED

2. **PARTNERSHIP WITH FORTISBC TO UTILIZE AND PROMOTE RENEWABLE NATURAL GAS FROM THE LULU ISLAND WASTE TREATMENT PLANT**

(File Ref. No. 10-6600-10-01/2012-Vol 01) (REDMS No. 3495055)

This matter was deleted from the agenda.

3. **REFERRAL REPORT ON RIVER ROAD TRUCK PARKING AND APPLICATION BY VIRDI PACIFIC HOLDINGS LTD. FOR A ZONING TEXT AMENDMENT TO THE LIGHT INDUSTRIAL (IL) ZONING DISTRICT AT 16540 RIVER ROAD**

(File Ref. No.: 12-8060-20-8908, ZT 12-610945) (REDMS No. 3562603, 2303774, 3527767, 3562603, 3563297)

Brian J. Jackson, Director of Development, provided a detailed history associated with the application by Viridi Pacific Holdings Ltd. A discussion then ensued about:

- the rationale for the recommendation to remove the restrictions previously placed on commercial vehicle parking at 16540 River Road, to a maximum cap of 40 trucks, which had to be comprised of trucks that transported agricultural produce from a farm operation in Richmond;
- the existing restriction that does not permit parking of truck trailers with integrated heating/cooling units. It was noted that this restriction will remain in place;
- specific traffic and access control measures to restrict vehicle movements to and from the subject site; and
- the need for suitable locations to park dump trucks in Richmond.

General Purposes Committee

Tuesday, July 3, 2012

It was moved and seconded

- (1) *That Bylaw No. 8908, to amend the "Light Industrial (IL)" zoning district to remove commercial vehicle parking and storage restrictions related to maximum number of vehicles, linkage to a Richmond agricultural operation and prohibition of dump trucks, be introduced and given first reading; and*
- (2) *That Bylaw No. 8908 be considered at Public Hearing to be held on July 16, 2012 at 7:00 pm in the Council Chambers of Richmond City Hall, and the area of notification be expanded to include the 17000 and 18000 blocks of River Road.*

The question on the motion was not called, as Committee members provided their comments on: (i) the historical designation of the site as agricultural land; (ii) traffic in the area; and (iii) the commercial value of the trucking industry.

The question on the motion was then called and it was **CARRIED** with Cllr. Harold Steves opposed.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:43 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Tuesday, July 3, 2012.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office



Parks, Recreation & Cultural Services Committee

Date: Tuesday, June 26, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Ken Johnston
Councillor Linda Barnes
Councillor Evelina Halsey-Brandt
Councillor Bill McNulty

Also Present: Councillor Chak Au
Councillor Linda McPhail

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, May 29, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, July 24, 2012 (tentative date) at 4:00 p.m. in the Anderson Room.

PRESENTATIONS

1. (1) Sharon Bulger, Facility & Program Manager, UBC Boathouse, to provide an update on the Boathouse's activities.

Parks, Recreation & Cultural Services Committee

Tuesday, June 26, 2012

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Sharon Bulger, Facility & Program Manager, UBC Boathouse, provided an update on the Boathouse's activities. In reply to queries from Committee, Ms. Bulger provided the following information:

- the event hall is 90% booked for evening and weekend events;
- the Boathouse's peak season runs from May 1st to October 31st and the low season runs from November 1st to April 30th;
- bookings in the event hall during the low season are approximately 50% the cost of bookings during the peak season;
- bookings for day time events cost approximately \$100 per hour, including tables and chairs, and audio-visual equipment;
- the junior rowing program is nearly at full capacity; capacity is determined by the availability of equipment;
- river conditions are continually monitored to ensure the safety of those on the water;
- the cost of a child participating in the junior rowing program is approximately \$2000 to \$2500; and
- team building sessions include 90 minutes of on-water time, followed by various team building exercises; team building sessions can be customized based on the client's needs.

In response to a comment made by Committee, Serena Lusk, Manager, Parks Programs, advised that the Parks division has been working with Port Metro Vancouver and the UBC Boathouse to remove several abandoned dolphins along the river.

- (2) Mike Redpath, Senior Manager, Parks, to provide a demonstration on iPark Navigator.

Mike Redpath, Senior Manager, introduced Stephen Suddes, Public Programs & Community Development Division Manager, Regional Parks, Metro Vancouver.

Mr. Suddes provided background information and noted that the iParks Navigator application may be downloaded from the iTunes store. He stated that the application initially only showcased Metro Vancouver parks, however Richmond was invited to participate in an expanded version of the application that would include Richmond parks.

He commented that the latest version of the iParks Navigator application would be free to download and is anticipated to be available in the near future. Metro Vancouver will partner with the City to create a media release once the application is available for download.

Parks, Recreation & Cultural Services Committee

Tuesday, June 26, 2012

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Christina Lazar-Schuler, Parks Design Technician, reviewed the iParks Navigator application and highlighted the following information:

- all Richmond parks pages will include the City logo;
- parks will be identified with green pins;
- the letter 'E' will identify major entrances to parks including other amenities like parking, playgrounds, and sports fields;
- blue arrows will provide detailed park information and will be used to convey additional information such as closures; and
- the 'What's New' section will include updates such as the opening of seasonal swimming pools and promote events taking place in a park.

In reply to queries from Committee, Ms. Lazar-Schuler and Mr. Suddes advised that (i) a joint media release will be carried out once the new version of the application is available for download; (ii) staff at community centres will be encouraged to download the application and become familiar with it; (iii) the latest version of the application will be free to download; (iv) the City's Recreation Guide is a good avenue to promote the application; (v) multi-amenity spaces are included in the application; and (vi) a link to download the application will be available on the City's website.

COMMUNITY SERVICES DEPARTMENT

2. SCOTCH POND STATUS REPORT

(File Ref. No. 06-2025-20-008) (REDMS No. 3477770 v.5)

Bryan Klassen, Britannia Site Supervisor, advised that members of the Scotch Pond Cooperative were not available to attend the meeting.

In reply to queries from Committee, Mr. Klassen advised that (i) there are 22 boats moored at Scotch Pond; and (ii) membership of the Scotch Pond Cooperative is stable.

Discussion ensued and staff was requested to consider the following Committee comments:

- amend clause seven of Schedule A of the proposed agreement to include that the City reserves the right to add appropriate vessels; and
- amend clause 21 of Schedule A of the proposed agreement to include that the City reserves the right to provide heritage displays and water borne programs including water access to the channel from the east-end of Scotch Pond or the south-side of Scotch Pond.

Parks, Recreation & Cultural Services Committee

Tuesday, June 26, 2012

Discussion further ensued and Committee queried (i) what benefit the community received from the Scotch Pond Cooperative; (ii) what the moorage rate is at Scotch Pond; (iii) what the sheds' rental costs are at Scotch Pond; (iv) what the Cooperative does with the funds collected; and (v) how much the Cooperative is going to contribute to dredging and other works required.

Also, it was noted that (i) the area is not inviting to the public and the site is visually restricted; (ii) the proposed agreement does not stipulate that the Scotch Pond Cooperative report back to Council annually regarding their activities and future plans; and (iii) the Cooperative has not embarked on any programming efforts.

Committee expressed that they wished to see the proposed agreement be further detailed to include financial information and how the Cooperative intends on providing access to the water for kayakers and canoers.

Discussion ensued regarding the Cooperative's mandate and goals and it was noted that Committee is not aware of the Cooperative's current membership.

The Chair commented that the option of the City running Scotch Pond as a marina also be explored.

Also, Committee queried who verified that the insurance requirements of the vessels moored at Scotch Pond were met. As a result of the discussions, the following referral was introduced:

It was moved and seconded

That the staff report titled Scotch Pond Status Report, from the Director, Arts, Culture and Heritage Services, dated June 4, 2012 be referred back to staff for inclusion of (a) works required on the site; (b) list of members of the Cooperative; and (c) the Cooperative's future plans for community benefit to the City.

The question on the referral was not called as Committee requested that the comments made during the discussions be taken into consideration when reporting back on the proposed referral.

Also, it was clarified that the option of the City running Scotch Pond as a marina also be explored and be included in the report back.

The question on the referral was then called and it was **CARRIED**.

PARKS AND RECREATION DEPARTMENT

3. EXPERIENCE THE FRASER CONCEPT PLAN OVERVIEW

(File Ref. No. 06-2400-01) (REDMS No. 3545962)

Mr. Redpath provided background information and introduced Heather McNell, Senior Regional Planner, Metropolitan Planning, Environment and Parks, Metro Vancouver.

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Ms. McNell highlighted the following information regarding the Experience the Fraser (ETF) project:

- in 2009, the Province provided \$2.5 million to develop the Experience the Fraser Concept Plan and build two demonstration projects; recently, the Province provided an additional \$1 million for parks and trails along the Lower Fraser River;
- it is a recreational, cultural and heritage project that extends along the Lower Fraser River connecting Hope to the Salish Sea by means of over 550 kilometres of trail (43% of which is already in place) and via the river itself;
- it presents a framework for the long-term development of this land and water based initiatives that aim to showcase the Fraser River and its rich natural and cultural heritage;
- by bringing together existing points of interest and features along the river, ETF will add strength to local tourism and economic development initiatives; and
- it is hoped that this project will inspire the communities to become more active stewards on behalf of the river, and for the Lower Fraser River to become one of the world's great river destinations.

Ms. McNell commented on the project's next steps, noting that the final concept plan and implementation strategy is anticipated to be considered by the Metro Vancouver and Fraser Valley Regional District Boards in September 2012.

Discussion ensued and Committee queried the City's ability to fill gaps in the existing trail network that are not on City property.

In reply to queries from Committee, Ms. McNell advised that the project identifies a new waterfront 'Port Park' where the industrial working river is interpreted at the Riverport Node in Richmond. It is intended that such a park would showcase the importance of the river to the economy. Also, she commented that transportation concerns have been echoed by other municipalities. Ms. McNell advised that improvements along the river will consider the view from the water as much as the view to the water.

Parks, Recreation & Cultural Services Committee

Tuesday, June 26, 2012

It was moved and seconded

That the Experience the Fraser: Lower Fraser River Corridor Project Concept Plan as described in Attachment 1 of the staff report titled Experience the Fraser Concept Plan Overview, dated May 31, 2012 from the General Manager, Parks and Recreation, be endorsed as a regionally beneficial initiative.

CARRIED

4. **TERRA NOVA PLAY ENVIRONMENT CONCEPT PLAN**

(File Ref. No.) (REDMS No. 3547707)

Mr. Redpath provided background information and stated that subject to Council's approval, staff would commence with site preparation and phased construction of the proposed play environment.

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office) Joseph Fry, Hapa Collaborative, reviewed the proposed Terra Nova Play Environment Concept Plan. He highlighted the following information regarding the proposed project:

- the play environment makes up less than 1% of the park;
- the play environment will respond to the natural and cultural history of the area and will be able to accommodate all ages;
- consultation included five meetings with 'big kids' (community and staff adults) and 'little kids' (students from local elementary schools);
- the 'little kids' consultation process involved the children describing in words what play meant to them, and making clay models and drawings of play structures they would like to see;
- on June 6, 2012 an open house was held at the Thompson Community Centre; approximately 50 people attended and positive feedback was received;
- there is two general zones of play: the homestead and the paddocks;
- the paths and entrances to the parks are relative to the two play environments; and
- the play environment includes the following areas: (i) the orchard; (ii) the slough ferry; (iii) the sand factory; (iv) the fishing net gymcrazium; (v) the homestead tree house; (vi) the fence and meadow maze; (vii) the racing hedgerow ziplines; (viii) the rolling hill and slide tangle; and (ix) play outposts.

Parks, Recreation & Cultural Services Committee

Tuesday, June 26, 2012

Ian Lai, 3711 Robson Court, spoke in favour of the proposed project and stated that he has been active at the Terra Nova Rural Park for six years. He spoke of competing desires for the park but emphasized that the proposed play environment would make up less than 1% of the park. Mr. Lai was of the opinion that any initiative that can get children outside and playing is worthwhile. Also, he commented that the proposed play environment would be one-of-a-kind, therefore it would attract non-Richmond residents to the park.

Kate Dawson, 3711 Robson Court, was in favour of the proposed project and stated that as an Early Child Educator and mother of three young children, she would not be supportive of a big box playground. However, the proposed play environment is not only beautiful and sensitive to the environment, but it meets children's need for challenge. Ms. Dawson requested that Committee approve the proposed project.

In reply to a query from the Chair, Ms. Dawson stated that kids are not as fragile as adults have made them out to be.

Emily Vera, 11671 Kestrel Drive, Preschool Coordinator, spoke in favour of the proposed play environment. She stated that the proposed project would allow children to be involved in the land, therefore teaching them to respect and care for the land. She believed that the proposed project would draw non-Richmond residents as it would create a destination play environment. Also, she requested that Committee approve the proposed project.

Councillor Johnston left the meeting (6:05 p.m.) and did not return.

Discussion ensued regarding the most suitable name for the proposed play environment.

It was moved and seconded

That the Terra Nova Play Environment Concept Plan as detailed in the staff report dated June 5, 2012 from the General Manager, Parks and Recreation be approved for implementation.

CARRIED

Councillor Au left the meeting (6:09 p.m.) and did not return.

5. **MANAGER'S REPORT**

(i) Garry Point Park

The Chair distributed a list of priorities for Garry Point Park as identified by Richmond residents (attached to and forming part of these Minutes as Schedule 1) and requested that staff investigate completing Phase V of Garry Point Park. He noted that the installation of an interpretative centre is all that remains to be done to complete Phase V. As a result, the following referral was introduced:

Parks, Recreation & Cultural Services Committee

Tuesday, June 26, 2012

It was moved and seconded

That staff examine completing Phase V of Garry Point Park by installing an interpretative centre and report back.

CARRIED

(ii) City Hall Catering

Discussion ensued regarding take-out products such as plates, cups, and tableware used by the caterer at City Hall. As a result the following motion was introduced:

It was moved and seconded

- (1) *That staff examine the City's current contract with the caterer at City Hall and determine the feasibility of implementing mandatory use of biodegradable take-out products; and***
- (2) *That the contract for the City Hall caterer be brought before Council prior to the tendering process.***

CARRIED

ADJOURNMENT

It was moved and seconded

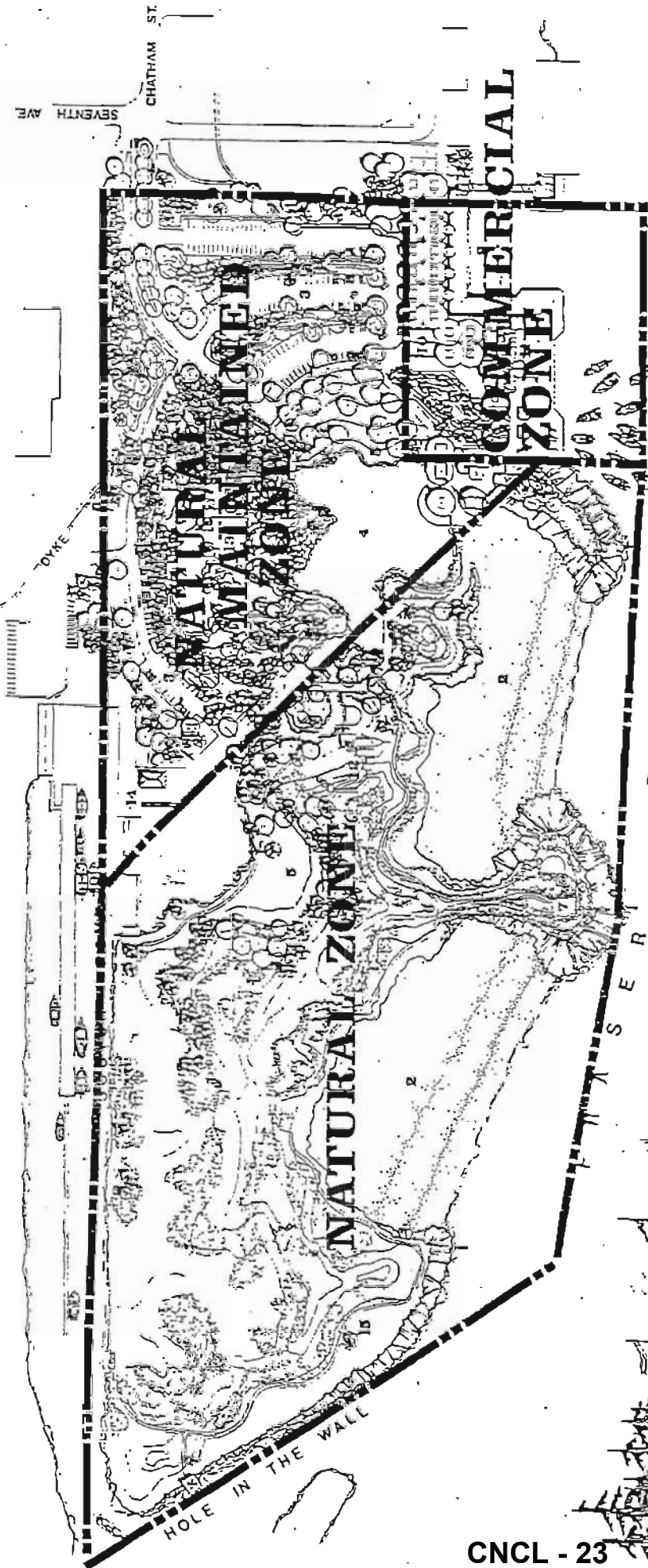
That the meeting adjourn (6:19 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Tuesday, June 26, 2012.

Councillor Harold Steves
Chair

Hanieh Berg
Committee Clerk



LEGEND

- 1 shoreline protection
- 2 bench
- 3 parking
- 4 pond
- 5 picnic area
- 6 trails
- 7 lookout
- 8 wharf
- 9 picnic shelter
- 10 plaza
- 11 restaurant
- 12 playground
- 13 Japanese garden
- 14 interpretive centre
- 15 garry point tree

DEVELOPMENT

PLEASE FIVE



Schedule 1 to the Minutes of the Parks, Recreation and Cultural Services Committee meeting held on Tuesday, June 26, 2012.

GARRY POINT PARK

PREPARED FOR THE CORPORATION OF THE TOWNSHIP OF RICHMOND - PREPARED BY THE PACIFIC LANDPLAN COLLABORATIVE LTD/IANSON-ERD

RESPONSES IN PRIORITY

	<u>*% SUPPORT</u>		<u>**TOTAL VALUE</u>
PICNICKING	100.00	PICNICKING	151.00
WALKING	100.00	WALKING	144.00
BENCHES	98.08	BENCHES	144.00
PICNIC TABLES	97.78	SANDY BEACH	140.00
SANDY BEACH	94.34	WASHROOMS	132.00
WASHROOMS	94.23	SUNBATHING	121.00
SUNBATHING	90.38	PICNIC TABLES	119.00
VIEWING - PLATFORM	87.50	VIEWING - GROUND LEVEL	112.00
PICNIC SHELTERS	84.62	VIEWING - PLATFORM	102.00
CHILDREN'S PLAYGROUND	84.21	CHILDREN'S PLAYGROUND	98.00
INTERPRETIVE SIGNAGE	98.09	FIRE PITS	96.00
FIRE PITS	83.02	PICNIC SHELTERS	93.00
VIEWING - GROUND LEVEL	82.69	FISHERMAN'S MEMORIAL	83.00
FISHERMAN'S MEMORIAL	80.85	INTERPRETIVE SIGNAGE	81.00
INTERPRETIVE CENTRE	76.60	INTERPRETIVE CENTRE	76.00
<u>FISHING</u>	<u>75.00</u>	<u>FISHING</u>	<u>75.00</u>
BICYCLING	74.07	GARRY POINT TREE	73.00
RESTAURANT	74.00	RESTAURANT	72.00
GARRY POINT TREE	73.19	BICYCLING	72.00
ADVENTURE PLAYGROUND	70.83	SPECIAL EVENTS	52.00
SPECIAL EVENTS	64.58	ADVENTURE PLAYGROUND	51.00
FISHING DOCK	60.87	WADING POOL	35.00
WADING POOL	56.86	FISHING DOCK	35.00
AMPHITHEATRE	56.86	CLASSROOM/MEETING ROOM	29.00
CLASSROOM/MEETING ROOM	55.10	WATER PLAY	25.00
WATER PLAY	52.83	PICK-UP SPORT	19.00
WINTER GARDEN	46.81	AMPHITHEATRE	18.00
PICK-UP SPORTS	46.43	WINTER GARDEN	18.00
FITNESS CIRCUIT	44.90	FITNESS CIRCUIT	13.00
CONCESSIONS	44.00	CONCESSIONS	-16.00
SCENIC DRIVE	33.33	SCENIC DRIVE	-32.00
HARD SURFACE PLAY	32.65	ROLLER SKATING	-37.00
ROLLER SKATING	26.83	HARD SURFACE PLAY	-42.00

*%Support = Number of persons supporting the activity as a percentage of the total number of persons responding to that question.

**Total Value = the value (+3,+2,+1) of those supporting the activity minus the value of those opposed (-3,-2,-1).



Planning Committee

Date: Wednesday, July 4, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Chak Au
Councillor Harold Steves
Mayor Malcolm Brodie

Absent: Councillor Evelina Halsey-Brandt, Vice-Chair
Councillor Linda Barnes

Also Present: Councillor Linda McPhail

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, June 19, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, July 17, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. BASIC UNIVERSAL HOUSING FEATURES – ZONING BYLAW AMENDMENT

(File Ref. No. 12-8060-20-8736) (REDMS No. 3529834)

In response to a query from the Chair, Gavin Woo, Senior Manager, Building Approvals, confirmed that the City's Basic Universal Housing Features, including those for accessible residential units, are harmonized with the BC Building Code.

Planning Committee

Wednesday, July 4, 2012

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8736 be introduced and given first reading.

CARRIED

2. MANAGER'S REPORT

Brian J. Jackson, Director of Development, reported that: (i) a report addressing amendments to the Zoning Bylaw with respect to integrated changes to convertible residential units will come forward to Committee before the end of 2012; (ii) the July 17, 2012 Planning Committee agenda will feature a number of Rezoning Applications; and (iii) the Rezoning Application submitted by Wal-Mart will not come forward to Committee until the autumn of 2012.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:04 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Wednesday, July 4, 2012.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk



City of Richmond

Report to Committee

TO GP-July 3 2012

To: General Purposes Committee
From: Cathryn Volkering Carlile
General Manager – Community Services
Re: 2012 City Grant Program Review

Date: June 20, 2012
File: 03-1085-01/2012-Vol 01

Staff Recommendation

That the City Grant Policy 3712 be amended as indicated in Attachment 4 of the staff report dated June 20, 2012 entitled "2012 City Grant Program Review".

Cathryn Volkering Carlile
General Manager – Community Services
(604-276-4068)

Att. 4

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY TAG SUBCOMMITTEE	INITIALS:
REVIEWED BY CAO	INITIALS:

Staff Report

Origin

On July 25, 2011, upon adopting the City Grant Policy (**Attachment 1**) and providing significant funding increases for City Grants, Council resolved that:

"staff report back, following implementation of the 2012 City Grant Programs and prior to implementation of the 2013 City Grant Program, regarding:

- a) stakeholder consultations regarding the new Policy and Programs, including the appropriate amounts for each category.*

The review was lead by Cllr. Evelina Halsey-Brandt and Cllr. Linda Barnes, who had lead the previous review resulting in the new policy, programs and funding increase. This report describes the results of stakeholder consultations and proposes City Grant Policy amendments.

This report addresses the following Council Term Goal regarding Community Social Services:

- 2.5 Development of clear policies around the City's role in social services and the grant processes, and corresponding clear communications with the public on these roles and policies.*

Findings of Fact

1. Stakeholder Consultation Results

The City Grant Policy established the following grant programs administered by the respective departments:

- Health, Social and Safety (Community Social Services),
- Arts and Culture (Arts, Culture and Heritage), and
- Parks, Recreation and Community Events (Parks and Recreation).

Requests for comments on the 2012 City Grant Programs, as per the July 25, 2011 Council referral, were sent to all recipients of 2012 City Grants and to the Richmond Community Services Advisory Committee (RCSAC). As well, Arts and Culture grant recipients were invited to complete a short survey. Written responses are included in this report as **Attachment 2** and survey results are included as **Attachment 3**.

In general, feedback was positive from all sources and indicated that the program is appreciated for its contribution to community organizations. A dedicated Arts and Culture Program, increased funding, three-year cycles and streamlined application requirements for minor grant requests were identified as welcome changes.

Suggestions for improvement included additional clarification of criteria, a process for funding requests outside of the grant cycle, creating an online application system and refining the application format.

Analysis

The following analysis reflects suggested actions based on stakeholder consultations as well as staff experience in administering the 2012 Programs. Many recommendations are within staff purview to implement by modifying program guidelines and application forms. Other suggestions require amending the Council-adopted City Grant Policy.

1. Program Procedures, Guidelines and Application Forms

Staff will amend 2013 grant programs, guidelines and procedures to reflect consultation results by:

- making orientation sessions available on an annual basis,
- ensuring that eligibility criteria, the review process and grant categories are easily identified in Program Guidelines,
- ensuring that all applicants are advised to contact staff for updates regarding the timing of presentation to General Purposes Committee,
- modifying the application format to provide increased opportunities for narratives,
- including artisanal projects and activities as eligible for the Arts and Culture program,
- allowing artist umbrella organizations that provide services on behalf of a membership, but do not necessarily produce public programs or events, to be eligible for the Arts and Culture program, and
- requesting that organizations specify the number of Richmond residents served on both major and minor grant application forms.

2. On-line Application Process

An on-line application system was requested. Information Technology staff, in consultation with the City Grant Steering Committee, are currently designing a system anticipated to be ready for implementation by mid-year 2013.

3. Funding Priorities

The RCSAC recommended that the Health, Social and Safety Grant Program criteria reflect Social Planning Strategy priorities, which will be considered once the Strategy has been adopted in the Fall of 2012. Parks, Recreation and Community Event applicants requested that the community participate in setting priorities. The City Grant Policy indicates that Council-adopted strategies, developed with community participation, will be considered in assessing applications.

4. Funding Emerging Needs and Partnership Opportunities

The RCSAC proposed that funding be made available outside of the City Grant cycle for needs emerging throughout the year (e.g., new program start-up costs, unexpected circumstances such as emergencies, opportunities to leverage funding, support for community partnerships).

Currently, if needs arise outside of the City Grant cycle, organisations must make requests directly of Council. Staff recommend that this practice continue because it provides the flexibility required by organizations to request, and Council to consider, emerging needs in a timely manner without requiring adherence to a formalized grant structure and process.

5. City Grant Policy Amendments

As a result of both stakeholder comments and staff experience in implementing the revised City Grant Policy, a number of amendments are proposed that clarify, rather than change, the intent of the Policy (**Attachment 4**):

- the three City Grant Programs will each receive an annual Cost of Living increase,
- information regarding program-specific criteria and review procedures is found in Program Guidelines,
- change the name of the Arts and Culture Program,
- grants of \$5,000 or less will consist of two streams, rather than tiers, of grant applications because the Arts and Culture Project Grants (\$5,000 or less) have different, rather than streamlined criteria,
- only registered non-profit societies requesting funding to serve primarily Richmond residents are eligible, as currently indicated in Program Guidelines, and
- allow discretion in recommending Cost of Living increases.

As the proposed revisions will help to clarify the Policy for applicants, administrators and Council, staff recommend amending the City Grant Policy 3712, with changes noted in bold as presented in **Attachment 4**.

Financial Impact

There is no financial impact.

Conclusion

The 2012 City Grant Policy, Programs and funding increases were well received by applicants and stakeholder organisations. Suggestions for improvement will be addressed by revising guidelines and application forms, clarifying procedures and amending the City Grant Policy as proposed.



Lesley Sherlock
Social Planner
(604-276-4220)
LS:ls



Serena Lusk
Manager, Parks Programs
(604-233-3344)



Liesl Jauk
Manager, Community Cultural Development
(604-204-8672)



City Grant Policy

Please note that there is a separate Sport Hosting Incentive Grant Policy (3710).

It is Council Policy that:

1. The following City Grant Programs be established, to be designed, administered and reported by the respective departments:
 - Health, Social and Safety (Community Social Services, with representation from Community Safety)
 - Arts, Culture and Heritage (Arts, Culture and Heritage)
 - Parks, Recreation and Community Events (Parks and Recreation).
2. Casino funding be used to create three separate line items for these City Grant Programs in the annual City operating budget.
3. Each Program receives an annual Cost of Living increase.
4. Recipients who received a grant the preceding year for the same purpose will receive a Cost of Living increase.
5. A City Grant Steering Committee consisting of a representative of Community Social Services, Community Safety, Arts and Culture, and Parks and Recreation, will meet at key points in the grant cycle to ensure a City-wide perspective.
6. Applications will be assessed based on relevance to the City's Corporate Vision, Council Term Goals and adopted Strategies, as well as program-specific criteria.
7. Each Program will consist of two tiers, one for minor (\$5,000 or less) and one for major grant requests. Application requirements for minor grant requests will be streamlined.
8. Only registered non-profit societies serving Richmond residents, governed by a volunteer Board of Directors, are eligible.
9. Applicants may apply to one of the three Programs.
10. Applicants receiving City Grants for a minimum of the five most recent consecutive years will have the option of applying for a maximum three-year funding cycle.
11. Community Partner documents submitted to fulfill annual funding agreements with the City will be considered as part of grant application requirements.
12. Due to the high number of applications for limited funding, and as applicants may apply the following year, no late applications are accepted and there is no appeal process to Council's decision.



RCSAC | Richmond Community Services Advisory Committee

2012 RCSAC Grant Review and Recommendations

Background:

In response to a letter from Lesley Sherlock, City Planner requesting the RCSAC review newly revised 2012 Grant Program , a sub-group of the RCSAC committee met on March 27, 2012 to provide feedback on the City of Richmond Grant Program.

Attendees:

Rebeca Avendano (Chair)	Chimo Crisis Centre
Lynda Brummit	Richmond Poverty Response Committee
Jason Lee	Boys and Girls Clubs of South Coast BC
Brenda Plant	Turning Point Recovery Society
Lisa Cowell	Richmond Society for Community Living
Barb Bawlf	Richmond Mental Health Consumer & Friends Society

Regrets: Brenda Plant Turning Point Recovery Society, Judy Valsonis Touchstone Family Association, Kim Winchell Richmond Family Place

The 2012 Grant Program experience was discussed. In addition, the RCSAC submission of recommended or suggested revisions to the Grant Program from 2011 was reviewed alongside the 2012 Grant Program documentation.

Findings:

The following recommendations were implemented by the City of Richmond had a positive impact on the last Grant Program:

- 3 year grant cycles
- a positive adjustment to the overall grant amount
- a short form for applications of funding of \$5,000 or less

There were also recommendations from the 2011 submission from the RCSAC that continue to be important and will be re-iterated in this document. Additional ideas and suggestions were brought forward.

Recommendations:

The following recommendations are put forward for consideration by Richmond City Council:

1. Accommodating Emerging needs funding requests (brought forward from June 2011 RCSAC recommendations)

Potential solutions include:

- carving out an amount from the pool of funds allocated for the grant program to be allocated at other times of the year to address new and/or emerging issues that could impact the community and social services
- once the grant program funds are allocated if there are funds left over providing another opportunity to apply for these funds
- requesting additional funds

An option that was discussed was the idea of year round discretionary funding – an emerging needs fund with a cap for example at \$500 – \$1000 that can be applied for at any time throughout the year regardless of whether a grant has been applied for in past. Examples where this one time small amount application could be beneficial: a school strike – where continued services are requested, a traumatic event (fire, suicide at school), a new program within the community to assist with start-up costs.

2. Support community projects with partners and consider an agency's additional grant application.

Considering additional grant applications that are part of a partnership to complete a community project will further strengthen agencies seeking partnerships as well consider emerging needs and/or projects (mentioned in #1). Organizations forming partnerships could apply for funding both as an independent organization to seek support for an on-going or new program, but also as a partner on another initiative (ex. The Poverty Response Committee, Food Bank and Turning Point could apply for funds to support Homeless Connect Event held annually in October).

3. Tie grant funding to Social Planning Strategy

This recommendation is brought forward from the June 2011 RCSAC recommendations and will bring together the social planning strategy and implementation of community social services working in support of the strategy.

4. Education and Increased Transparency regarding program criteria and grant funding decisions.

Agencies newly working in Richmond and those new to the City of Richmond's grant program will benefit from education on how the program works.

It has been requested that there is more of an understanding regarding the grant program criteria.

Communications to the RCSAC about grant information and presentation opportunities are welcomed and it is requested these communications are sent to both the agency representative and their alternate.

The opportunity to find out more about the grants awarded, especially when there are changes to the amount was also requested.

5. Online Grant Application.

There was a request for the online application to provide the ability to save the application and be able to access it multiple times to complete it before submitting it. An example was brought forward of online grant applications that provide a log in so you can come back to grant application later to provide further information review/revise.

6. Format of Application

There was a request for the online application to reduce the number of responses required in the table format, and allow for increased narratives.

Recommendations Endorsed by the RCSAC Committee: April 12, 2012

Sherlock, Lesley

From: Fleur Cooper [FCooper@BigSisters.BC.CA]
Sent: Tuesday, 03 April 2012 17:01
To: Sherlock, Lesley
Subject: City of Richmond Evaluation Feedback

Hi Lesley,

Great to chat to you just now. Please find below the feedback from Treena Innes, Director of Development with regards to the City of Richmond grant process. When you have a moment if you could please send me your logo and we will be able to include it in our recognition pieces. Thank you so much for your support, we really appreciate it.

Pros

Multi year funding option

Well defined criteria

Fund Operating Expenses

Cons

Would like further definition/interest on Minor and Major Grant criteria

Opportunities:

If City of Richmond could be an advocate to help charities promote their programs/volunteer opportunities to the community

Fleur Cooper
Fundraising Manager
Big Sisters of BC Lower Mainland
P: 604-873-4525 ext. 317 E: fcooper@bigsisters.bc.ca
www.bigsisters.bc.ca



Big Sisters
of BC Lower Mainland

Two great spring events – one great cause!
Grape Juice Wine Auction and Big Sisters Spring Lunch – please join us!

2012 City of Richmond Arts & Culture Grants Program Grant Recipient Survey

Ten (10) grant recipients completed the survey. Their responses are below:

1. How did you hear about the Richmond Arts & Culture Grant Program? (please check as many as apply)

90%	Email from City of Richmond's Cultural Development Manager
50%	Other*
40%	City of Richmond newspaper advertisement
40%	Email from Richmond Arts Coalition
30%	City of Richmond website

*Other: City staff (2), have received previous City Grant (2), involved in process (1)

2. Did you attend one of the introductory workshops offered?

80%	yes
20%	no

3. How well did you understand the Grant Guidelines and Form?

Criteria as described in *Guidelines*

50%	Almost completely or completely
40%	Mostly
10%	Somewhat
0%	Not at all

Questions in the *Form*

55.6%	Almost completely or completely
33.3%	Mostly
11.1%	Somewhat
0%	Not at all

COMMENTS:

We found the Guidelines and Application Forms for both Project and Operating Grants clear and understandable. However, we initially submitted a Project Grant for an Operational expense. In looking back on how this happened, we referred to the notes from the workshop. It was suggested that Operating Grants were for "taking the organization to the next level". To us this meant having to greatly expand our Guild's membership and activity, which we couldn't guarantee. We were looking for financial support just to sustain our current activities, not to move to the next level. It was also suggested that there was an expectation that most of the grants would be Project Grants, not Operational. To us, this meant that Operational Grants were more for organizations larger than ours with paid staff. Also, the Operating Grant Form was not available on the web site – there are no specific directions about how to obtain this form, so I imagine the Cultural Services Manager was flooded with requests. See <http://www.richmond.ca/culture/artists.htm> After the January 6 deadline (not a great time of year for organizations that only meet monthly), Arts Centre staff explained that there was some confusion by several groups and they were extending the deadline and offering to look over our applications beforehand. This is very helpful and put us on the proper path to a successful application. In future workshops, I suggest that facilitators keep strictly to the printed guidelines, offer specific examples of what each grant can be used for, and be prepared to answer specific questions that each group might have on their own situation. Finally, I

found the application forms a challenge to fill in. In particular, the Proposed Budget page has line items for "Other (Specify)" costs in each subsection – you can input the number, but there is no way to input the words to describe this cost. In the end, I had to create and submit a separate Proposed Budget Sheet to show our additional costs. I discovered the easiest way to fill in the form was to write the text in WORD, using its Word Count and Spell Check features, then copying and pasting into the application form.

We under - estimated our own impact in the community. We'll make a fuller and more complete application containing this and other information if there is a subsequent grant application opportunity

Some areas were very difficult for me since I had never applied for a grant before. It took me a huge amount of time to write it up.

I think that the forms might have seemed a bit daunting for first time users, but compared to other grant application forms, they were very much in line. Also Liest was extremely helpful in answering questions etc.

4. How will receiving this grant impact your operations or project?

For Operating Assistance

57.1%	Major
42.9%	Significant
0%	Some
0%	Minimal

For Project Assistance

40%	Major
60%	Significant
0%	Some
0%	Minimal

COMMENTS:

By subsidizing our rent, the Operating Grant will allow us to keep our membership fees at the present sustainable level. We will also be able to expand our publicity, to attract more members. The Project Grant will help us further "tell our story" to a wider audience and give our members some unique experiences in working with young people. The Operating Grant will also ensure we can fund enough material to supply quilts etc. to fill the requests made by our community partners in this time of accelerated population growth in Richmond.

We will be having a 3 day workshop for the first time in several years and this will greatly benefit our membership and the club

It enables us to do some long - range planning knowing that we will be operational.

This funding was essential in being able to put together a new community outreach project.

Our other festival was out of my own pocket. This will help with awards, assistant, a program guide and the celebration.

5. The Operating Assistance Grant offers funding up to 30% of the total cost of the project to a maximum of \$10,000. Is this an appropriate amount?

60%	yes
20%	no
20%	unsure

COMMENTS:

We were not eligible for the operating assistance grant this year and we will review our budgetary needs for the next grant year

it's hard to judge whether it is appropriate or not, because we do not know the criteria to make the judgement. if we take into the consideration of the tremendous volunteers hours involved, the sacrifice of a personal well-being life, and the endless stress and pressure

we have to face everyday in life, it's way from enough. Just think how much a minimum salary for a person to make a decent living in this expensive place and world.

As a new society, we had very little budget

The 10,000.00 maximum is sufficient provided that the percentage is increased to 50% of the applicants budget. This should help offset the decrease or elimination by the Provincial Government in funding for adult arts. There are not too many places that most of the Richmond applicants can apply for funding.

6. The Project Assistance Grant offers funding up to 50% of the total cost of the project to a maximum of \$5,000. Is this an appropriate amount?

60% yes
10% no
30% unsure

COMMENTS:

This year, for our purposes, this was sufficient.

Our organization does not regularly have "projects" other than our community concerts, which comprise our regular activities

The 50% is fine, however the maximum of \$5,000.00 means that the total budget would be only \$10,000.00. Depending upon the project this may not be sufficient.

7. We will offer free workshops prior to the deadline for the next round of applications. Please indicate which workshops, if any, you would be interested in attending.

90% grant writing
60% budget creation
10% none of the above

COMMENTS:

How to document expenses properly.

8. If there is any other feedback you would like to provide, please do.

Thanks for the opportunity to give feedback on this new City Grant Program. Public funding of the arts is easily criticized, even when financial controls are in place and objectives are clear. I think this increased arts funding by the City to will result in a stronger, more stable arts community. All the best for the future.

We find some problems with both application forms: 1) questions are redundant -- similar questions repeat. 2) the design of the budget is not very clear, the categories are confusing. 3) the PDF file is not allowed to save the data, which is very problematic. I have just completed a CIC-inter-action grant, I feel it is well designed and very user friendly. 4) Overall, there are too many questions in the forms and very complicated. The purpose of the grant - and any grant in general, is to support the social endeavours, which are always non-profit and volunteer based, but with such complicated procedure, it is so time consuming and exhausted, and eating the energy of any real creation. The mentality of artists in Canada is really grant driven and oriented, which is a very sad thing. Energy and attention are spend less on real creation than bureaucratic process. [We are...] forever grateful to the wonderful support from the City, and we are very happy for the great progress happening to the arts.

And we believe this Arts and Cultural Grant will make tremendous contribution to the community. On the other hand, most of my time are now spending on grant writing, constant worry about money..... therefore, we just wish the Application Form could be simplified and more user friendly, which its purpose of supporting art would be more efficiently realized. Thank you.

We are truly grateful to the City of Richmond for creating this funding. If the band can reciprocate by performing at a civic function please let us know.

Thank you so much for creating this granting program and valuing the arts so much.

The staff were great. They helped with questions and did not give any advice which would be a conflict of interest but showed support and answered general questions. It was a lot of work-estimated 60 hours but may have taken longer due to having to learn as it was being done in a fairly short time frame.

We acknowledge that this was a HUGE job for city staff and appreciate their hard work. We would also like to express our thanks to city staff and the Mayor and Council for making these changes and allowing us to continue to support the arts, artists and artisans in Richmond and create exhibitions that will be free to the public to enjoy.

I feel the process was very well laid out in both the workshop and the printed documents and the staff was very helpful when questions arose.

**City Grant Policy**

Please note that there is a separate Sport Hosting Incentive Grant Policy (3710) and Child Care Development Policy, including Child Care Grants (4017).

It is Council Policy that (**proposed amendments are in bold**):

1. The following City Grant Programs be established, to be designed, administered and reported by the respective departments:
 - Health, Social and Safety (Community Social Services)
 - **Arts and Culture** (Arts, Culture and Heritage)
 - Parks, Recreation and Community Events (Parks and Recreation).
2. Casino funding will be used to create three separate line items for these City Grant Programs in the annual City operating budget.
3. Each **of the three City Grant** Programs will receive an annual Cost of Living increase.
4. A City Grant Steering Committee consisting of a representative of Community Social Services, Arts and Culture and Parks and Recreation, will meet at key points in the grant cycle to ensure a City-wide perspective.
5. Applications will be assessed **based on program-specific criteria that reflect** the City's Corporate Vision, Council Term Goals and adopted Strategies. **Information regarding assessment criteria and the review process will be provided in Program Guidelines.**
6. **City Grant Programs will consist of two streams** of grant requests, (1) \$5,000 or less and (2) over \$5,000, whereby application requirements **may** be streamlined for requests of \$5,000 or less.
7. Only registered non-profit societies governed by a volunteer Board of Directors, **requesting funding to serve primarily Richmond residents**, are eligible.
8. Applicants may apply to **only** one of the three Programs **per year**.
9. Applicants receiving City Grants for a minimum of the five most recent consecutive years will have the option of applying for a maximum three-year funding cycle.
10. Community Partner documents submitted to fulfill annual funding agreements with the City will be considered as part of grant application requirements.
11. Due to the high number of applications for limited funding, and as applicants may apply the following year, no late applications are accepted and there is no appeal process to Council's decision.



Note: Omitted previous #4, "Recipients who received a grant the preceding year for the same purpose will receive a Cost of Living increase" to allow for discretion in recommendations.

DRAFT

**City Grant Policy**

Please note that there is a separate Sport Hosting Incentive Grant Policy (3710) and Child Care Development Policy, including Child Care Grants (4017).

It is Council Policy that (**proposed amendments are in bold**):

1. The following City Grant Programs be established, to be designed, administered and reported by the respective departments:
 - Health, Social and Safety (Community Social Services)
 - **Arts and Culture** (Arts, Culture and Heritage)
 - Parks, Recreation and Community Events (Parks and Recreation).
2. Casino funding will be used to create three separate line items for these City Grant Programs in the annual City operating budget.
3. Each **of the three City Grant** Programs will receive an annual Cost of Living increase.
4. A City Grant Steering Committee consisting of a representative of Community Social Services, Arts and Culture and Parks and Recreation, will meet at key points in the grant cycle to ensure a City-wide perspective.
5. Applications will be assessed **based on program-specific criteria that reflect** the City's Corporate Vision, Council Term Goals and adopted Strategies. **Information regarding assessment criteria and the review process will be provided in Program Guidelines.**
6. **City Grant Programs will consist of two streams** of grant requests, (1) \$5,000 or less and (2) over \$5,000, whereby application requirements **may** be streamlined for requests of \$5,000 or less.
7. Only registered non-profit societies governed by a volunteer Board of Directors, **requesting funding to serve primarily Richmond residents**, are eligible.
8. Applicants may receive **only one grant per year.**
9. Applicants receiving City Grants for a minimum of the five most recent consecutive years will have the option of applying for a maximum three-year funding cycle.
10. Community Partner documents submitted to fulfill annual funding agreements with the City will be considered as part of grant application requirements.
11. Due to the high number of applications for limited funding, and as applicants may apply the following year, no late applications are accepted and there is no appeal process to Council's decision.



Note: Omitted previous #4, "Recipients who received a grant the preceding year for the same purpose will receive a Cost of Living Increase" to allow for discretion in recommendations.

DRAFT



City of Richmond

Report to Committee

TO PRCB - June 26 2012

To: Parks, Recreation and Cultural Services
Committee

Date: May 31, 2012

From: Dave Semple
General Manager, Parks and Recreation

File: 06-2400-01/2012-Vol
01

Re: Experience the Fraser Concept Plan Overview

Staff Recommendation

That the *Experience the Fraser: Lower Fraser River Corridor Project Concept Plan* as described in attachment 1 of the report, Experience the Fraser Concept Plan Overview, dated May 22nd 2012 from the General Manager, Parks and Recreation, be endorsed as a regionally beneficial initiative.

Dave Semple
General Manager, Parks and Recreation
(604-233-3350)

Att. 1

REPORT CONCURRENCE			
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage		☒	
REVIEWED BY TAG SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

The Experience the Fraser (ETF) project is a Provincial Government initiative to raise awareness and showcase the rich recreational, cultural and natural heritage of the Lower Fraser Corridor from Hope to the Salish Sea. In 2009, Metro Vancouver and the Fraser Valley Regional District received \$2.0 million to develop a comprehensive plan for a continuous recreational corridor on both sides of the main river – the south arm of the Fraser. City staff have provided input into this concept plan by meeting with regional staff, attending workshops, and providing background information from the City's many existing strategic plans and documents.

A draft concept plan has now been completed and was endorsed in principle by both the Metro Vancouver and Fraser Valley Regional District Boards in October 2011. Metro Vancouver staff are currently presenting this concept plan to municipalities along the Lower Fraser River and seeking support before presenting back to the Metro Vancouver Board for final approval.

The purpose of this report is to provide background information regarding the ETF Project and to obtain Council endorsement for the Experience the Fraser - Lower Fraser River Corridor Project Concept Plan as a regionally beneficial initiative.

Analysis

The Concept Plan (Attachment 1)

Experience the Fraser is an ambitious collaborative initiative that includes the Metro Vancouver Regional District and the Fraser Valley Regional District and has been developed with input from multiple municipalities, First Nations, federal agencies, non-government organizations, and interest groups.

The intent is to promote the Fraser River as a world-class river destination and to stimulate economic investment through tourism opportunities. The key vision behind the Plan is to develop a continuous 'Canyon to Coast' Trail and Blueway that will invite the world to:

"experience and explore the dynamic Lower Fraser River Corridor from Hope to the Salish Sea...to celebrate the spirit and the stories of its varied landscapes, diverse communities, and rich natural and cultural heritage."

The *Canyon to Coast* Trail forms the backbone of the project (Hope to the Tsawwassen ferry terminal). In total, it will encompass 550 kilometers of connected trails and recreational Blueways. 43% of the trails are already in place. This trail will serve pedestrians, cyclists, and equestrians and create an experiential journey along the Lower Fraser River by connecting existing communities, parks, natural features, historic and cultural sites, and other points of interest. In addition, the Canyon to Coast trail will seamlessly integrate into the existing Trans Canada, Sea to Sky, Galloping Goose, Kettle Valley Rail and Coast Millennium Trail (Washington State) trail networks.

The Experience the Fraser network also includes twenty-six nodes that are destinations along the river where people come to 'experience the Fraser'. These nodes are locations that have a critical mass of amenities, features and experiences close together that intersect with the trail. In Richmond, Steveston and Riverport have been identified as two of the twenty-six nodes. It is anticipated that in the future a kiosk might be placed in these areas to provide information about the Canyon to Coast trail.

The proposed ETF trail network is extensive and in Richmond includes the approximately 20 kilometres of existing trails from Garry Point Park to Boundary Road along the south arm of the Fraser. These trails have been identified as part of this intra-regional network and contain many existing heritage and cultural amenities along the waterfront.

The ETF Concept Plan contains a first phase Foundational Program that identifies priority projects. The focus of the Foundational Program is to fill in the major gaps within the network (which are extensive in the more rural areas); improve bridge/tunnel connections between the municipalities; and improve connections to the Regional park system. Since Richmond has such an established trail system in place already, the only Foundational Program project identified in Richmond is the George Massey Tunnel - improving access for pedestrians and cyclists.

Next Steps

ETF is an ambitious vision for a coordinated and continuous recreational corridor from Hope to the Salish Sea and it will take many years to achieve. It relies on the support and commitment of multiple partners including different levels of government, First Nations, the private sector, other agencies, and interest groups.

The Provincial Government has recently provided additional funding to support the Experience the Fraser project. Next steps for the regional ETF coordination team will be to establish:

- which parties will participate in implementation and how they will be involved (governance);
- how the project will be funded moving forward;
- options for resilient resourcing;
- marketing and tourism opportunities (branding);
- ongoing outreach and communications efforts; and
- collaborative solutions to cross-jurisdictional obstacles (e.g. best practices for recreational dyke access, roads and bridges, and recreation interfaces with agriculture and industry).

Financial Impact

None

Conclusion

The Experience the Fraser - Lower Fraser River Corridor Project Concept Plan is a provincial initiative that proposes an exciting long-term vision. The backbone of this vision is the development of a 'Coast to Canyon' trail that links communities, heritage, cultural and natural features. Richmond has many existing amenities and trails that are considered part of this Coast to Canyon trail. The ETF Concept Plan can be integrated where appropriate into Richmond's existing and proposed trail network and recreational programming along the waterfront of the south arm of the Fraser River.

A handwritten signature in black ink, reading "Yvonne Stich". The signature is fluid and cursive, with the first name "Yvonne" and the last name "Stich" clearly legible.

Yvonne Stich
Park Planner
(604-233-3310)

YS:ys



EXPERIENCE THE FRASER

Lower Fraser River Corridor Project

CONCEPT PLAN

"...it flows majestically, unhurriedly,
towards the Pacific Ocean."



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

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

Table of Contents

EXECUTIVE SUMMARY	7
A BOLD VISION	8
1.1 VISION	9
1.2 GOALS.....	12
Goal 1 Connect Hope to the Salish Sea	12
Goal 2 Link and inspire experiences along the river	13
Goal 3 Develop enduring and committed partnerships	14
Goal 4 Build and deepen connections to the river	15
Mission Waterfront.....	17
Historic Fort Langley to Golden Ears Bridge.....	17
1.4 CONNECTED NETWORKS... Linking Experience the Fraser.....	18
International.....	19
National	19
Regional.....	19
1.5 LEARNING and DRAWING INSPIRATION from OTHER SUCCESSES	20
Mountains to Sound	20
Waterfront Trail.....	21
The Confluence.....	21
1.6 THEMES.....	22
1.7 A STORIED RIVER... stories of people and place unfolding	24
The Story of the Living River... from Salmon to Sandpiper	24
The Story of the Working River... from Canneries to Catch and Release	25
The Story of Travel on the River... from Cedar Canoes to Tug Boats.....	26
The Story of Communities on the River... from Village to Settlement to City	26
The Story of the Fraser River Dykes... from Floods to Fortification	27

EXPERIENCE THE FRASER: THE CONCEPT 28

2.1 THE CONCEPT 29

2.2 ELEMENTS 33

 'Canyon to Coast' Trail 33

 Recreational Blueway 34

 Amenity and Feature Points 35

 Nodes 36

 Portals 42

2.3 ILLUSTRATIVE FOUNDATIONAL PROGRAM 44

2.4 ASPIRATIONS... More BIG Ideas 49

NEXT STEPS 52

3.1 IMPLEMENTATION STRATEGIES 53

Acknowledgements..... 56

Photo Credits..... 57

List of Figures

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

Figure 2: Connected Networks: Situating Experience the Fraser 18

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

Figure 4: ETF Planning Database 32



West Delta

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Experience the Fraser (ETF) is a recreational, cultural and heritage project that extends along the Lower Fraser River Corridor connecting Hope to the Salish Sea. The ETF Concept Plan expresses the Project's Vision and Goals and presents a framework for the long-term development of this land and water based initiative that aims to showcase the Fraser River and its rich natural and cultural heritage. It presents Trail and Blueway routes which form the signature backbone of the project, and which link communities and Fraser River themed features, amenities and experiences. The Concept Plan presents a number of opportunities to add to and build upon these experiences, therefore in sum creating an outstanding world class destination. The Plan also offers an Illustrative Foundational Program that once completed would define an ETF identity and brand, and provide a solid presence and framework from which to continue to build the project. A series of implementation strategies is also identified, establishing strategic priorities to move the project toward implementation.



A BOLD VISION



EXPERIENCE THE FRASER INVITES THE WORLD TO "EXPERIENCE AND EXPLORE THE DYNAMIC LOWER FRASER RIVER CORRIDOR FROM HOPE TO THE SALISH SEA... TO CELEBRATE THE SPIRIT AND STORIES OF ITS VARIED LANDSCAPES, DIVERSE COMMUNITIES AND RICH NATURAL AND CULTURAL HERITAGE.



1.1 VISION

Experience the Fraser invites the world to "experience and explore the dynamic Lower Fraser River Corridor from Hope to the Salish Sea. . . to celebrate the spirit and stories of its varied landscapes, diverse communities and rich natural and cultural heritage.

Experience the Fraser is a recreational, cultural and heritage project defined by the Fraser River that seeks to connect communities and the places where Fraser River themes and stories can be experienced from canyon to coast. At its heart, ETF is defined by over 550 kilometres of trails and a recreational blueway with ample amenities to support both land and water based use. The Trail will connect existing points of interest, amenities and features along the Lower Fraser River Corridor, and once in place, will also be a catalyst for others to package and add their own Fraser River experiences. The result will be the creation of a unique product that provides unprecedented opportunities to celebrate shared culture and heritage; to showcase the Lower Fraser River Corridor and its landscapes, features, wildlife and people as one of the great river communities of the world; to link and create a suite of outstanding tourist attractions; encourage active and healthy living; and to enhance land and water-based recreational opportunities throughout the region.





FIGURE 1: THE PROJECT AREA

The Project Area extends 160 km from Hope to the Salish Sea. Its width varies to capture as many Fraser River communities and experiences as possible and to allow for trail routing. Additionally, the following areas were intentionally included: the BC Ferries Tsawwassen Terminal and Causeway; the Tsawwassen First Nation and Delta waterfronts; Pitt River to the Pitt River Bridge; Kanaka Creek to Rolley Lake and south along the Hayward Lake and Stave River; Harrison River to Harrison Lake; Sumas Mountain; the Vedder Canal to the Keith Wilson Bridge; and a couple of routing options through Kent and Electoral Area B. The Project Area is 102,653 hectares in size, 8,281 hectares of which are existing parkland.

The Fraser River travels nearly 1,400 kilometres from its headwaters in the Rockies to the Salish Sea¹. The 'Mighty Fraser' drains a quarter of British Columbia and is the tenth longest river in the world. By the time the river runs past Hope, it has flowed from rushing river to alluvial plain, characterized by large gravel reaches, and soon slows and stretches further into the Fraser estuary. The Lower Fraser is home to more than 2.2 million people and is the confluence of a myriad of cultures, values, interests, and activities that interact with, and are often dependent on, the river. The Fraser River has an incredible history and continues to be a defining feature in the Province of British Columbia, playing an integral role in the lives of Lower Fraser River residents. Here are just some of the values, interests and activities associated with the river:

¹ The Province of BC, jointly with Washington State, officially named the area covered by the inland waterways of the Strait of Georgia and Puget Sound the Salish Sea in 2010. This official name pays homage to the Coast Salish peoples' collective history and this rich and diverse marine ecosystem.

- First Nations have lived, travelled and traded along the lower reaches of the river for thousands of years. The Stó:lō, whose traditional territory spans beyond the entire project area, are known as the People of the River. By believing in S'ólh Téméxw te íkw'élō - Xółhmet te mekw' stám it kwelát, which means "This is our land - We have to look after everything that belongs to us," protecting, preserving, and managing heritage and environment in a way that is consistent with Stó:lō values, beliefs, and traditions, is an overarching guiding principle.
 - Named after Simon Fraser, the first European to fully travel its waters in 1808, the Fraser River was designated as a Canadian Heritage River in 1998 to honour its rich cultural and natural history².
 - Parts of the Lower Fraser were initially dyked in the 1860s and 1870s by early settlers to create and protect agricultural lands. Early dyking efforts were found in Chilliwack, Sumas and Matsqui prairie areas as well as on Lulu Island. The Fraser Delta has some of the richest agricultural soils in Canada, is home to diverse agricultural operations growing over 130 different products, and although it comprises only 1.5 percent of the total agricultural land in BC, it generates over a quarter of the Province's gross farm income.
 - The Fraser River estuary, one of the largest along the west coast of North America, is recognized as a globally important ecosystem³. It has the largest wintering concentrations of water birds and raptors in Canada, and provides significant habitat and feeding areas along the Pacific Flyway. It is the largest salmon producing river along the Pacific Coast and is one of three rivers in BC in which white sturgeon spawn.
 - The Fraser River is integral to industry as a transportation corridor and location for businesses, including pulp and sawmills, piling and dredging companies, fisheries, and fish processing. It plays a vital role the region's economy.
 - Port Metro Vancouver cargo terminals and other port activities are essential to the functioning of our economy and metropolitan region. Their jurisdiction stretches across 600 kilometres of shoreline and waterways including the Fraser River up to Kanaka Creek. The Port trades \$75 billion in goods annually with more than 160 trading economies, generating over 125,000 jobs, and \$10.5 billion in GDP.
 - A number of communities line the banks of the river and people continue to be drawn to live along its edge.
 - The Lower Fraser River Corridor also provides ample recreation opportunities including wildlife viewing, fishing, hiking, geocaching, cycling, camping, boating, or horseback riding.
 - The Lower Fraser River Corridor is an integral part of BC's Tourism industry which generates \$12.7 billion in revenues annually. People come from all over the world to experience a combination of the interests and themes listed above. ETF will create an even greater draw to this part of the province.
- 3 RAMSAR site at Alakšen National Wildlife Area has been designated as a Wetland of International Importance; proposed as a Western Hemispheric Shorebird Reserve Network, an international initiative that identifies and protects habitats used by migrating shorebirds.



Canadian
Heritage
Rivers
System

2 The Canadian Heritage River System (CHRS) Board, made up of private citizens and officials appointed by federal and provincial governments called the Fraser a 'river of superlatives'. The CHRS was established in 1984 to conserve rivers with outstanding natural, cultural and recreational heritage, to give them national recognition, and to encourage the public to enjoy and appreciate them. Today, there are 41 Canadian Heritage Rivers.

1.2 GOALS

There are four goals that guide the realization of the Experience the Fraser vision:

Goal 1 Connect Hope to the Salish Sea

Experience the Fraser will connect Hope to the Salish Sea along the Fraser River by means of a network of over 550 kilometres of trail, 43% of which is already in place along regional, municipal and community trails. In addition, the river itself and associated stream networks provides an incredible recreational opportunity and adds a Blueway component to this goal of connectivity. The Trail and Blueway networks are the backbone of the project and will connect communities, parks, natural areas, historic and cultural sites and other experiences along the river. The intent of the goal is to draw upon the rich natural and cultural heritage along the river, to better integrate the waterway into the lives of residents and visitors thereby fostering a stronger sense of place and stewardship. The Trail and Blueway networks will provide a wide variety of recreational opportunities that promote active, healthy living for Lower Fraser River residents. Also, this network will enhance land and water-based recreational amenities positioned strategically to fill service gaps and support tourism.



Goal 2 Link and inspire experiences along the river

There are already a multitude of existing opportunities to experience the Fraser River. For example, there are Circle Farm tours, farm gate sales, and wineries. From an outdoor recreation and environmental perspective, there are parks and trails that provide river access, and amazing fishing spots and that interpret the river's ecological importance to salmon, raptors, and bird migrations. Heritage and culture can be explored at the Xa:ytem Longhouse Interpretive Centre, Fraser River Discovery Centre, Britannia Shipyards, Fort Langley and Gulf of Georgia Cannery National Historic Sites, Hyack's Fraserfest, the Fraser Valley Bald Eagle Festival and the Artists on the River, all of which provide opportunities to celebrate the river's heritage and cultural values.

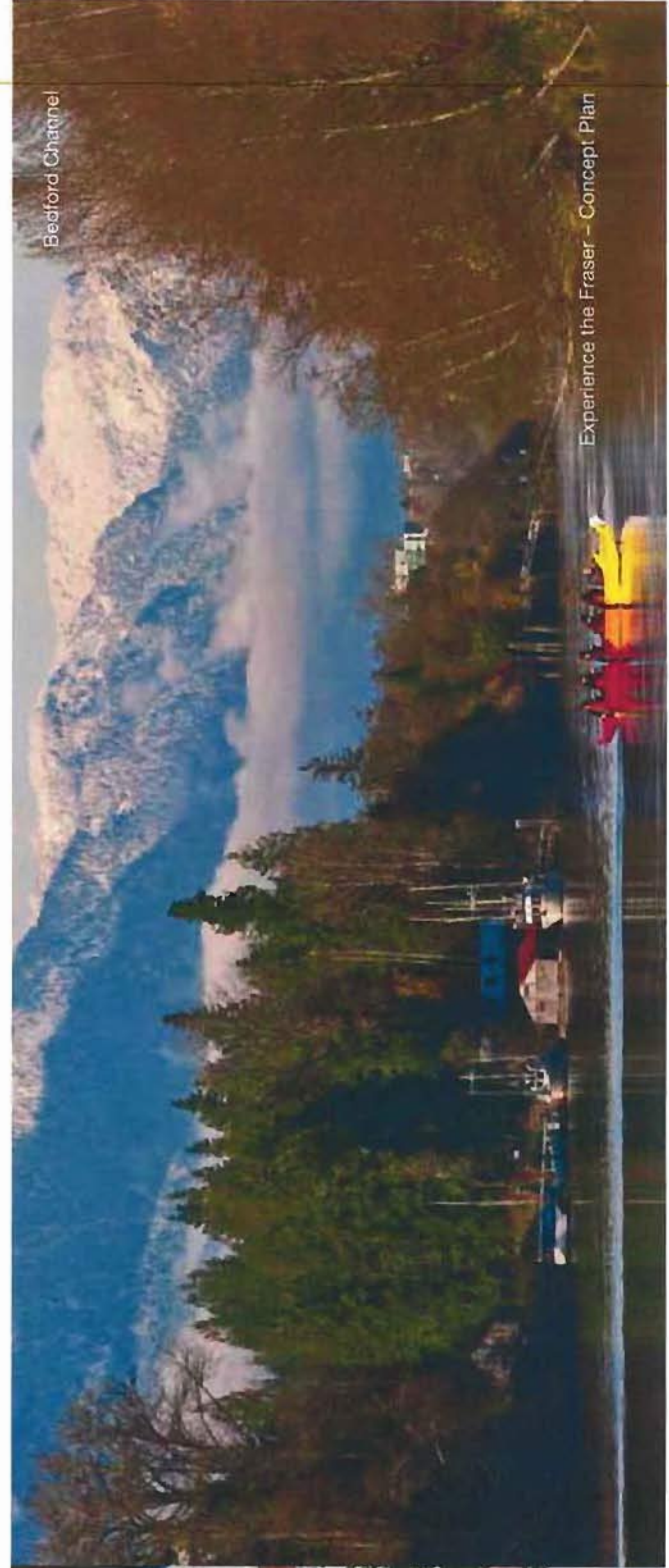
The first part of this goal speaks to linking these experiences, to knitting them together with a common Experience the Fraser brand and to recognizing the appeal and promotional value in their synergy. ETF offers a way to build on and package these experiences and opportunities. The second part of the goal is about enhancing and adding to what is already in place – about utilizing the Trail and existing experiences and amenities as a catalyst upon which to build an integrated suite of recreation, cultural and heritage amenities and features. The outcome will be a world-class tourism destination that can be traveled end to end or theme by theme. The Lower Fraser River Corridor will be promoted and known as one of the great river destinations of the world, inspiring participation, generating economic growth and jobs, and fostering pride and sustainability.



Goal 3 Develop enduring and committed partnerships

The success of ETF is reliant on developing and nurturing long-term partnerships among different levels of government, First Nations, other agencies, the private sector, non-profit organizations and citizens. Because Experience the Fraser is a long-term vision that will be realized over a number of decades, building understanding and support helps ensure that the ETF concept is a shared vision and at the forefront of people's minds when planning and developing local projects. Integral to the success of the project is the development of sustainable governance and financing models to support leadership and long-term implementation.

CNCL - 62



Goal 4 Build and deepen connections to the river

Experience the Fraser strives to build and deepen people's physical, emotional, and spiritual connections to the river. Utility and transportation corridors and industrial, residential and agricultural uses separate communities and people from the river so that its physical closeness is often imperceptible. We cross over the river in our cars on our daily commute, but how often do we dip our toes in it, walk along its edge or understand the diversity and dynamism that it represents? This goal is about celebrating the river itself and its rich cultural and natural heritage – it is about exposure and reconnection, not just in a physical sense, but also a cognitive one. Through **exposure and experience come understanding and appreciation – and from these come a sense of ownership and protection**⁴.

Connectivity is important from an ecological perspective, and linking parks and open space helps to protect habitat, remedy the effects of fragmentation and support biodiversity. ETF embraces environmental sustainability objectives critical to maintaining the ecological health of the Lower Fraser River Corridor, and is committed to enhancing awareness and stewardship of these values through education and interaction with river ecology.

4 Extrapolated from Freeman Tilden's "through interpretation, understanding, through understanding, appreciation, through appreciation, protection" (1957)



1.3 PROJECT BACKGROUND

The Lower Fraser River Corridor has been the focus of attention and planning for many people, agencies, businesses, groups and partnerships for years. There is a substantial body of work, research and relationships to draw upon. ETF hopes to continue to build with these partners and on the work they have completed. In addition, ETF complements a number of existing initiatives associated with the Fraser River including the Fraser River Discovery Centre, the Trans Canada Trail, and Heart of the Fraser⁵. ETF seeks to highlight and link the multiple values and interests Fraser River stakeholders embody through a tangible, overarching vision for recreation, culture and heritage.

The inspiration of ETF was the idea for a continuous trail along the Fraser River between Hope and the Salish Sea on both sides of the river with crossings creating a series of loop options and connections to major trails beyond the region. Because of this original idea, ETF is a project that is rooted in an outdoor recreation perspective - assuming that the user will be on foot, bicycle, horseback or boating. Therefore, the next step was to look at what kind of support, both infrastructure and program, would be required to facilitate this form of experience in terms of staging areas, parking, washrooms, boat launches, camping opportunities, and dyke and trail upgrades.

The challenge was posed – if a user is travelling along this trail, what would they be interested in seeing, doing, and experiencing along the journey? What would lead them to take the journey in the first place and inspire them to explore further? This prompted an inventory of existing recreational, cultural and heritage features, the result being the development of a multi-dimensional project that seeks to link together, via the ETF Trail and recreational Blueway, the multitude of experiences the Lower Fraser River Corridor has to offer.

⁵ In 2009, The Fraser River Discovery Centre opened its doors to a 17,000 square foot space that offers displays and exhibits, a resource centre and a place showcase the living, working river. The Trans Canada Trail's route through the Lower Fraser River Corridor mutually supports ETF. Heart of the Fraser is a conservation initiative founded in 2006, supported by The Nature Trust of BC, BCIT, the North Growth Foundation and the Pacific Fisheries Resource Conservation Council. It is focused on acquiring lands along the Fraser River, from Hope to Mission, and it seeks to boost public awareness of this area's outstanding attributes while promoting the need to set aside key properties for conservation purposes.



In April 2009, the Province of BC provided the Fraser Valley Regional District (FVRD) and Metro Vancouver (MV) \$2.5 million dollars to undertake ETF planning and to implement two demonstration projects. \$2 million was allocated toward developing a comprehensive Concept Plan by Fall 2011.

An integral component then was to "demonstrate" the potential of Experience the Fraser in communities along the river and to provide an opportunity for people to understand what an "experience" of the Fraser might in fact be. As a result, \$500,000 was allocated for two demonstration projects to 'get started on the ground'.

Mission Waterfront

The Mission Waterfront Demonstration Project, a partnership between FVRD and the District of Mission, opened on May 15, 2010. It includes an elevated square, trail, living plant wall, benches, picnic tables, banners, lights, and unique First Nations' public art.



Historic Fort Langley to Golden Ears Bridge

The Historic Fort Langley to Golden Ears Bridge Demonstration Trail Project, a partnership between Metro Vancouver, Township of Langley, and Trails BC, provides an important segment of the Trans Canada Trail.

The first project phase, from Edgewater Bar in Derby Reach Regional Park to 208th Street including trail, interpretive art and riverside amenities, opened on July 23, 2011.



"THE GOAL IS TO HAVE A TRAIL NETWORK CONNECTING FROM HOPE RIGHT TO THE OCEAN. IT WILL PROVIDE ENDLESS OPPORTUNITIES – AND YOU CAN TAKE WHATEVER LENGTH OF TRIP YOU WANT."

GAYLE MARTIN, CO-CHAIR, ETF JOINT POLITICAL STEERING COMMITTEE

1.4 CONNECTED NETWORKS... Linking Experience the Fraser



FIGURE 2: CONNECTED NETWORKS: SITUATING EXPERIENCE THE FRASER

One of the primary objectives for trail routing is to fill the gaps in the existing trail network along the Lower Fraser River Corridor between Hope and the Salish Sea. Embodied within this objective is the desire to ensure connectivity to, and integration with, existing and planned community trail networks and waterfront community centres with an aim to improving access to the Fraser River and connections among communities and trails.

While these local and regional connections are vital, so is ensuring connectivity to trail systems outside the Lower Fraser Corridor to help build a provincial trail network for residents and visitors alike. Integral to the planning and development of the Experience the Fraser route is the integration and inclusion of the Trans Canada Trail as it proceeds through the Lower Fraser River Corridor and connects with the rest of Canada from sea to sea. Looking beyond our national border, ETF seeks to make connections south to the United States. Therefore, once completed and connections are put in place, Experience the Fraser will provide not only an inter-regional trail between Hope and the Salish Sea, but it will also link to other regional, provincial, national and international trails, effectively nesting it within other initiatives and providing connectivity at multiple levels (Figure 2). Once complete, Experience the Fraser aspires to connect to:



Agassiz-Rosedale Bridge

International

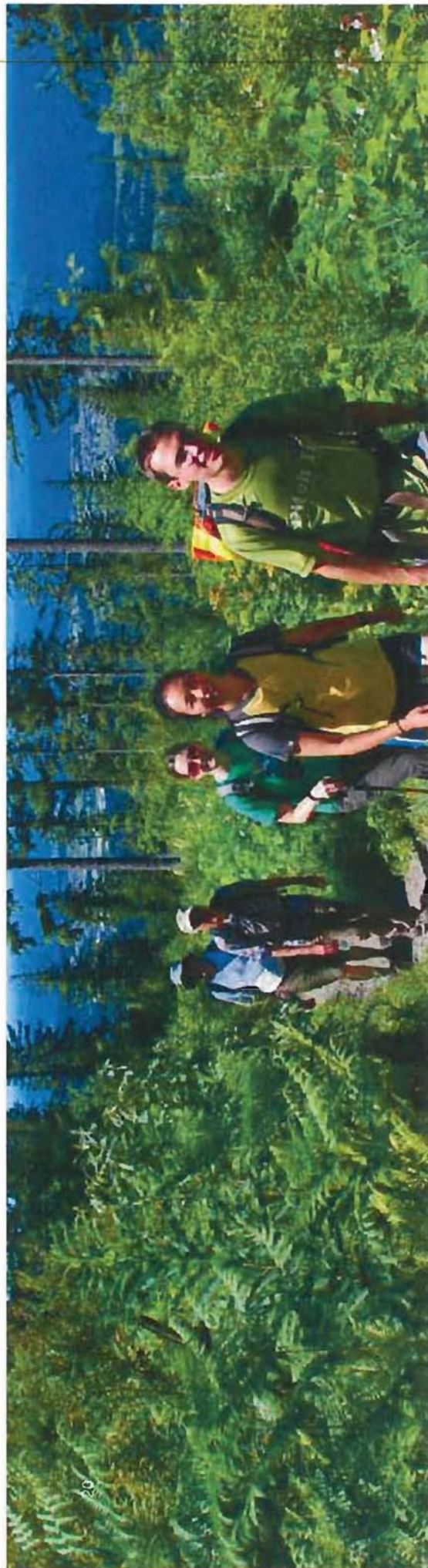
- Pacific Northwest Trail: The 1,200 mile trail runs from the Continental Divide to the Pacific Ocean and is considered to be among the most scenic trails in the world. It is connected to the Pacific Crest and Coast Millennium trails.
- Pacific Crest Trail (PCT): Extending from the Canadian to the Mexican border, the PCT boasts the greatest elevation changes of any of America's National Scenic Trails and passes through six of North America's seven eco-zones. It offers users a unique, varied experience and connects into Canada at Manning Provincial Park.
- Coast Millennium Trail: A trail initiative that strives to connect Bellingham, Washington to White Rock along Boundary Bay with future phases envisioned to extend the trail south to Seattle, and north to Vancouver connecting to other regional trails including Experience the Fraser.

National

- Trans Canada Trail: A mosaic of local and regional trails built by provincial and territorial members of the Canadian Trails Foundation extending from Atlantic to the Pacific to the Arctic Oceans and providing 22,000 kilometres of trail linking 1,000 communities and 33 million Canadians.
- National Hiking Trail: An Initiative for a pedestrian trail from Cape Spear, Newfoundland to White Rock, British Columbia.

Regional

- Sea-to-Sky Trail: A partnership initiative led by the Squamish-Lillooet Regional District, the Sea-to-Sky Trail links communities from Horseshoe Bay north to Lillooet.
- New Pathways to Gold Society: A society that supports economic development through heritage tourism, First Nations Reconciliation, and community projects such as the Hudson's Bay Company (1849) Heritage Trail. The trail extends from Barkerville to Hope area and through the Gold Rush region of BC.
- Spirit of 2010 Trails: Four regional Rail to Trail initiatives that make up a portion of the Trans Canada Trail connecting Hope to Nelson including: The Hudson's Bay Company Heritage Trail from Hope to Tulameen and the Kettle Valley Rail Trail from Hope to Castlegar.
- Vancouver Island Trails: The Lochside Regional Trail begins at the Swartz Bay Ferry Terminal and connects to the Galloping Goose Regional Trail north to the Nanaimo Regional District where the Trans Canada Trail currently arrives on Vancouver Island at the Nanaimo Ferry Terminal.



Mountain to Sound Greenway - Hikers in the Cascade Mountains

1.5 LEARNING and DRAWING INSPIRATION from OTHER SUCCESSES

There are a number of projects analogous to Experience the Fraser throughout North America. This is no surprise, as waterfront cities recognize the merit of collecting and showcasing their amazing amenities and features into a synergized, value added package. Several of these projects bill themselves as recreational, cultural and heritage initiatives that act as catalysts for tourism, economic development, active, healthy living, and partnership development. Below are three examples of visionary, successful projects.

Mountains to Sound

The Mountains to Sound Greenway Trust leads and inspires action to conserve and enhance the landscape from Seattle across the Cascade Mountains to Central Washington, ensuring a long-term balance between people and nature. This project is organized around Highway I-90, and since 1991, 87,000 hectares of land have been conserved and over \$275 million invested. Today, the Greenway Trust, the body responsible for the project, encompasses a 60-member Board of Directors, a 30-member Advisory Council, a 100-member Technical Advisory Committee, a 15-member staff, and a community of hundreds of citizens and dozens of interest groups.



The Great Waterfront Trail Adventure



Originally part of Route 66, The Chain of Rocks Bridge is now one of the longest pedestrian/ cyclist bridges in the world

Waterfront Trail

The Waterfront Trail stretches from Niagara-on-the-Lake in Ontario to the Quebec border, along the shores of Lake Ontario and the St. Lawrence River. The Trail includes 41 communities, 182 parks, 152 arts and culture heritage attractions and 37 major annual waterfront festivals. 780 km of trail have been built and/or designated. The project is run by the Waterfront Regeneration Trust, and partners with CIBC, Heart and Stroke Foundation, Province of Ontario, Ontario Trillium Foundation, Welcome Cyclists, Ontario Trails Council, 63 local governments and Conservation Authorities, two cycling groups and three other private sector companies.

The Confluence

Located in the heart of the St. Louis Region at the confluence of the Missouri and Mississippi Rivers, the Confluence is a dynamic conservation, heritage and recreation corridor. The project area is 52,000 hectares. The Confluence Project is an ambitious, long-term undertaking where investments in land conservation, facilities and public programs for this unique regional initiative will ultimately exceed \$200 million. Today, the Confluence is an evolving system of conserved open space, parks, museums, heritage sites, and recreational trails along the Great Rivers of the bi-state St. Louis area. By reconnecting the public to the wealth of natural, historic and recreational resources at the heart of the community, this project contributes significantly to quality of life and economic competitiveness in the 21st century. Currently, over \$150 million has been secured or committed by various governmental agencies and non-profit organizations, and the transformation of riverfronts is well underway. An impressive set of early achievements encourages community residents and tourists to care and protect the land and water in the Confluence region as they reconnect to two of America's great rivers.



1.6 THEMES

Concept planning and trail route identification included an inventory of existing Fraser River amenities, features and experiences. As this work progressed, it became apparent that these points of interest could be grouped or categorized into themes. Consequently, part of the trail routing resulted from the gathering or linking of these features, points of interest and amenities. Many plan contributors and participants have identified locations where these themes can be explored, illustrated, and experienced. This has led to the Concept Plan being more Infrastructure or spatially based, focusing on acknowledging the venues where these themes can be experienced rather than interpreting the themes themselves. The project's focus is the Trail and Blueway and providing a way to link or package the experiences together. As a result, the project is informed by the following eight Fraser River themes:

CNCL - 70

AGRICULTURE

Farms, wineries, local food, farmers' markets, agri-tourism, parks, museums, education and interpretation

CELEBRATION

Festivals, celebration, tours and events that promote and advance river connections, Fraser River Festival, arts and cultural events, Rivers Day, educational & historical tours

ENVIRONMENT AND NATURE

Parks, Conservation Areas and Ecological Reserves, stewardship and volunteer opportunities, salmon runs, education and interpretation, bird and wildlife habitat, marshes and mudflats

FIRST NATIONS

Cultural and historical interpretation, industry and commerce, tourism and economic development opportunities, festivals and community celebrations



HERITAGE AND CULTURE

Historic sites, museums, cultural centres, guided heritage tours, landscapes, festivals, settlements, businesses

INDUSTRY AND TRANSPORTATION

The role and importance of the "working river", fisheries, log booms, tug boats, debris trap, water dependent industry, port & rail operations, access & crossings, infrastructure and new technologies

OUTDOOR RECREATION

Parks, trails, water access and boat launches, camping, fishing, day-use facilities, wildlife viewing, marinas

RIVERFRONT COMMUNITIES

Connecting to and integrating with the river, trail and blueway connections, river access, orientation and wayfinding, education and interpretation, food and accommodation services, business development and sales, waterfront revitalization initiatives

In addition, the themes provide a framework for others (e.g. the private sector or other potential partners) who want to:

- a) package and program these points of interest and utilize the trail as a means of travel or connection (e.g. a tourism opportunity such as winery or heritage tours by bike or foot); or
- b) add a new experience / amenity along the river that 'fits' with one of the themes therefore creating an added value for themselves of having other similarly themed experiences be in close proximity with them connected by the trail (e.g. an economic development opportunity such as bicycle or boat rentals or a trail-side café).

1.7 A STORIED RIVER... stories of people and place unfolding

The myriad of stories related to the Fraser River are as plentiful and intertwined as the tributaries which flow into it. Experience the Fraser recognizes the importance of these stories in enhancing the recreational and cultural experiences of each visitor. Certain stories lend themselves to being told through multiple venues over the length of the Lower Fraser River Corridor. A sampling of five of these stories is presented here. These stories would be developed and programmed by historians, First Nation elders and other willing story-tellers. They hint at the incredible influence the river had, and continues to have, on our lives and the connections that flow strongly among stories, people and places.

The Story of the Living River... from Salmon to Sandpiper

This journey highlights the story of the Fraser River's natural history and paints an ecological picture of one of the most biodiverse areas in Canada.

- The Fraser produces more salmon than any other river system in the world;
 - The Fraser is one of just three rivers in British Columbia in which the white sturgeon spawn;
 - The Fraser River Estuary is one Canada's premier Important Bird Areas providing a crucial staging area on the Pacific Flyway;
 - The dynamic river conditions of the Fraser from the canyon to the coast;
 - The future of the living river is another critical storyline for interpretation. Humans have put pressures on the river system, and changed it from its natural course. Much of the Fraser Valley is naturally a floodplain, but is now protected by dykes which prevent the river from inundating the land and people have influenced the life of the Fraser, just as the river has permeated our lives;
 - The formation of the wetlands and bogs of the Lower Fraser (e.g. Burns Bog);
 - Augment the work currently being done to tell the Living River story by enhancing this work through coordinating resources and introducing new outlets.
- The Living River stories could be presented through a Living River Tour supported with a smartphone interpretive guidebook application.



INTERPRET ...AND UNDERSTAND THE RIVER HYDRAULICS AND THE EVOLUTION OF THE RIVER COURSE, THE GEOLOGY AND THE FORCES WHICH HAVE SHAPED THIS ICONIC LANDSCAPE AND DELTA OVER MILLENNIA.

The Story of the Working River... from Canneries to Catch and Release

This journey presents storylines that relate to the commerce of the Fraser River over time from First Nations fur trading through the harvesting of a variety of natural resources to the present river-based economy and industry.

- Fishing industry (sustenance, commercial and recreational);
- Salmon fishing through the ages (Aboriginal to present day: salting and canning);
- Forestry (sawmills, shingle mills, log booming);
- Mining and gravel extraction;

- Agriculture and floodplain; and
- Port activities (cargo terminals and goods movement).

The Working River storyline could be enhanced through a focus on the Fraser River Discovery Centre for major Working River interpretive exhibits⁶. Ideas for supporting the telling of the story could include interactive historical activities about fishing, farming, milling, and towing, an important and particularly representative industry on the Lower Fraser.

⁶ There are other venues where these stories could be explored and told including: the Fort Langley and Gulf of Georgia Cannery National Historic Sites and Britannia Shipyards. In addition, this is only one of many stories interpreted at the Fraser River Discovery Centre.

GROWING UP NEAR THE RIVER, I REMEMBER THE MAYHEM & ACTIVITY OF THE EULACHON RUN EVERY JUNE. THE EULACHON WERE EASY TO CATCH, BUT NOT THAT GOOD TO EAT.

IDEAS FORUM PARTICIPANT (OCTOBER 28, 2010)

A WEALTH OF RESOURCES ... LEARN ABOUT THE WORKING RIVER AND THE IMPORTANCE OF THE LOWER FRASER AS A PLACE OF INDUSTRY AND COMMERCE AND A SOURCE OF ECONOMIC PROSPERITY IN BC.



The Story of Travel on the River... from Cedar Canoes to Tug Boats

This journey would tell the story of the Fraser River as the historical main transportation conduit from the coast to the Interior of BC.

- Historical accounts of different British Columbians' journeys up and down the Fraser through time (Aboriginal, Simon Fraser, present day explorers);
- Railways;
- Bridges and Crossings of the Fraser;
- Boats of the Fraser across time: First Nations canoes, steamboats, paddle wheelers, barges, tug boats, fishing boats, present day kayaks;
- Role in supporting the region – goods and services and movement;
- Recreational Blueway.

Travel on the River stories could be told through:

- River education and interpretation centres (i.e. Mission Harbour River Interpretation Centre);
- Bridge and crossing signage and interpretation program;
- A land based "shipyard" museum and playground.

The Story of Communities on the River... from Village to Settlement to City

This journey would tell the stories of the many communities that were and are established along the riverfront, how they came to be, and the cultural landscapes that emerged.

- First Nations villages and settlements;
- European settlement – Fur trading (HBC), resource based communities, dyking, flooding and the development of agriculture based communities, historic river landings;
- Stories of ethnically rich communities along the river



TRANSPORT ... SEE THE BARGES, FISHING BOATS AND CONTAINER SHIPS AND BECOME CONNECTED TO THIS WATERWAY AND ITS IMPORTANCE IN OUR SOCIETY AS A LIFELINE AND TRANSPORTATION CORRIDOR.

(e.g. Hawaiian community at Kanaka Creek, Japanese community on Don Island, Chinese community on Lion Island, Greek community on Deas Island);

- The stories of real people of the river – First Nations, immigrants and migrants, entrepreneurs and homesteaders.

Communities of the River stories could be told through:

- A Geo-caching and Passport program telling the stories of various journeys and travel routes (i.e. gold, fur, fish, trading, First Nation, pioneer).

The Story of the Fraser River Dykes... from Floods to Fortification

This journey would tell the unique story of how the Fraser River was dyked to manage its seasonal floods, develop rich agricultural lands from the floodplain, and protect large parts of the region's infrastructure and population.

- May, 1894, largest flood on record, but property damage was limited as settlement was sparse;

- 1948 flood led to evacuation of 16,000 people, damage or destruction of 2300 homes, and recovery costs of over \$150 million;

- Early efforts to manage flooding and develop agricultural lands along the lower reaches;

- Sumas Lake (10,000 acres in size) was drained to create farmland;

- Scope and scale of the dyking system in the Lower Fraser River Corridor – now over 600 km of dyke structures, 400 floodboxes and 100 pump stations in the Fraser Basin;

- Future concerns given climate change and sea level rise.

Given that the dyke system forms a significant part of the trail itself, the Fraser River Dyke story could be told through interpretive signage, viewpoints, photos of the major floods and other means. These stories could also be told at the Fraser River Discovery Centre amongst other locations.



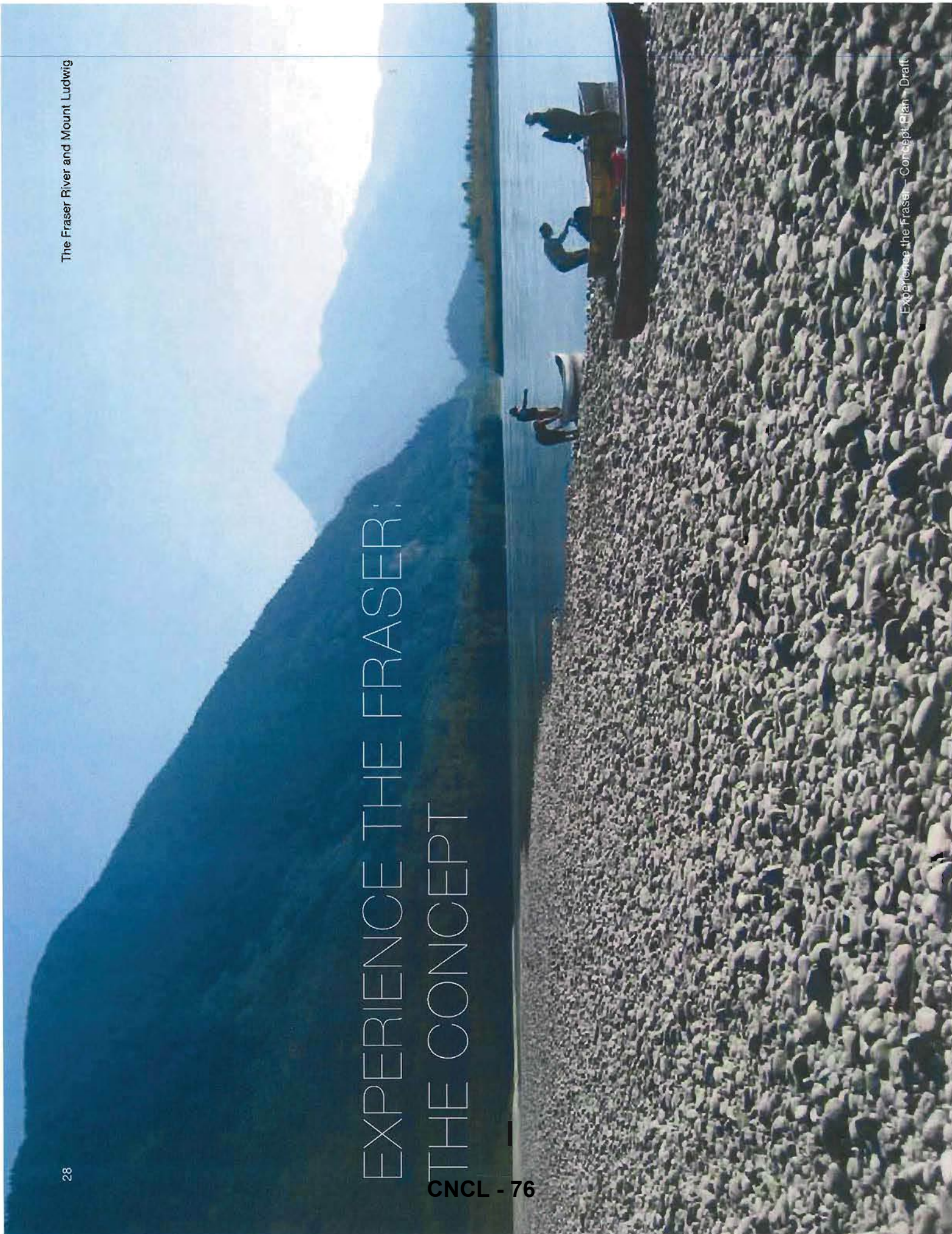
CONNECT... TO THE 10,000 YEARS OF
STORIES OF THE RIVER AND OF THIS
PLACE AND THE PEOPLE WHO HAVE
LIVED, TRADED, FISHED, EXPLORED
AND ADVENTURED ON AND AROUND
ITS WATERS.



A PLACE TO CALL HOME ... HOW DID
OUR PRESENT DAY COMMUNITIES COME
TO BE? FROM FORTS AND FURS TO
FIELDS AND FARMING, LEARN ABOUT
THE IMPORTANCE OF THE RIVER AS THE
HOME FOR GENERATIONS OF FAMILIES.

EXPERIENCE THE FRASER; THE CONCEPT

CNCL - 76



TRAVELING ON, OR ALONG, THE LOWER FRASER, STARTING FROM THE TOWN OF HOPE AND HEADING DOWNSTREAM TO THE SEA, ENABLES ONE TO EXPERIENCE THE VERY HEART OF ONE OF THE WORLD'S GREAT WATERWAYS; ONE OF THE MOST PRODUCTIVE STRETCHES OF RIVER ON EARTH.

MARK ANGELO, CHAIR EMERITUS, RIVERS INSTITUTE AT BCIT

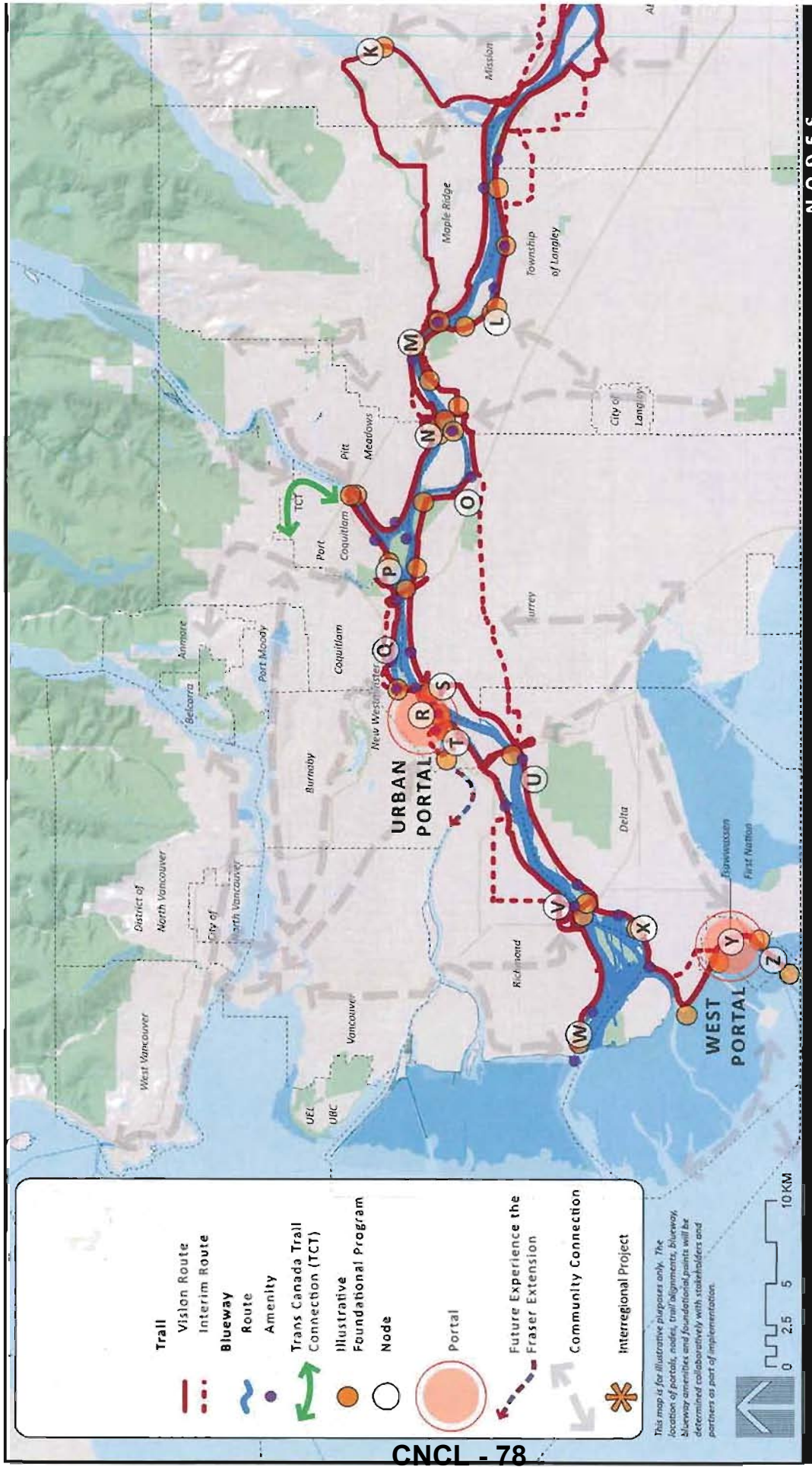
2.1 THE CONCEPT

The Experience the Fraser Concept is, at its heart, quite simple - it is a recreational, cultural and heritage project that seeks to connect Hope to the Salish Sea along the Fraser River and to link and inspire river and other theme-based experiences. The Trail and recreational Blueway serve as the connectors, linking communities, the multitude of stories, river-based amenities, and the natural, recreational, cultural and heritage features and experiences that the Lower Fraser River Corridor offers.

The Experience the Fraser Concept builds from a strong base of existing infrastructure, amenities, features and Fraser River attractions. About 43% of the proposed Trail is already in place along segments provided by regional districts, municipalities and others. There are 15 sanctioned boat launches along this stretch of the river and many riverfront parks that provide water access and amenities. There are a number of cultural and heritage attractions and festivals for residents and visitors alike and several businesses that rent bicycles, boats and offer tours. Experience the Fraser is not starting from scratch. ETF simply seeks to fill the connectivity gaps and add to the experiences available.

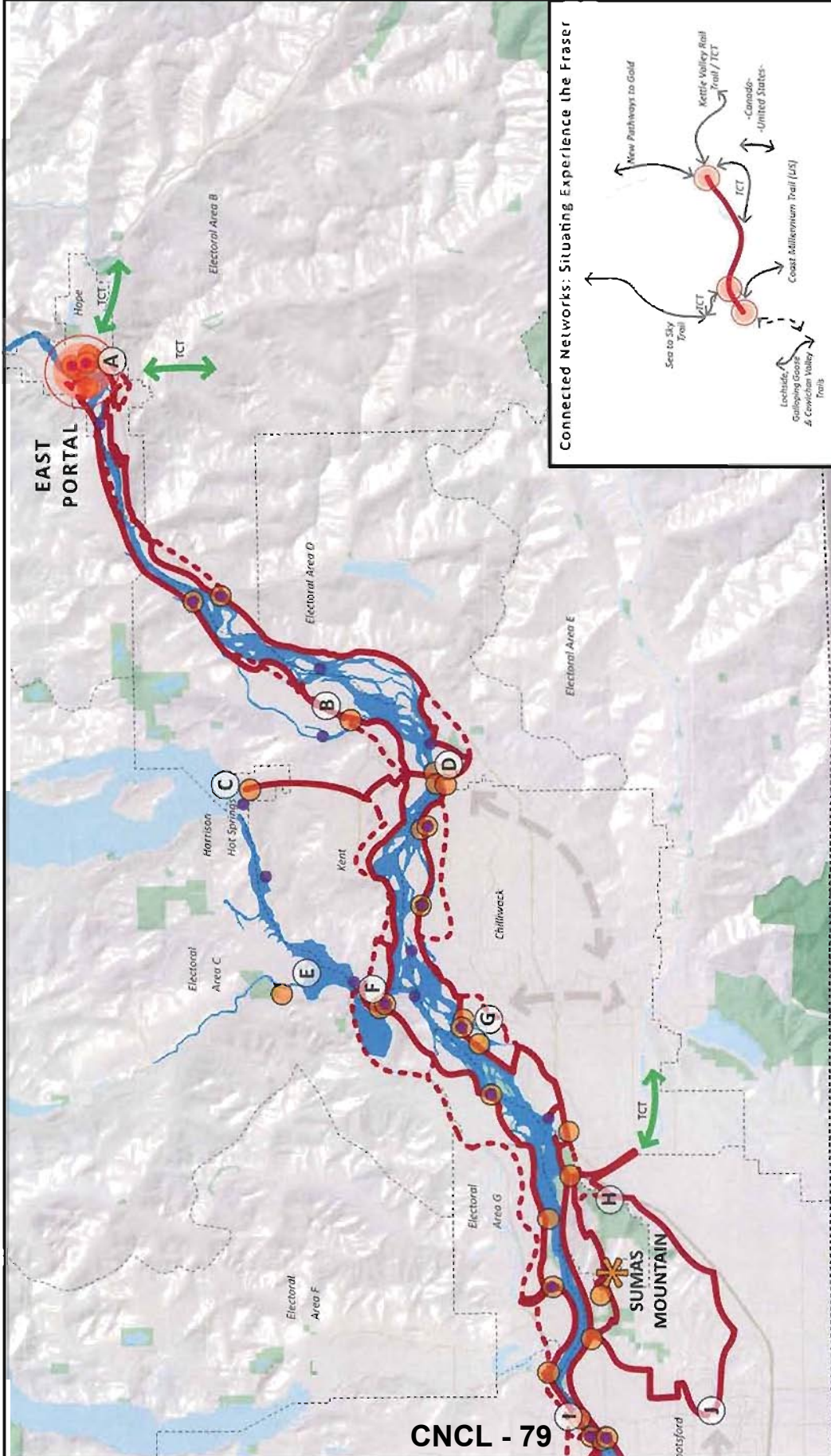
The result will be a project that ties together, and adds strength and dynamism to, local tourism and economic development efforts as well as cultural, heritage, and recreational amenities. All of which will be branded under one banner. ETF will become an anchor enticing other tourism opportunities. The Lower Fraser River Corridor will be showcased and promoted as one of the world's great river destinations. People will be inspired to respect and protect its value. It is important to recognize that the Concept is a long-term vision and will be implemented by many, over decades.

FIGURE 3: EXPERIENCE THE FRASER: CONCEPT PLAN



- NODES -

A	HOPE	C	HARRISON HOT SPRINGS	E	STS/AILES - CHEHALIS	G	CHILLIWACK WATERFRONT	I	MISSION WATERFRONT	K	STAVE	M	PORT HANEY
B	SEABIRD ISLAND	D	ROSEDALE - POPKUM	F	HARRISON MILLS	H	BARROWTOWN	J	ABBOTSFORD	L	FORT LANGLEY	N	BONSON



CNCL - 79

O SURREY BEND	Q COQUITLAM WATERFRONT	S BROWNSVILLE	U TILBURY	W STEVESTON	Y TSAWWASSEN
P CITADEL	R NEW WESTMINSTER QUAY	T QUEENSBOROUGH	V RIVERPORT	X LADNER	Z FERRY

The Planning Atlas is the tool that allows navigation of the Concept at different scales, showing the Project from the Lower Fraser River Corridor scale, to specific river reaches, to community nodes, right down to a specific segment of trail, amenity or feature (Figure 4). Although this level of specificity cannot be shown here, the Planning Atlas is essential for providing detailed planning information as the project moves forward to implementation.

FIGURE 4: ETF PLANNING DATABASE



Experience the Fraser – Concept Plan

2.2 ELEMENTS

The ETF Concept is spatially based around locations where the stories about the Fraser River, its history, industry, culture and environment can be told. As a result, there are five concept elements – “Canyon to Coast” Trail, recreational blueway, amenity and feature points, nodes and portals.

‘Canyon to Coast’ Trail

The “Canyon to Coast” Trail is the backbone of the project, linking together river communities, the amenity and feature points, and Fraser River experiences. Once complete, it will provide the glue, brand, or impetus for new experiences to join, participate in, and capitalize on Experience the Fraser. Over 550 kilometres of trail are a part of the project, spanning from Hope to the Salish Sea on both sides of the river.

Many participants in the planning process articulated that the Trail needs a brand that expresses the geography, themes or intent of the project more clearly than the Experience the Fraser Trail. The “Canyon to Coast” Trail seems to excite and resonate, since it clearly references the geography of the Lower Fraser River Corridor and begins to connect people to place.

In the short term, a proposed Interim Route would utilize existing trails and roads allowing users to travel from end to end in the short term. This alignment is subject to agreement and participation by the agencies, organizations, and local governments along the route. There is also a Vision Route which is over 550 kilometres long. Although this length may sound daunting, 43% of the Vision Route is already in place coinciding with regional and municipal park and community trails. The Vision Route is a long term objective and will be implemented over decades.

The primary objective when developing the Vision Route was to develop a continuous east /west connection from Hope to the Salish Sea. The intent was to follow and feature the Fraser River as closely as possible; however, the long-term route will be aligned to harmonize with working river industrial activities, sensitive natural features, private land and First Nation land interests. Most times it will mean going around these features, but creative ways of integrating the Trail into such landscapes and uses can produce the richest experiences. The preferred alignment also reflects the original partnership between the Province, the Fraser Valley Regional District and Metro Vancouver, therefore reflecting the desire to connect provincial and regional parks and facilities and to include sufficient amenities to facilitate multi-day travel (e.g. camping). It was also an objective to advance the Trans Canada Trail alignment through the Lower Fraser River Corridor.



The Trail's Vision Route status and needs in the eastern (Fraser Valley Regional District) and western (Metro Vancouver) parts of the Project Area are somewhat different. In the eastern part of the Project Area, the Vision Route is 244 kilometres long and 27% (or 66 kilometres) is in place. In the western part of the Project Area, the Vision Route is 308 kilometres long, and approximately 55% (or 173 kilometres) is in place. Of the remaining 313 kilometres required to complete the ETF Trail's Vision Route, approximately 79 kilometres are located on dyke structures, which require recreational access but do not have the same cost implications as a new trail. Therefore, about 234 kilometres of trail need to be built to fully realize the Vision Route.

Because the Trail is the linear connection that links experiences, it also facilitates the telling of the stories introduced in section 1.7 along the length of the river and other projects that lend themselves to being explored or introduced from end to end – for example, public art expressing Fraser River themes.

The non-motorized ETF Trail will accommodate pedestrians along its length. Cycling and equestrian uses will be added where appropriate and there will be sections of universal accessibility. As time, resources, land tenure and priorities permit, the gaps in the Vision Route will be filled.

Recreational Blueway

The Blueway is synonymous with the river. In the Project Area, this includes the Fraser, Harrison and Lower Pitt Rivers and their main tributaries. Because of the many river routes, whether meandering through a number of Fraser River Islands for the day or taking part in a multi-day paddling adventure, the Blueway is best expressed through the supporting infrastructure that facilitates water access and Blueway use such as launching sites, signage, day use facilities, piers, view points and camping. It is this supporting infrastructure that is shown on the Concept Plan. The river connects the portals, the nodes and numerous water-based experiences. The Blueway links communities along the river and complements the coastal based BC Marine Trail Network. It is planned as part of a formalized Blueway network.

To accommodate multi-day journeys, there needs to be supporting infrastructure appropriately spaced along the river including water access, day-use facilities and camping or fixed accommodation. Whether kayaking the islands of the Fraser delta for the day, taking a water taxi to cross from the north to the south shore, or setting out on a multi-day journey tracing a historical storyline, the possibilities are endless.



Greatest Salmon River on Earth Paddle

Experience the Fraser – Concept Plan – Draft

Amenity and Feature Points

As part of the concept planning process, over 300 Amenity and Feature Points were identified as locations to experience the river. These points represent discrete 'projects' that are either infrastructure (e.g. facilities or amenities), program-based (e.g. education or interpretive activities or events) or system-wide opportunities (to be applied across the entire Project Area). One way of better understanding the diversity of amenity and feature points and what they consist of is by reflecting on the demonstration projects. Each of these is part of the ETF Concept, and is a distinct point opportunity that helps create and solidify the ETF identity.

There are numerous existing amenities and features along the river, and for those that are not yet in place, many are already planned as part of municipal Official Community Plans or park and trail plans, ensuring that ETF is well integrated with other agencies' existing plans. Other 'points' were contributed at community forums and other events.

The Planning Atlas captures all of the Amenity and Feature Points identified as well as both Interim and Vision Trail alignments. Within this tool, a set of evaluation criteria based on the ETF's objectives and eight themes were used to test the fit with the project and readiness for implementation. This filtered set of opportunities, including Trails and Blueways, signage, and other highly ranked elements were consolidated to assist in the development of an Illustrative Foundational Program (Section 2.3).

"VISITORS USING THESE WATER TRAILS CAN NAVIGATE FROM ONE COASTAL COMMUNITY TO ANOTHER, TAKING ADVANTAGE OF THE AMENITIES ... LEARN ABOUT LOCAL HISTORY ... EXPERIENCE THE FLORA, FAUNA, AND THE COASTAL ECO-SYSTEM ... EACH COMMUNITY MAY OFFER."

B.C. MARINE TRAILS NETWORK



"MY FAVOURITE MEMORIES OF THE LOWER FRASER ARE THE FAMILY OUTINGS ON THE RIVER AND MARSHES IN THE PORT GUICHON AREA WHERE I HAVE LIVED ALMOST ALL OF MY LIFE. OVER THE YEARS, I HAVE ENJOYED NATURE WALKS, BIRTHDAY PARTIES, BEACH PARTIES, BARBECUES, BIRD HUNTING AND COMMERCIAL FISHING IN MY "BACKYARD".

- ETF IDEAS FORUM PARTICIPANT (OCTOBER 28, 2010)

Nodes

Nodes are destinations along the Trail and Blueway or locations where people can come to the project to 'experience the Fraser' without having to travel the Trail. They are characterized as having a cluster of amenities, features and experiences close together, are in a location where there is an existing or planned population density or community, are intersecting with the trail, and are providing an access point and amenities for the blueway. There are 26 nodes envisioned between Hope and the Salish Sea, some of which exist, and others that are planned in municipal Official Community Plans or as an integral part of ETF. They are intended to motivate and facilitate engagement with the Fraser River and will have a kiosk to act as a point of introduction, information and orientation to the Trail. Travelling downstream, these envisioned nodes are:

A. Hope

Hope is one of British Columbia's oldest settlements. Before the municipality was established, the Stó:lō tribal village of Ts'qo:ls existed along the banks of the Fraser River. When visiting the local museum visitors can learn about explorer Simon Fraser's arrival in 1808 and the establishment of Fort Hope trading post by the Hudson's Bay Company forty years later. This destination also offers the opportunity for First Nations to share their culture and heritage with visitors. Today four major highways converge at Hope, enabling it to serve as a gateway to rest of the province. Combined with stunning geography, this hub provides a key stop for visitors to experience an abundance of recreational adventures from the Fraser River up to the peaks of the surrounding mountains.

B. Seabird Island

Seabird Island is located along the north shore of the Fraser River in the upper Fraser Valley, three kilometres northeast of the town of Agassiz and home to the Seabird Island Indian Band. This storied island derived its name from the June 1858 grounding of the transport paddle-wheeler 'Sea Bird'. This destination could offer visitors authentic cultural and heritage tourism experiences, and already has as the annual Tulips of the Valley Festival and First Nation Festival. If the breathtaking backdrop does not give a true appreciation for the ecological importance of the area, then Maria Slough which surrounds the Island will certainly do so. It is known for its ecological importance for amphibians, fish, birds, and several species at risk.

C. Harrison Hot Springs

Nestled against magnificent mountains and the sandy beaches of Harrison Lake, Harrison Hot Springs is a destination filled with history and natural wonders. Although the hot springs were not discovered until the Cariboo Gold Rush in the late 1850s, the village appeared on maps several years earlier. Harrison Lake is accessible for boaters via several launches and offers year round wildlife viewing with common sightings of eagles, herons, salmon, and seals. The natural beauty of Harrison Hot Springs is brought to life with several annual events and celebrations. This node provides a treat for visitors looking to relax and rejuvenate.

D. Rosedale / Popkum

Located amidst Chilliwack's agricultural lands, Rosedale presents future opportunities to experience the area's plentiful agricultural operations and offerings along the dyke system. Nestled under Mount Cheam, the breathtaking Coastal Mountains offer awe-inspiring scenery. Underneath the Agassiz-Rosedale Bridge is Ferry Island Provincial Park which is used for day fishing and as a boat launch. Rosedale is also a place to tell stories of the past related to industry and transportation. Many of the earliest mill development took place here and before the bridge existed, travel crossing the river was done by boat and ferry.

E. Sts'ailes-Chehalis

The Chehalis River delta is known for its natural beauty and serves as a prominent environmental feature along the Harrison River Blueway. This node is embedded in the Sts'ailes Band (formerly Chehalis Indian Band)

traditional territory and is a place where culture, heritage, and the environment meld together into a truly powerful experience. Sts'ailes is actively promoting tourism initiatives through the Sasquatch Eco-Crossing Lodge, Sts'ailes Lhawathet Lalem (Chehalis Healing House), Heritage Trail, and, in the future, Sp'ôq'les (Bald Eagle) Café, which could become the country's first major bald eagle orientated educational-tourist venture. This area is also proposed by the Province to become a Wildlife Management Area since the areas river and delta habitat support important staging and wintering habitat for bald eagles and trumpeter swans and significant spawning habitat for salmon and white sturgeon. This area is referred to as a "Salmon Stronghold" since all species of salmon return here. With chartered tours down the Harrison River Blueway visitors can fully immerse themselves in this node's historic features, abundant scenery, wildlife, and other natural features.

F. Harrison Mills

Located at the confluence of the Harrison and Fraser Rivers, the only reminder of the once thriving community of Harrison Mills is the Kilby Historic Site, which provides visitors with a realistic glimpse into early twentieth century pioneer history. Also tucked away in this rural pastoral setting is Kilby Provincial Park which offers beaching and boating on the Harrison River and easy access to the Fraser and Harrison Lake. With Canadian Pacific Railway's main transcontinental line passing right by, this is a place to tell the rural lifestyle story of industry and transportation.



Harrison Mills

G. Chilliwack Waterfront

Chilliwack Landing was first settled in the 1850's and consisted of a Paddle Wheeler dock, hotel and service buildings. As there was limited space in this location, the town of Chilliwack was established 'Five Corners'. This node presents an opportunity to reconnect the community with the Fraser River and to bring together First Nations' culture and history, early settlement, and outdoor recreation. Today, Chilliwack offers a variety of tourist attractions, world-class sports fishing, white water river rafting, beautiful lakes, hiking and biking trails, and great festivals. Adjacent to the node is a regional park that has the potential to be a flagship in the region.

H. Barrowtown

Tucked beside Sumas Mountain, Barrowtown offers a lush array of environmental surroundings and outdoor experiences (Bert Brink Wildlife Management Area, eastside of Sumas Mountain Regional Park, Barrowtown Pump Station Staging Area, and Sumas River Dyke Trail). When connected by way of spanning the Sumas River, visitors will be able to explore the Fraser River's floodplain all the way up to the peak of Sumas Mountain. Barrowtown is a location that could also show how best to integrate railways and crossings in close proximity to the river.

I. Mission Waterfront

Coastal mountains, sprawling farmland, and the imposing Fraser River give Mission instant visual appeal. Yet beyond the visual, this rural

Fraser Valley community also boasts a thriving cultural scene and numerous recreational activities. Mission's waterfront is undergoing redevelopment and is already a key destination for year-round fishing and experiencing the 'Mighty Fraser' during freshet at the Mission Demonstration Project. In the future visitors will be able to walk and cycle the entire foreshore as the dyke trail is developed.

J. Abbotsford

This node is on the edge of downtown Abbotsford and includes urban amenities as well as the historic Clayburn village. ETF travelers can take a side trip along the Discovery Trail into the heart of Abbotsford to explore its many festivals and cultural amenities, or hike to the top of Sumas Mountain to be rewarded by sweeping vistas of the surrounding flat lands.

K. Stave

Located in a forested setting, Stave is a recreational paradise that is complimented by a rich industrial past. At the Stave Falls Powerhouse visitors can experience a historic perspective on hydroelectric power and in the surrounding mountains they can touch the huge cedar stumps that drew sawmilling and cedar shingle interests. Today and continuing into the future this area will grow as a recreational hub with Rolley Lake Provincial Park, Mission Interpretive Forest, and BC Hydro's Stave Lake, Hayward Lake, and Ruskin recreational sites.



Surrey Bend

L. Fort Langley

One of the best known heritage sites in the Lower Fraser River Corridor, Fort Langley has many historic buildings, the Parks Canada Fort Langley National Historic Site, the BC Farm Machinery & Agricultural Museum, the Fort Langley Heritage CN Station, and the Langley Centennial Museum. Brae Island Regional Park is part of this node, offering connections to and from the river and Bedford Channel and Fort Camping offers sites and programming on the river. The eastern end of McMillan Island is home to the Kwantlen First Nation. The Fort to Fort Trail connects to Fort Langley to Derby Reach Regional Park.

M. Port Haney

Port Haney is a heritage waterfront community, historically important for its rail station and regular steamboat traffic as well as its brick works and farming. The community hosts the Haney Farmers Market and Music on the Wharf and residents enjoy Fraser River access at the historic Haney Wharf or along nature trails that weave through Kanaka Creek Regional Park to the riverfront.

N. Bonson

Bonson, a relatively new Fraser River community, is located in Pitt Meadows in close proximity to the Pitt Meadows Airport and the Golden Ears Bridge. The community waterfront incorporates the Pitt River Greenway, a riverfront trail along the dyke connecting the Golden Ears and Pitt River Bridges. A new community centre, river viewing piers, and waterfront commons allow for direct connections to the river. There are many opportunities to learn and discover stories

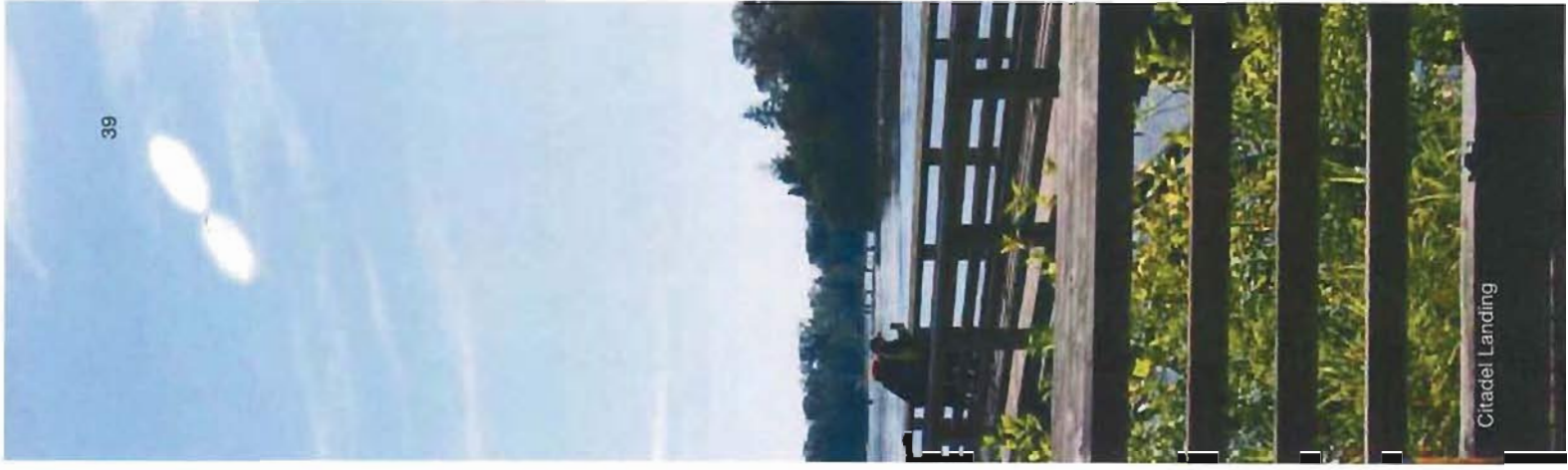
about the surrounding agricultural landscape, the log booms on the waterfront, the Katzie First Nation and long history of the Stó:lō people.

O. Surrey Bend

The Surrey Bend node is anchored by Surrey Bend Regional Park, a complex wetland home to a diversity of wildlife and one of the few remaining undyked floodplain areas on this stretch of the Fraser River. Visitors can wander through the park or hop on a ferry to Barnston Island, a quiet agricultural community which is home to fewer than 100 residents, the Katzie First Nation, and Metro Vancouver's parkland.

P. Citadel

The Citadel is situated at the riverfront community of Citadel Landing and includes a waterfront boardwalk, Peace Park and staging area. Adjacent to this node is the confluence of the Coquitlam, Pitt and Fraser rivers, the south Pitt River section of the Traboulay PoCo Trail, Colony Farm Regional Park, and the Coquitlam River Wildlife Management Area. These locations provide connections to the river, the area's rich biodiversity and it's working industry. The Wildlife Management Area is home to one of the largest Great Blue Heron colonies in BC, and provides habitat and feeding grounds for many other birds and animals. Colony Farm Regional Park provides dyke trails, a community garden and is the former site of the historic Essondale psychiatric asylum and provincial demonstration farm. The Kwikwetlem First Nation lands are located on the Coquitlam River adjacent to the regional park and the First Nation operates a Colony Farm bike tour and rental business.



Q. Coquitlam Waterfront

Once the site of the largest sawmill in the British Empire, the Coquitlam Waterfront node is planned to become a town centre, mixing new residential, commercial and light industrial. This Village at Fraser Mills will be oriented towards the water, providing piers, a boardwalk and other recreational activities. Industry that is adjacent to the East and West could provide for educational opportunities about solid waste management, sustainable energies and the active industrial landscape.

S. Brownsville

Located amidst Surrey's industrial lands, Brownsville presents the opportunity to expand waterfront programming and recreational opportunities and to increase connectivity to the Fraser River where public access is currently limited. This is a key location for interpreting different marine-dependent industrial uses and their reliance on the Fraser River. This node provides a venue for small events and enjoyment of a waterfront park and beach areas.

R. New Westminster Quay

The City of New Westminster is an urban centre with a strong connection, both historic and present, to the Fraser River. It is the oldest city in western Canada – and the original capital of British Columbia. Queen Victoria named the city, thus it is also referred to as the 'Royal City'. There is already an extensive waterfront trail system in place here, with interpretive signs that echo the themes and stories of the Fraser. There is also a public market, the Fraser River Discovery Centre, a historic downtown, a cultural and event presence and plans for further connections east to Sapperton Landing.

T. Queensborough

A quiet community developed on lands once set aside for a military reserve, Queensborough initially provided cheap housing for mill and cannery workers, leading to a mix of ethnicities. Recent investment and revitalization of this community helped provide a new waterfront trail, boat landing and piers. This is a place to enjoy a stroll along the river, imagine what life would be like on a houseboat, and interpret the many bridges crossing the Fraser River and how their placements have shaped the region.

U. Tilbury

A future eco-industrial development, Tilbury is envisioned to include a public waterfront area with shops and restaurants to attract visitors. It will showcase sustainability principles through building design and operation as well as environmental stewardship, and will be a place to express and Interpret the importance of industrial land preservation in our region. Tilbury is the site of stilt homes on the river, and is adjacent to the Burns Bog Ecological Conservancy Area.

V. Riverport

A recreation and entertainment hub, Riverport is a place where visitors can catch a movie, play hockey, go for a swim or grab a pint with friends. Nestled between industrial and agricultural lands, visitors and residents can also enjoy the waterfront trail, launch a kayak at the dock, or pick up some fresh produce at the local farm market.

W. Steveston

The Steveston waterfront once lined by canneries and still home to Canada's largest commercial fishing harbour, is now a pedestrian-oriented mix of boardwalks, piers, park areas and homes. A bustling tourist destination with bike rentals, whale watching and plethora of cafés, restaurants and shops, it charms visitors and residents with its historic feel and offers cannery and shipyard tours. There are many celebrations and events including the Farmers and Artisans Market, the Tall Ships Festival and the Salmon Festival.

X. Ladner

Ladner, a historic fishing and farming village, has plenty to experience including farmers markets, shops, restaurants, and adjacent environmental and agricultural areas including the George C. Reifel Migratory Bird Sanctuary and South Arm Wildlife Management Area. A redevelopment strategy for the waterfront area is complete, with planned public access and amenity improvements. This is a key stop to or from the Tsawwassen Ferry Terminal where visitors can learn about the area's history, explore the marshlands or check into a Bed and Breakfast.

Y. Tsawwassen

The Tsawwassen people assert that the Fraser River is their lifeblood. They are a proud, seafaring Coast Salish people who have inhabited this part of the river for thousands of years. TFN completed a Land Use Plan in 2009, and is presently exploring a variety of sustainable developments on TFN lands, including residential, agricultural, commercial and industrial projects. This node is surrounded by agricultural land and is strongly connected to the Salish Sea. It borders on Roberts Bank and Sturgeon Banks, intertidal and marsh areas that are critical habitat for migrating waterfowl.

Z. Ferry

The Ferry node includes the BC Ferries' Tsawwassen Terminal and its Causeway and is an entrance to the Lower Fraser River Corridor. The Causeway itself has been used for many years as an informal recreation site, and the surrounding tidal marshes make it an important place for many birds, including the Great Blue Heron, the Trumpeter and Tundra Swans, and the Western Sandpiper.



Portals

Portals are the entry points to Experience the Fraser. There are three portals envisioned that anchor the project and that serve as points of welcome: in Hope, New Westminster and at the Salish Sea. Portals are more than trailheads – they are gateways to ETF where a number of amenities, features and experiences exist in close proximity. Each portal is characterized by an ETF Pavilion, a place of information, interpretation and orientation, and of sufficient scale and presence to excite users and to introduce them into their first ETF experience. There is also a staging area with amenities and services. Finally, portals are places of connection to other regional and provincial trail systems: to the east, New Pathways to Gold Society and the 2010 Spirit Trails, and to the west, via BC Ferries, the Vancouver Island, the Gulf Islands, and the Capital Regional District's Lochside and Galloping Goose Trails.

East Portal

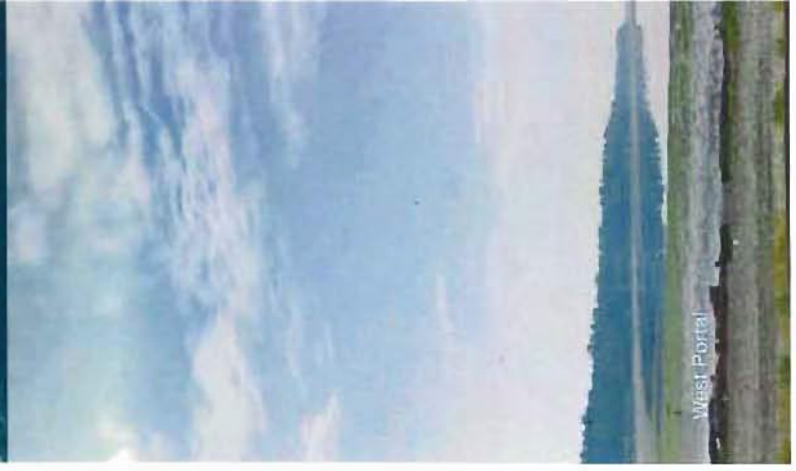
As you travel south down the Fraser Canyon or west from the interior of the province, all routes converge at Hope. This corridor connects the Lower Mainland to the rest of the province and therefore is a critical hub. At this eastern portal, there are opportunities to partner with the District of Hope, Chawathill First Nation, BC Parks and others. Chawathill First Nation's Telte Yet campsite and Xwelqamex (Greenwood Island) connect to the Fraser River. At these locations there is a vision to create an authentic tourism interpretation destination. The District of Hope is surrounded by towering peaks, mature forests, and quality trails waiting for visitors to explore. The municipality has several parks which allow for outdoor recreation opportunities such as boat launching, fishing, picnicking and birding. The Centennial Park in downtown Hope offers visitors one of the most easily accessible and best views of the Fraser River anywhere. In addition, this portal already has a thriving community network that will only be strengthened with ETF. This portal is envisioned to be a place of greeting and orienting visitors by way of wayfinding and interpretation features.

Urban Portal

The portal at the New Westminster Quay is an important ETF point of entry for the urban population of the Burrard Peninsula, Richmond and the North Shore. It is also a transit and trail hub with connections to SkyTrain, the BC Parkway and the Central Valley Greenway. The Fraser River Discovery Centre facilitates this portal's function as a significant point of entry, introduction and orientation and is an exciting location to learn about the river's history and present. The New Westminster waterfront is also home to Hyack's Fraserfest, Paddle Wheeler Riverboat Tours, the Quay marketplace, bicycle tours and rentals, museums and theatre, and the waterfront boardwalk.

West Portal

The western portal is where the Fraser River flows into the ocean, creating rich marsh and intertidal habitat along Sturgeon and Roberts Banks. The Tsawwassen First Nation is located at the ocean's edge - a growing community with a strong history and dynamic future vision. The Corporation of Delta and the community of Tsawwassen are also located in close proximity to the western waterfront. This area is further enlivened by BC Ferries' Tsawwassen Terminal and causeway, a vibrant and busy transportation hub for the province and recreation amenity. The extensive Port Metro Vancouver and rail infrastructure at Deltaport is a major terminal operation for Canada. Nearby there are numerous parks and community trails connecting to a myriad of historic, cultural, environmental and agricultural experiences. At the western portal, there are opportunities to partner with the Corporation of Delta, BC Ferries, Port Metro Vancouver, the Tsawwassen First Nation, the BC Ministry of Transportation and others.





2.3 ILLUSTRATIVE FOUNDATIONAL PROGRAM

The Illustrative Foundational Program consists of 60 actions and projects essential to building a strong and recognizable ETF identity. It is a recommended set of priority actions and is intended to have the flexibility to be guided by the various partners choosing to participate in delivery. As funding is secured, the program can advance. However, if resources or priorities changes, the Foundational Program can adapt and projects of similar impact may be substituted. The Illustrative Foundational Program includes the top 20% of the over 300 amenity and feature opportunities identified for the Concept Plan which were evaluated for 'fit' and 'readiness' with ETF or alignment with existing plans and resources. It also includes a number of recommended projects that are already planned but which demonstrate how association with and connection to ETF will amplify tourism, economic development, recreation and other benefits. The Illustrative Foundational Program is laid out to align with the five concept elements, but also includes some actions that are either not geographically based, or that span the entire project area. The Illustrative Foundational Program will:

- result in sufficient on the ground presence that ETF has a recognizable, well branded identity that reflects project goals;
- ensure that the "Canyon to Coast" Trail is navigable from Portal to Portal;
- have Recreational Blueway support infrastructure for a daily paddling distance (approximately every fifteen kilometers); and
- fill 50% of the "Canyon to Coast" Trail's Vision Route gap, (completing over 70% of the Vision Route).



Pegleg Bar

'Canyon to Coast' Trail

- The "Canyon to Coast" Trail's Interim Route will be designated, in place and signed sufficiently for users to navigate from Portal to Portal.
- Seven trail segments will fill priority gaps in the "Canyon to Coast" Trail's Vision Route:
 - Hope to Agassiz along the north side of the river (waterfront) – improves connectivity for an alternate Trans-Canada cycling route (~34 km);
 - Mission along the north side of the river (waterfront) from Silvermere Lake east to Hatzic Lake (~ 16 km);
 - Matsqui Trail west to Fort Langley (~18 km);
 - Derby Reach Regional Park west to the Golden Ears Bridge (~2 km)– will improve connectivity for the Trans-Canada Trail;
 - Pitt River Greenway east to the Maple Ridge waterfront at Port Hammond (~2 km);
 - Surrey waterfront between the Port Mann Bridge and Surrey Bend Regional Park (~6 km); and
 - New Westminster Pier Park to Coquitlam (~3km).

- Recreational access will be secured through agreements with the Province, First Nations and others along six dyke structures to fill priority gaps in the 'Canyon to Coast' Trail's Vision Route:
 - Chilliwack from the Agassiz Bridge west to Sumas Mountain (~20 km);
 - Kent-Agassiz dyke system (16km);
 - Part of the Nicomen Island dyke system (~20km);
 - Part of the Dewdney dyke system (~9km);
 - Delta between the Tsawwassen First Nation and Ladner (~8 km); and
 - Tsawwassen First Nation between the BC Ferry Causeway and Corporation of Delta Dyke Trail (~4 km)
- Five pedestrian/cycling water crossings to advance connectivity over the river:
 - Upgrade the Mission Railway Bridge to accommodate pedestrians and cyclists;
 - Upgrade the Kettle Valley Railway Bridge underneath the Fraser Bridge (Trans-Canada Highway) in Hope to accommodate pedestrians and cyclists;
 - Harrison River between Harrison Knob and Harrison Mills;

- Sumas River Crossing between Sumas Mountain and Chilliwack; and

- New Westminster Railway Bridge: between the Quay and Queensborough – acknowledged as a potential and desired connection in the City of New Westminster's Official Community Plan.

- o The points of intersection with the Trans Canada Trail (e.g. west side of the Pitt River Bridge, the Vedder Canal and at the two Portals) are acknowledged and highlighted on the ground to facilitate users' experiences.

- o Existing bridges become more than just connections - they have been upgraded or modified to include a dedicated trail (pedestrian and cycling access), viewpoints, theme interpretation, public art, and ETF branding.

- o Improved pedestrian and cycling access on the Agassiz Bridge or replacement bridge.

- o Improved pedestrian and cycling access on the Patullo Bridge or replacement bridge.

- o If a new Fraser River bridge is built near the George Massey Tunnel, good pedestrian and cycling access is ensured, or at the very least there is improved functionality through the tunnel.

Recreational Blueway – Supporting Infrastructure

There are currently fifteen sanctioned, motorized boat launches in the Project Area. To facilitate recreational boating and use of the Blueway for day and multi-day trips, eight new or enhanced boat launches between the Alex Fraser Bridge and Hope are proposed in the following locations:

- Hope;
- Dewdney / Deroche;
- Island 22 Regional Park;
- Chilliwack – Rosedale area;
- the Mission Bridge area;
- Pitt Meadows at Ferry Slip Landing – under consideration by Metro Vancouver Regional Parks and Pitt Meadows;
- Langley waterfront between Fort Langley and Glen Valley Regional Park – under consideration by the Township of Langley; and
- Surrey at Brownsville Node.

- o A Blueway Signage & Wayfinding System is in place.

- o All regional parks on the river will provide water access and some amenities to support Blueway use.

- o In addition, the following locations will provide clear access to the Blueway and sufficient amenities to facilitate Blueway use:

- Hope (Chawathil First Nation – Telte-Yet Campsite);

- Laidlaw (FH Barber Provincial Park);



- Rosedale (Ferry Island Provincial Park); and
- Harrison Mills (Kilby Provincial Park).

Amenity and Feature Points

Infrastructure

- Improved access, trails and natural and cultural interpretation in Sumas Mountain Regional Park.
- One enhanced and one proposed new FVRD regional park (Island 22, and Landstrom Ridge).
- Enhanced camping for paddling groups at Matsqui Trail Regional Park and three downstream regional parks (recommended at Barnston, Glen Valley and Deas Island) and new camping facilities at Chilliwack.
- Improvements to Ferry Island Provincial Park including: boat launch, camping, and day-use amenities.

Programming

- ETF information is provided on BC Ferries traveling to and from the Tsawwassen Ferry Terminal.
- Parks Canada will work with ETF to nominate the Fraser River Dyking System as a national historic event and develop associated programming at Parks Canada properties along the river.
- Advance the Chawathil First Nation's proposed "Living Village Experience" – at the Telte-Yet Campground in Hope. Through this experience, Chawathil First Nation's culture and heritage would be shared through both land and river based tourism services and products.
- The Sts'ailes Band's Sp'óq'les - Bald Eagle Café will be developed. This café would be a paid viewing site for people to come and observe, appreciate, and photograph thousands of bald eagles who are feasting upon surplus spawned out salmon carcasses – a natural occurrence that could be promoted as a world class tourism experience through this café.
- Xá:ytem Longhouse Interpretive Centre is located at BC's oldest known settlement and contains over 9,000 years of Stó:lō First Nation's history, spirituality, and culture. It is a National Historic Site - one of the first Native spiritual sites in Canada to be formally recognized in this manner. A heritage centre at Xá:ytem reflecting the values and the spiritual, cultural and archaeological traditions of the Stó:lō Nation will be developed that does not compromise the natural or spiritual integrity of this very special place.
- Kiosks will act as a point of introduction, information and orientation to the Trail and will be in place in existing nodes where the Interim Route and Vision Route coincide. This occurs in 18 locations: Seabird Island, Harrison Hot Springs, Rosedale-Popkum, Harrison Mills, Chilliwack Waterfront, Barrowtown, Mission Waterfront, Stave, Abbotsford, Fort Langley, Port Haney, Bonson, Citadel, New Westminster Quay, Queensborough, Steveston, Ladner, and Ferry nodes.

Nodes



Portals

- A pavilion will be in place at each portal to mark the beginning of the ETF Trail and Recreational Blueway. These will be of sufficient scale to denote this as an entry point to ETF and to provide information, orientation, and interpretive opportunities.
- There will be a staging area with services and amenities at each portal.
- The Urban Portal at New Westminster will be an important point of entry from the Burrard Peninsula, Richmond, and the North Shore. The Fraser River Discovery Centre will facilitate this portal's function as a significant point of entry, introduction, and orientation to ETF with a film and a small exhibit dedicated to promoting ETF. In addition, the Fraser River Discovery Centre will be enhanced through the completion of its fixed exhibits featuring the bold landscapes of the Fraser River from Mount Robson to the Pacific Ocean.

System-wide Initiatives

- ETF is well branded including logo, tag line, and marketing strategy.
- ETF website.
- ETF smart phone "app".
- Five Fraser River stories will be developed and programmed along the "Canyon to Coast" Trail.
- Two annual events in different parts of the corridor will be held where ETF can be celebrated.
- A full scale Way-Finding System will be in place from Hope to the Salish Sea.



Trans Canada Trail Pavilion, North Vancouver



Hong Kong, Ocean Park

Port Mann Bridge

2.4 ASPIRATIONS... More BIG Ideas

Whereas the Foundational Program is focused on practicality and priorities, the project can stretch further. There are a multitude of creative, big ideas that could help define Experience the Fraser and set it apart as a world class outdoor recreation, cultural and heritage destination. This list is illustrative and is intended to inspire potential partners to see themselves in the Project.

Cable Car Crossings:

Self propelled cable cars speed visitors across watercourses as part of the trail experience.

DeltaPort Overpass at the entrance to DeltaPort:

The waterfront dyke trail is discontinuous at this location.

A trail overpass will provide connectivity and interpret port and rail activities.

ETF Bus Tour from Hope to the Salish Sea.

'Floatels': Imagine waking to the sound of the water lapping at your door in a floating Fraser River hotel or Bed and Breakfast.

Floating Event Venue:

An ETF barge that is used as a stage or venue moves along the river for various celebrations, festivals and events.

Experi-turismos:

Based on the Italian 'agriturismo' concept where people vacation on a working farm and participate in its daily activities, imagine participating in a First Nations' longhouse and village, working on a pioneer heritage farm, becoming a Royal Engineer for the day, or living at a working Fort.

Fraser Ghost Ships Park:

A new park highlighting the various boats used on the Fraser through history, including First Nations canoes, a paddle wheeler, steamboat, tugboat, and fishing boats. With their hulls partially buried, visitors can come on board and explore the boats and the river's history.



Fraser River Island Hopping:

Paddling and camping tours through the Fraser River Islands (e.g. Bristol, Island 22, Greenwood, Croft, Vasasus, Herring group or others with expanded First Nation partnerships). A water taxi or water bus provides transportation and regulates visits.

Pocket Picnic Riverside Parks:

Small, riverfront parks, possibly linear, with a high level of accessibility, contain enclosed picnic shelters and tables for all-season use. In urban areas, food carts or vendors are located in close proximity.

Port Park:

A new waterfront 'Port Park' where the industrial working river is showcased and interpreted. Proposed location is in Richmond at the Riverport Node.

Railway Park:

A linear 'Railway Park' where historic and present railway stories are interpreted. The proposed location is in Surrey at Thornton Railyards.



River Rail tour:

Travel along the Fraser River by rail and experience the Lower Fraser River Corridor from end to end in one day!

Snorkeling with the Salmon:

Guided snorkeling tour on Harrison River gets people into the river swimming or floating down the river in the midst of a salmon run.

Underwater Viewing Cavern:

Located on the Harrison River, this facility would provide people with a window into river life – they will see spawning salmon and other types of freshwater fish in their natural habitat.

A suite of visitor or presentation centres that are multi-experiential and partnership driven (either building from existing locations or new) that interpret Fraser River themes and support Experience the Fraser.

"THE FRASER RIVER BELONGS TO ALL OF US, BRINGING PEOPLE DOWN TO THE RIVER ON A TRAIL OF CONNECTIVITY IS JUST THE RIGHT THING TO DO, FROM AN ENVIRONMENTAL... HEALTH ... RECREATIONAL STANDPOINT, THERE IS NO LOSE HERE, THIS IS A WIN FOR EVERYONE!"

RANDY HAWES

NEXT STEPS



"A RIVER SEEMS A MAGIC THING. A MAGIC, MOVING, LIVING PART OF THE VERY EARTH ITSELF."³⁹

LAURA GILPIN

3.1 IMPLEMENTATION STRATEGIES

Experience the Fraser was initiated by the Fraser Valley Regional District, Metro Vancouver, and the Province: however, it has always been recognized that ETF is much bigger than these three parties. Growing and implementing the vision must to be a collaborative venture that involves many stakeholders including First Nations, municipalities, other agencies, the private sector and motivated community groups and citizens, with ongoing support and participation from the regional districts and the Province. It has already been stated that this project's success is contingent on strong partnerships where a common vision is shared, where partners recognize the multiple benefits of participation and are committed to seeing the project come to fruition. As a result, there are a number of strategies that need further discussion and development to help guide the Concept from Plan to Implementation.

Ongoing partnership development must be the first priority. This Concept Plan illustrates what can be achieved and attempts to entice potential partners with a compelling vision, but these relationships need to be cultivated and it remains to be determined who key implementers will be and who will administer the project over time.



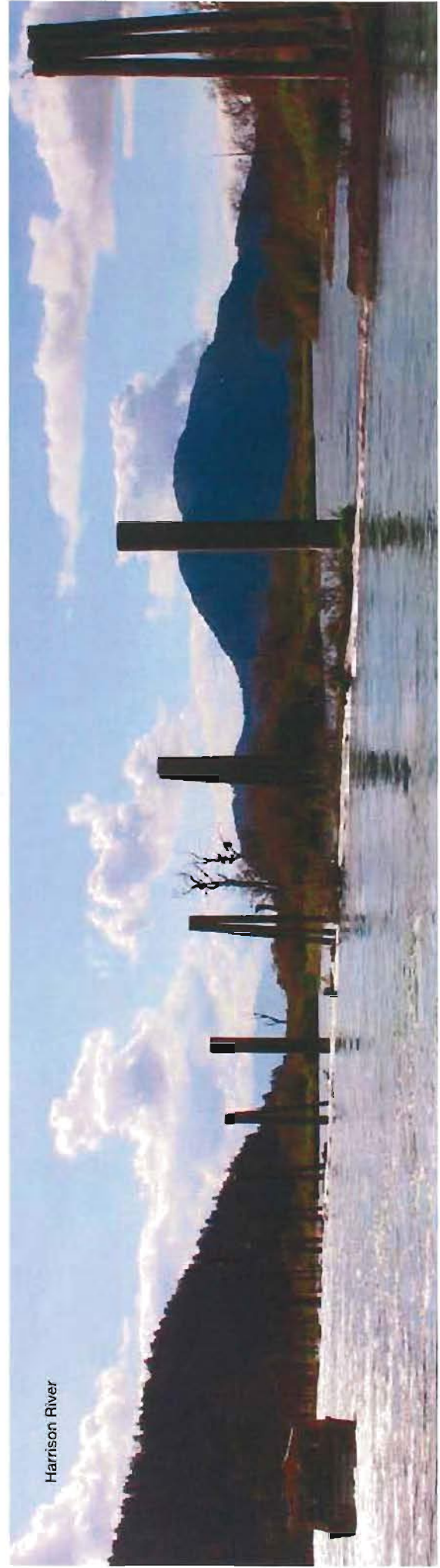
A related strategy is developing a sustainable governance and financing model. As the project moves toward implementation, there is an opportunity to open up the dialogue about governance and invite others to participate in the project in different and more direct ways. ETF crosses a number of administrative boundaries and has a large number of stakeholders, all of whom could be involved in realizing or facilitating implementation of the ETF Vision. Once it is known who is interested in participating in implementation, a sustainable governance model will define the roles and responsibilities including decision-making, accountability, project management and administration, strategic planning and priority development, and the flow of information and resources. Strongly connected to governance is a financing model that determines the longevity of the project and resourcing for administration, branding and marketing, outreach and public involvement and capital development.

"COMING TOGETHER IS A BEGINNING. KEEPING TOGETHER IS PROGRESS.
WORKING TOGETHER IS SUCCESS."

HENRY FORD

There are a number of issues that challenge linear corridor and trail projects, including the fact that trails cross administrative boundaries and the challenges of land use conflicts or the geography of a region. A key ETF implementation strategy is to look at some of these cross-jurisdictional and other barriers from a regional perspective, to develop best practices and to facilitate partnerships and consistently applied solutions. Examples include securing recreational dyke access through a dyke protocol, addressing recreational interfaces with agriculture and industrial land uses, and developing an effective and consistent ways of dealing with regulatory aspects of implementing the plan.

As the ETF Implementation Strategies evolve with input from stakeholders and interested parties they will be incorporated into an Implementation Plan along with identified partners and actions. This process will be influenced by the wisdom of those who are Fraser River passionate who feel strongly that: "it's time to focus this kind of attention on the value of the river in our daily lives and as an environmental, recreation and tourism resource and source of inspiration."



Harrison River

Acknowledgements

Political Steering Committee

Gayle Martin, Co-chair
 James Atebe, Co-chair
 Wayne Wright, Director
 Sharon Gaetz, Director
 Randy Hawes, MLA
 Marc Dalton, MLA

Provincial Government Staff

Peter Walters, Assistant Deputy Minister
 John Hawkings, Manager of Trails

Fraser Valley Regional District Staff

George Murray, Chief Administrative Officer
 Siri Bertelsen, Manager of Strategic Planning and Initiatives
 Doug Wilson, Manager of Parks
 David Urban, Planning Lead

Metro Vancouver Regional District Staff

Gaëtan Royer, Metropolitan Planning, Environment & Parks Manager
 Ed Andrusiak, Parks Department Manager
 Wendy DaDalt, Interregional Project Coordinator
 Barry Potvin, Interregional Planning Lead
 Heather McNell, Senior Regional Planner
 Sue Mah, Interregional Administrative Support
 Deanne Manzer, Research Technician
 Metro Vancouver East Area Parks and Graphics

Thank you to the Township of Langley, District of Mission and Trails BC.

Photo Credits

Cover	SkyTrain Bridge, New Westminster	Jason Haight
Cover	Cyclists along Matsqui Trail	Taneane Twele
p. 8	Northern Saw-whet Owl	Jeremy Plotkin
p. 13	Get Out Youth Camp	Chris Eastman
p. 14	Matsqui Canada Parks Day	Taneane Twele
p. 14	Bedford Channel, Brae Island	Larry Meneely
p. 20	Hikers in the Cascade Mountains	Mountains to Sound Trust
p. 21	The Great Waterfront Trail Adventure	Goh Iromoto and the Waterfront Regeneration Trust
p. 21	Cyclists on the Confluence's Chain of Rocks Bridge ...	TrailNet, St. Louis
p. 22	Midsummer Fete, Colony Farm	Trish Erikson
p. 22	Lily at Surrey Bend Regional Park	Ted Uhrich
p. 23	Kayakers at Mission Bridge	Taneane Twele
p. 35	Gulf of Georgia Cannery	Yvonne Stich
p. 40	Imperial Boardwalk	Yvonne Stich
p. 47	Fraser River Discovery Centre	Dana Montgomery
p. 48	North Vancouver Trans Canada Trail Pavilion	Trails BC
p. 49	Cyclists	Michael Lim
p. 49	Hong Kong Ocean Park Cable Car	Wikipedia
p. 50	WildPlay Whistler Zipline	Wildplay
p. 50	Wildplay Nanaimo Bungee Jumper	Wildplay
p. 51	High Line, New York City	David Berkowitz
p. 51	Native Paddlewheeler	Paddlewheeler Riverboat Tours
p. 51	High Line, New York City	Iwan Baan

NOTES



CNCL -108





Connected Networks

Experience the Fraser's Canyon to Coast Trail will fill a critical gap in the provincial trail network. Overlapping and supplementing the Trans Canada Trail as it passes through the Lower Mainland, the Canyon to Coast also connects north to the Sea to Sky Trail, east to New Pathways to Gold and the Kettle Valley Rail Trail, south to the Coast Millennium Trail and west, across the Salish Sea, to the Lochside and Galloping Goose Trails on Vancouver Island.



Next Steps

- Get people talking – about Experience the Fraser and to one another
- Share the Concept broadly and create opportunities for conversation
- Continue to build strong and lasting partnerships for implementation
- Confirm a governance structure
- Plan sustaining resources
- Secure capital funds from private and public sector partners
- Keep building this spectacular resource
- **SHOW and TELL the world**

CNCL 109

Experience the Fraser

FROM HOPE TO THE SALISH SEA



Vision

For more information on the plan, to ask questions or to commit your own energies or organization to the future of Experience the Fraser, go to either:

www.metrovancouver.org
www.fvrd.bc.ca

(search: Experience the Fraser)

or contact us at: experiencethefraser@metrovancouver.org

Experience the Fraser is an invitation to experience
 and explore the dynamic Lower Fraser River Corridor
 from Hope to the Salish Sea...to celebrate the spirit and stories
 of its varied landscapes, diverse communities and
 rich natural and cultural heritage.



This brochure has been printed on paper which contains 50% post-consumer content.

Experience and explore the dynamic lower Fraser River

Aspirations

From canyon to coast, the Fraser River is this region's original by-way. The river is as beautiful, fruitful and fragile as it is necessary, a fact that we forget at its peril. Experience the Fraser (ETF) will reconnect us to the river, linking the town of Hope to the Salish Sea, via trails on both sides of the river, and by the waterway itself. This network will connect communities, parks, natural features, historic and cultural sites and other points of interest into one of the world's great river destinations.

By trail and river, Experience the Fraser will knit together points of interest along the Hope to-Salish-Sea corridor, encouraging local engagement and capturing international interest. ETF will be a catalyst, encouraging tourism investments and helping to restore the close relationship that communities have traditionally had with the Fraser River. Of course, success depends upon building strong and committed partnerships

– Inspiring individuals, NGOs, industries and communities to help build a premier destination, one that generates economic activity and jobs and fosters pride and sustainability. People who Experience the Fraser will help keep it safe and healthy. And a healthy Fraser River will contribute to the vitality and livability of every community on its course.



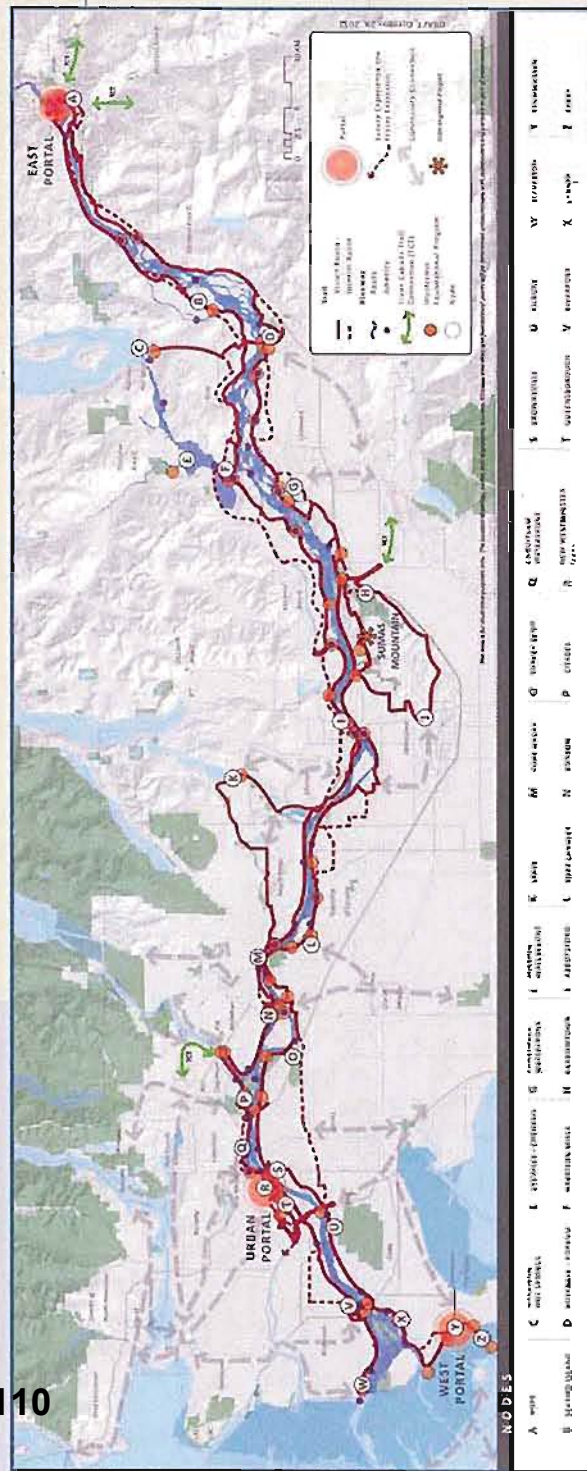
Benefits

Experience the Fraser will:

- Complete and connect hundreds of kilometres of trail
- Link together points of interest and recreational and cultural features
- Create – and brand – a tourist attraction that will easily compete with such internationally renowned sites as Ontario's Waterfront Trail in and Washington's Mountains to Sound Greenway
- Connect communities to the river
- Connect communities to each other, by and along the river
- Improve recreation infrastructure to support active, healthy living and economic development
- Create jobs and business opportunities
- Stimulate private sector tourism investments in everything from boat and bike rentals to restaurants and B&Bs
- Inspire stewardship to protect the river's ecological health
- Protect and promote the Fraser River, cultural and heritage sites, parks, festivals and and farms

The Concept Plan

The Canyon to Coast Trail forms the backbone of the project. More than 550 kilometres are proposed, 43% of which is already in place, serving pedestrians, cyclists and horseback riders. The Fraser River itself and the tributaries that flow into it form the Blueway component, best expressed through the infrastructure that facilitates recreational use of the river – boat launches, access points and camping facilities. More than 300 opportunities for infrastructure and programming have been identified, including a priority Foundational Program comprising 60 projects that when completed, will help create a solid identity and on-the-ground presence. These projects align most directly with existing plans and resources, establish points of support for the Blueway at least every 15 kilometres and will complete and connect 70% of the trail. ETF also includes 26 Nodes and 3 Portals – celebration sites where communities can come together to Experience the Fraser.





City of Richmond

Report to Committee

TO PRCS - June 26 2012

To: Parks, Recreation and Cultural Services
Committee

From: Dave Semple
General Manager, Parks and Recreation

Re: Terra Nova Play Environment Concept Plan

Date: June 5, 2012

File:

Staff Recommendation

That the Terra Nova Play Environment Concept Plan as detailed in the report dated June 5, 2012 from the General Manager, Parks and Recreation be approved for implementation.

Dave Semple
General Manager, Parks and Recreation
(604-233-3350)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY TAG SUBCOMMITTEE	INITIALS:
REVIEWED BY CAO	INITIALS:

Staff Report

Origin

In July, 2011 Council approved the following:

"That the future plans for Terra Nova Rural Park, as outlined in the staff report dated June 6, 2011 from the General Manager, Parks and Recreation be endorsed."

These future plans included the design and construction of a unique play environment. As part of the 2011 Parks Capital Program, \$1 million was approved for this project.

The purpose of this report is to present the proposed Terra Nova Rural Park Play Environment Concept Plan to Council for approval prior to implementation.

Analysis

Background

Terra Nova Rural Park (TNRP) is the result of a long history of community engagement starting with its roots in the late 1980's of saving former farm land for park purposes. In 1996, a referendum item was held approving the acquisition and development of Terra Nova Rural Park.

While this land was being assembled, an inventory and analysis of the biophysical, heritage and landscape character features was undertaken and completed in 2002. This information was invaluable in identifying and assessing the cultural and ecological values of the different parts of the park and was used as the background context for the park planning process.

After an extensive public process the final concept plan for Terra Nova was adopted by Council in 2004.

Passive Open Space was a key feature of the plan and included picnic tables, open grass areas for informal play, and a children's play environment.

Over the last eight years, the phased implementation of the park plan has been guided by the adopted park vision:

"to preserve the unique rural character while providing a balance between agricultural heritage, wildlife conservation, and recreational uses."

To date, the City has received two national and two provincial awards for the innovative approach to park development and programming at TNRP. Much of the work in the park has focussed on stabilizing, preserving, and enhancing the environmental and cultural assets of the park including daylighting the buried slough, constructing the community gardens and Sharing Farm, and restoring heritage buildings. In addition, strong partnerships have been established with a number of community groups including the Sharing Farm Society, the Richmond School Yard Society and Food Security Society.

The Concept Plan

The following is an outline of the planning process and a description of the proposed Play Environment Concept Plan.

The Play Environment Vision and Design Guidelines

The overarching goals for the TNRP play environment are to:

- 1) Create a unique play experience that complements and adds to a growing variety of play environments throughout the City; and
- 2) Respond and respect the unique landscape of Terra Nova Rural Park.

The vision for the TNRP play environment (Attachment 1) is to create a nature and history oriented play experience for all ages and abilities.

The Plan took into consideration the following design guidelines:

- Design a unique, play space appropriate for Terra Nova that celebrates and brings to life the many layers of the site's histories;
- Protect sensitive habitats, limiting play space to specific areas with lesser or more resilient habitat value;
- Use play experience to draw people to the park and allow children and adults to discover its multiple, interesting layers;
- Extend use of River Road as a recreational corridor;
- Encourage local schools to have a special relationship with the site;
- Provide picnic space for families and groups of 30-100 people adjacent to the play space;
- Design an inclusive, accessible, safe and secure play experience with open sightlines in proximity to parking and washrooms; and
- Create places that are comfortable and interesting for toddlers as well as exciting and challenging for bigger kids.

The Planning Process

In order to design an imaginative and inclusive play environment a consultation process was undertaken that involved five meetings with *Big Kids* (community and staff adults) and *Little Kids* (Grade 4,5,6 children from Spul'u'kwuk and Gilmore Elementary schools). The *Little Kids* process involved staff presentations on Terra Nova heritage and wildlife followed by the children describing in words what play meant to them, making clay models and drawings, and even creating a song and dance routine. These children, who garden in Terra Nova, showed a real sensitivity to the landscape and incorporated many natural features in their 'ideal' play experience.

The Big Kids first workshop focussed on identifying universal and memorable play experiences that the participating adults remembered from their childhood. These experiences were captured in illustrations and compared with the Little Kids experiences to seek out common themes. The second workshop was held to review the initial design plan and ideas.

On June 6th, 2012 an Open House was also held at the Thompson Community Centre for the public to review and comment on the proposed Concept Plan and play features. Approximately 50 people attended the Open House. Feedback ranged from overwhelming support and excitement for the play environment to concerns for preservation of the natural elements of the park.

The Concept Plan and Play Themes

The proposed play environment (Attachment 1) is located at the north end of the Park and west of the slough. It takes advantage of a beautifully treed homestead landscape, a former horse paddock area, and the recently constructed 6.0 meter viewing mound. This site was identified in the original 2004 Plan as an opportunity for recreational uses compared to other areas that had higher ecological values. It was the most disturbed and impacted landscape in the park due to the former uses and a major clean up was required to allow for public access and the development of the play environment.

This location in the park also has excellent access from River Road and the Middle Arm and West Dyke trail system. In addition, the mature treed area of the former homestead provides shade and creates a contained outdoor 'room', the paddock area to the south is open and sunny and allows for play and running and agricultural interpretation, and the mound is ideal for climbing and sliding.

To support the success of the play environment, a picnic area will be created on the east side of the slough in amongst a heritage and newly planted orchard. Oversized harvest tables will accommodate larger groups and could be programmed with a variety of activities such as a cooking class or an art class in the park. The orchard and the open field area will also be used for smaller tables and/or portable furniture allowing people to create their own spaces.

The proposed plan layout and play features support six key themes that respond to the Big Kids/ Little Kids input and the design guidelines. These themes are:

History and Heritage – The many layers of historic uses will be incorporated into the play environment. Materials and artefacts from past uses – farming implements, tractor tires, paddock fences are utilized in the design. The tracings of architectural forms such as stilt homes, original sheds and houses and property lines serve as an inspiration for the play structures and layout of the area.

Natural Elements- Play will encourage engagement and exploration of the surrounding natural environment of Terra Nova, demonstrating habitat value in the play experience and encouraging children to view the natural world through different eyes. The design will encourage sensitive interpretation of natural features like the slough, existing hedgerow, the mound, grassy fields and ditches.

Imagination- The play environment will provide areas for exploration and imaginative play, collaboration opportunities and free play. Strongly connected to the inherent cultural and natural features of Terra Nova Park, these open-ended spaces allow children to explore through navigating a maze of their own design, crossing the slough on a rope ferry, or quietly observing and exploring areas adjacent to the play experience. The meadow maze would be designed to be variable from season to season and could include children as part of the design. The sand factory allows for manipulation and shaping of sand while recalling the dunes of the Fraser River estuary

Thrill and Movement- Swinging, sliding, spinning and movement were identified as highly desired play elements consistently in the consultation with children and adults. The Spinnery encourages cooperative play and will accommodate a range of ages and abilities. Hammock swings and trampolines provide a variety of thrill-inducing activities. A double zipline that allows kids to race in tandem forms part of a circuit that includes a hillside range of slides.

Height and Prospect- The play area design takes advantage of existing conditions – the tree canopy of the homestead site and the big mound that provide opportunities for long views, lookouts, climbing, sliding and rolling. A large climbing structure called the Gymcrazium is hidden in the tree canopy of mature cypress, horse chestnut and maples and provides views from a different prospect. The north side of the 6.0 meter mound is the perfect tobogganing hill and edge for a slide, ziplines and other climbing structures.

Supporting Features- The site design will require other ancillary spaces to support a successful play environment. Additional parking is proposed in the park and will be integrated into an orchard that will mask the parking and allows pedestrians to have priority over cars. Picnic areas will be located in close proximity to the main play area and will provide a range of seating and tables for different sized groups. Wayfinding signage and trails will allow people to move easily through the site and create a number of walking loops.

Next Steps

Subject to Council approval of the Concept Plan, staff will commence with site preparation and phased construction of the play environment in the summer of 2012. Completion is anticipated in the spring of 2013.

Financial Impact

Funding for capital improvements and operating of \$1.0 million and \$20,000 respectively was approved in 2012 as part of the 5 Year Financial Plan (2012-2016).

Conclusion

The Terra Nova Rural Park has become a very special and unique asset within Richmond's parks and open space system. The diversity of natural, cultural and recreational uses will be further enhanced with implementation of the play environment.



Mike Redpath
Senior Manager, Parks
604 247-4942



Yvonne Stich
Park Planner
604 233-3310

In 2003, the City began the park

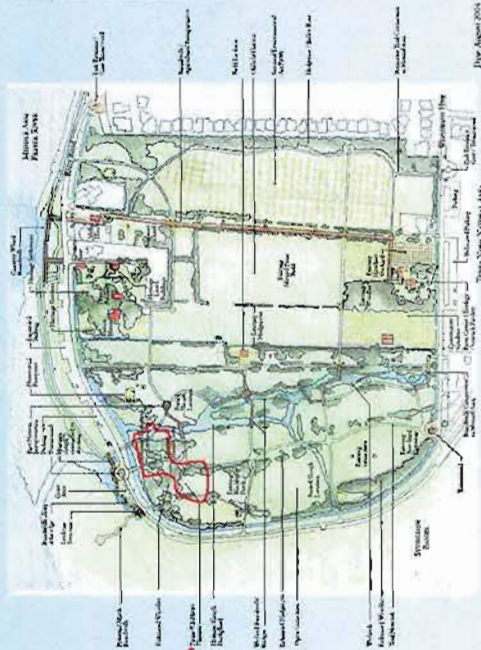
planning process with a series of well attended Open Houses. Community feedback was very positive with 98% approval of the Park Plan and park features.

The Vision adopted by Council in 2004 included **Passive Open Space**. The intent was to have areas and features that allow for informal leisure uses such as picnic tables, open grass areas for informal play, creative children's play facilities, new planting and washrooms.

CNCL - 117

THE VISION

2004 TERRA NOVA RURAL PARK MASTER PLAN



AREA PARKLAND



The Play Area for Terra Nova Rural Park constitutes less than 2 acres out of an overall 227 acres of predominantly old field and intertidal marsh habitat. It is adjacent to the very popular West Dyke Trail System.

Four August 2004

2004 Terra Nova Rural Park Vision

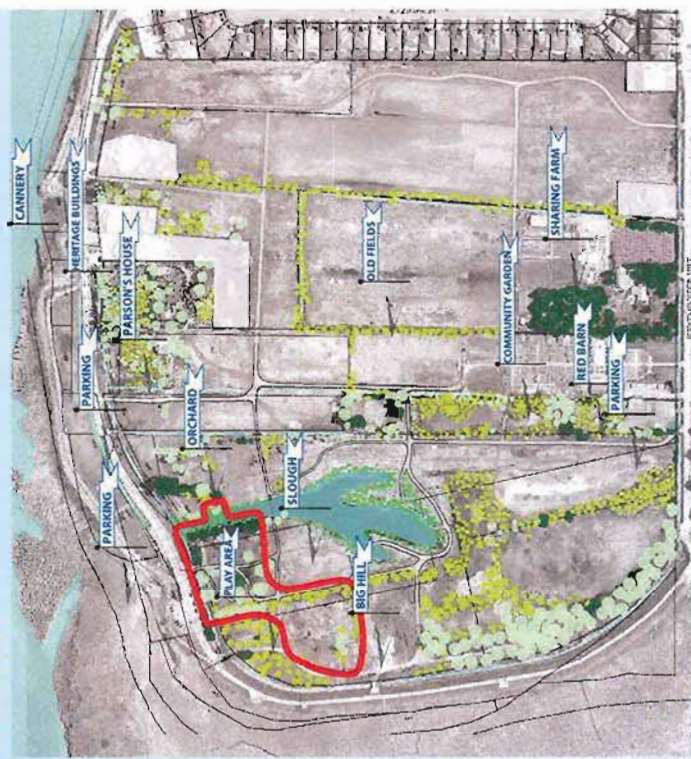
"...to preserve the unique rural character while providing a balance between agricultural heritage, wildlife conservation, and recreational uses."

2012 Play Vision

...a nature and history oriented play experience for all ages and abilities



2012 CONTEXT PLAN



design guidelines

- Design a unique play space appropriate for Terra Nova that celebrates and brings to life the many layers of the site's histories;
- Protect sensitive habitats, limiting play space to specific areas with less habitat value;
- Use play experience to draw people to the park and allow children and adults to discover its multiple, interesting layers;
- Extend use of River Road as a recreational corridor;
- Encourage local schools to have a special relationship with the site;
- Provide picnic space for families and groups of 30-100 people adjacent to the play space;
- Design an inclusive, accessible, safe and secure play experience with open sightlines in proximity to parking and washrooms; and
- Create places that are comfortable and interesting for toddlers as well as exciting and challenging for bigger kids.

TERRA NOVA PLAY ENVIRONMENT



OUR PROCESS



Dec 6 2011	Jan 11 2012	Feb 1 2012	Apr 27 2012	May 2 2012	June 6 2012
First Big Kids meeting In order to design the most imaginative and inclusive play experience possible, we enriched our design process by engaging with a group of adults we called the Big Kids. With the understanding that certain ways of playing are universally significant, we gathered the Big Kids and asked them to tell us about their most memorable childhood play experiences. Their stories were captured in illustrations (shown below) by Lori Brown.	Little Kids workshop at James Gilmore Elementary School We visited the "Little Kids," a class of 5th and 6th graders at James Gilmore Elementary school. After a discussion about Terra Nova—the site of their classroom garden—we asked them to describe (in pictures, stories, models, and songs) what their ultimate play experience would be at Terra Nova Park. Some of the models and drawings they made are shown below and throughout these boards.	Little Kids workshop at Spu'ukwaks Elementary School We visited 4th, 5th, and 6th graders at Spu'ukwaks Elementary school, discussed what makes Terra Nova special, and again asked this group of kids to describe (in pictures, stories, and models) what their ultimate play experience would be at Terra Nova Park. Some of the models and drawings they made are shown below and throughout these boards.	Little Kids on-site play exploration We visited a second time with the Gilmore Elementary group but this time on-site at Terra Nova where we observed the kids play area. Seeing what things drew them in, what they picked up and investigated, and where they ran to play within the existing conditions informed our design process.	Big Kids Design Decision Verification We gathered the Big Kids for a second workshop at Terra Nova where we updated them on our design process. Showed them initial design directions and asked for their input on the look & feel of play spaces. They also shared with us their memories of Richmond and how Terra Nova's unique heritage can be referenced in the Play Experience.	Public Open House



TERRA NOVA PLAY ENVIRONMENT

WHAT WE HEARD

BIG KIDS
Word Play

LITTLE KIDS
Word Play

FREEDOM **ENERGY** **OPENNESS**
UNSUPERVISED **ADVENTURE**
COLLABORATION **MAINTENANCE**
MYSTERY **IMAGINATION** **INCLUSIVE**
SENSE OF DANGER **FRIENDSHIP**
UNSTRUCTURED **IMAGINATION**
RISK **IMAGINATION** **GIGGLING** **FOOD**
ADVENTURE **INNOVATIVE** **EXCITEMENT**
UNEXPECTED **IMAGINATION** **LEARNING**
FUN **NO BOUNDARIES** **SENSES** **HEALTHY**
IMAGINATION **DISCOVERY** **OUTSIDE** **FREE**
CREATIVITY **NATURAL** **FARMING** **LISTENING**

GAMES **ACTIVITIES** **FRIENDS**
FALLING **DOWN** **FEED** **DUCKS**
RUN **SAFARI** **CATCH** **BUGS**
SKIPPING **EXERCISE**
AWESOME **NESS** **ENJOY**
GETTING **WET** **SOCCER**
SPORTS **CLIMB** **TREES**
FUN **CHEERFUL**
ADVENTURE
EXCITEMENT
FREEDOM
HAPPINESS

what's the **first thing**

you think of

when you hear

the word

play?



"We want to cross the water and it HAS to MOVE."



"...I want to play on something that makes me feel sick!"



"...you climb up, you slide down, you climb up, you slide down... it's like a pattern!"



"I want to get up really high"



"We want to see through glass into the water!"

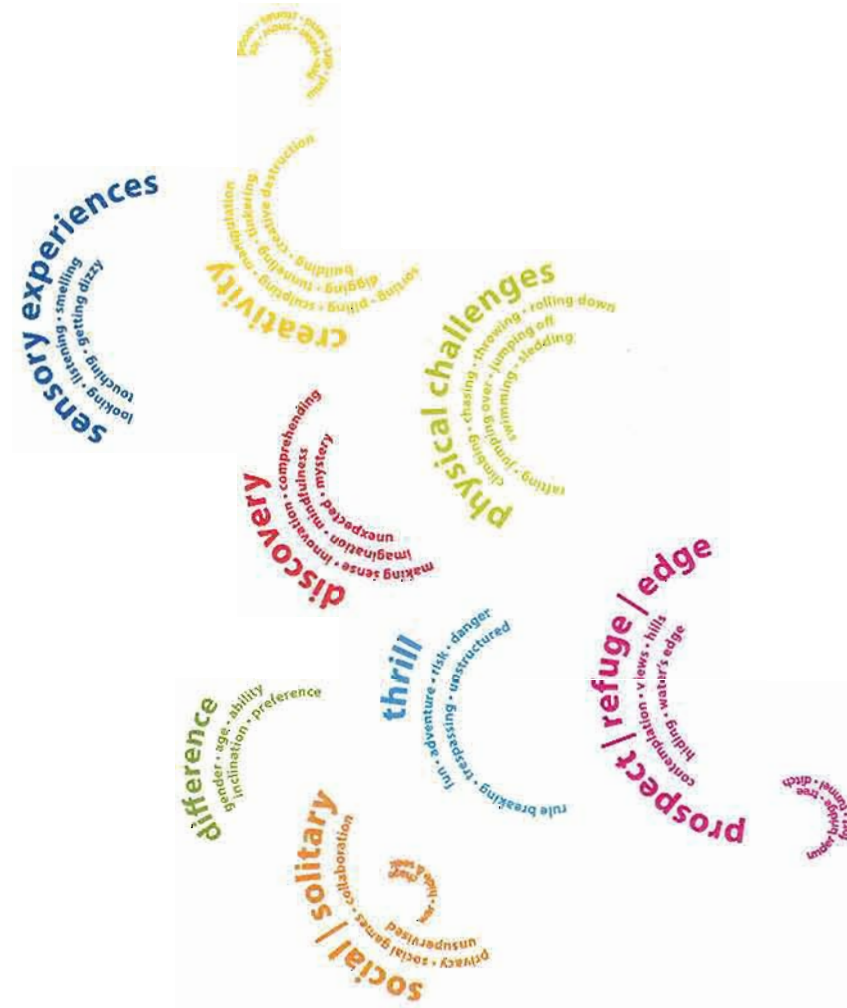


"There should be an adult hangout area."

TERRA NOVA PLAY ENVIRONMENT

WHAT WE LEARNED

Word play revealed that play occurs in common themes...



...around which we created a design framework...

Recognize that **edges**, height and hollow spaces are potent places of **prospect and refuge**.

Provide loose natural materials for endless manipulation and assembled parts for **creative** deconstruction.

Equip for open-ended **physical** play that **challenges** children to go beyond what they previously thought possible

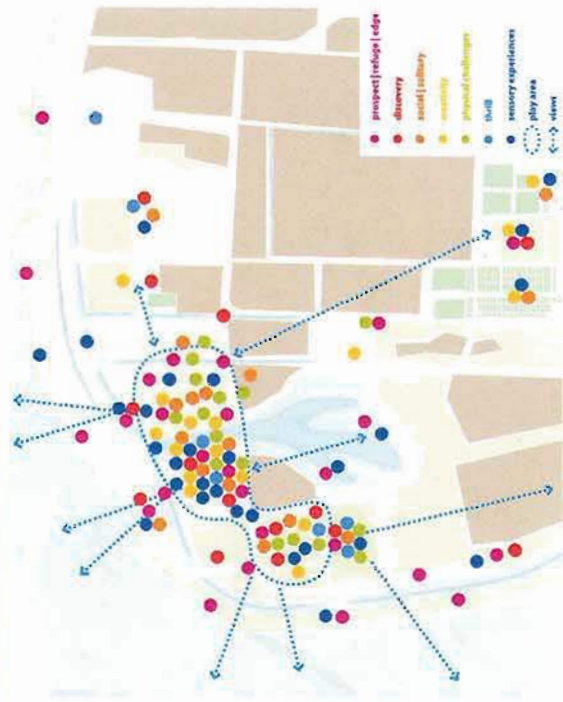
Incite a hair-raising response to environment as wild **sensorium**.

Inspire risk-taking, **thrill**-seeking, fun, and adventure.

Accommodate both **solitary** and **socially**-engaged activities, as well as **different** play preferences across gender, age, ability and inclination.

Appreciate the potential for profound **discovery** in play and foster an enduring sense of discovery into adulthood.

...which we used to audit the site for play value in order to locate the play area within the park to take advantage of existing natural and cultural features...



TERRA NOVA PLAY ENVIRONMENT

PLAY CONCEPT PLAN

PLAY EXPERIENCE THEMES

HISTORY AND HERITAGE

NATURAL ELEMENTS

IMAGINATION

THRILL AND MOVEMENT

HEIGHT AND PROSPECT

SUPPORTING FEATURES



TERRA NOVA PLAY EXPERIENCE

HISTORY AND HERITAGE

"This used to be someone's backyard, where kids used to play."

"Can we use fishing nets like from the cannery?"

From First Nations, to farm homesteads and backyards, to cannery activity, the many layers of historic uses in Terra Nova will be incorporated into the play experience. Materials and artifacts from past uses – farming implements, tractor tires, equestrian fences – will be utilized in the design. The tracings of architectural forms – like stilt homes, original sheds and houses and property lines – will serve as inspiration for the play structures and overall organization.



Miniature Farm

Fishing Net Gymcrazium



Net climbing structures supported by wooden and steel posts, reference the net drying racks which existed at the Terra Nova Cannery.

Homestead Tree House



A play house will be perched in the trees in the homestead play area. This is the same location where the homestead house was located historically. The play house will encourage make believe play - but also incorporate a climbing element - to get into it, and a big slide.

Paddock Fence Maze

The Paddocks site at Terra Nova is still crossed by rustic fences leftover from its time as a horse paddock. Some existing fences can be retained and fixed, and new ones built, creating a maze like feature for climbing, running, and jumping over.



Meadow Maze Farming Relics

The Meadow Maze will contain real farming artifacts to be 'discovered' by children.



TERRA NOVA PLAY ENVIRONMENT

NATURAL ELEMENTS

Rockery

The Rockery is simply a small hill made up of large boulders. It provides a landscape feature which doubles as a climbing challenge.



"It would be cool to have a crossing over the water."

"We want to see through glass into the water!"

Access to Water



Docks on either side of the slough allow for confined access to water. This means that kids can learn about wetland habitat and can touch the water, but fences and dense vegetation bordering the slough and ditches limit the children's access.



Navigators Rope Ferry

A rope ferry is simply a raft which is tethered to a rope, anchored to each bank of the slough, and powered by pulling the raft along the rope. Our version will have enclosed sides for safety. The ferry could have a viewing window in its floor, allowing kids to see the water.



Celebrating Existing Trees

Existing Trees are key elements in the play experience design. The Golden False Cypress and Horse Chestnuts anchor the Homestead, while the Poplar Room provides focus for the Meadow Maze. The design will work to make sure that the trees are kept healthy.



Seasonal Meadow Maze



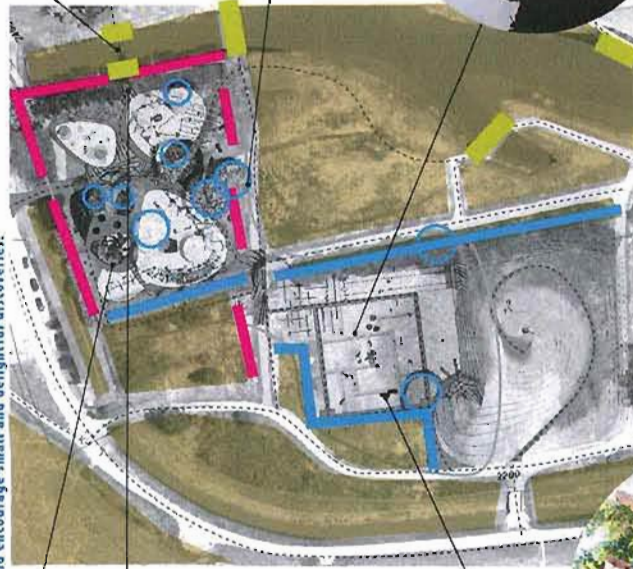
A seasonal Meadow Maze is cut every summer. The design can be altered from year to year. In the winter the maze could be created with bales of hay. The maze will contain a variety of discoveries within it.



Fields for Free Play



Much of the land of Terra Nova Park is environmentally valuable and rare old field habitat. Designating a few tall grass areas for children to run and jump allows them the quintessential experience of rural adventure play which they may not get a chance to experience otherwise.



TERRA NOVA PLAY ENVIRONMENT

Listening to Water and Wind

A water listening wall, singing stone, Wind Harp and other listening devices are proposed to enhance the appreciation of the natural movements of the site. These elements may be in 'outposts' around the park.



Post Forest

The Post Forest is a grouping of vertical logs at one of the main entrances to the Homestead. This acts as an entrance gateway, but is also a play feature in and of itself.



Sand Factory

The Sand Factory is a collection of play equipment which allows children to move sand by using pulleys, chutes, trolleys, cranes... The activity provides a great tool for playing pretend.



IMAGINATION

"Sometimes it's nice to just have a little quiet time."

"Ahhhhh!" Fifth Grader lying in the grass.

The play experience will provide areas for exploration and imaginative play, collaboration opportunities and free play. Strongly connected to the inherent cultural and natural features of Terra Nova park, these open-ended spaces allow kids to explore and understand the inherent characteristics of the site, whether it be a navigating a maze of their own design through the horse paddock, crossing the slough on a rope ferry, or quietly observing and exploring areas adjacent to the play experience. The meadow maze would be designed to be variable from season to season and could include children's drawings as part of the design. The sand factory allows for manipulation and shaping of sand while recalling the dunes of the Fraser River estuary.

Telescopes, Kaleidoscopes, and Prisms



Carefully placed telescopes, kaleidoscopes and other viewing elements will heighten the experience of the park.

Across Slough Talk Tubes

At the docking points of the rope ferry, talking tubes will allow children to communicate secrets back and forth across the water without having to yell.



Hiding Spots



Hiding spots made of living willow, or hollow logs, will be placed in the park. These may be found in the Meadow Maze, or in various other locations around the park, to be found by accident while on a walk with the family.



TERRA NOVA PLAY ENVIRONMENT

THRILL AND MOVEMENT

Bouncing Grove

A protected area between the hazelnut trees and the Rockery is home to several small in-ground bouncing mats. The mats are fun for children of all ages.

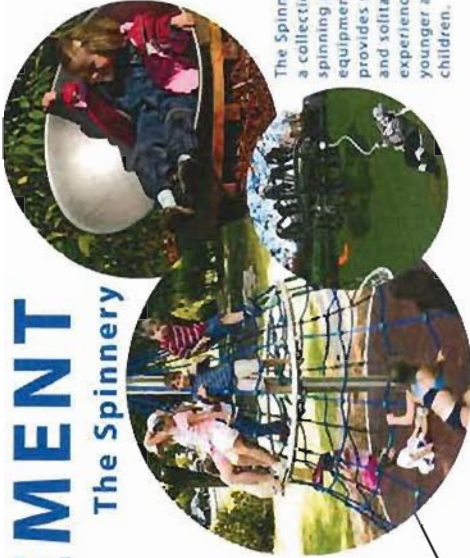


"... I want to play on something that makes me feel sick!"

"We need a zip line for sure!"

We heard consistently in our consultation with children and adults that swinging, sliding, spinning and movement were highly desired play elements. The Spinnery encourages cooperative play and will accommodate a range of ages and abilities. Hammock swings and trampolines provide a variety of thrill-inducing activities. A double zipline, that allows kids to race in tandem, anchors a play zone at the base of the mound and forms part of a circuit with a hillside tangle of slides.

The Spinnery



The Spinnery is a collection of spinning play equipment that provides social and solitary play experiences for younger and older children.

Racing Hedgerow Ziplines

Ziplines are extremely popular with children. A double zipline allows for races!



Swinging



A variety of traditional swings and swinging elements are proposed for the play experience. Big swings, infant swings, and swings for several children at a time will be included.



Slides

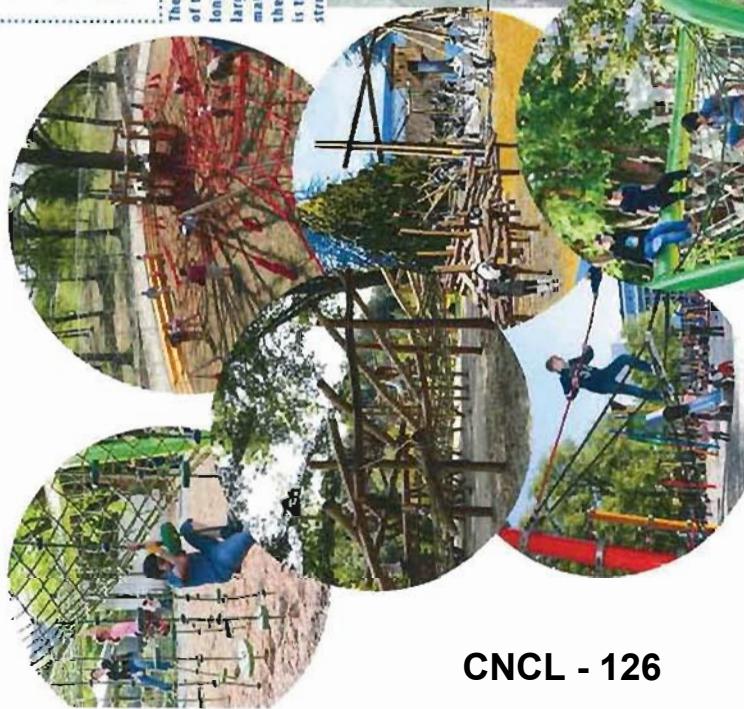
Three slide experiences are proposed. One large slide exits from the Homestead House. One small slide for younger children is attached to the Little Gymnasium. The most exciting slides are the HillSlide Tangle. They are tucked onto the side of the big mound.



TERRA NOVA PLAY ENVIRONMENT

HEIGHT AND PROSPECT

Fishing Net Gymcrazium



The Fishing Net Gymcrazium is a structure which wraps itself through the Homestead starting as a tall wood supported structure, bridging over the pathway, and then ending up as a lower steel supported structure for younger children. The Gymcrazium includes bouncing, swinging, sliding, and climbing elements.

Bridge

The Gymcrazium spans across a walking surface and at this point becomes a bridge! Children will really feel that they are in a special tree top world.

"I want to get up really high."

"I can see the water from here!" Fifth Grader in Tree

The play area design takes advantage of existing conditions – the tree canopy of the homestead site and the big mound – that provide opportunities for long views, lookouts, climbing, sliding and rolling from a point of elevation. A large climbing structure called the Gymcrazium is hidden in the tree canopy of mature cypress, horse chestnut, and maple to create the sense of climbing in the forest, while still allowing views from a point of prospect. The mound edge is the perfect tobogganing hill and edge for a slide, ziplines and other climbing structures.



Eagles nest Lookout Tower



The Eagle's Nest Lookout Tower is proposed for a later stage of the park's development. It would be located near the centre of the park, along the route from parking to the play experience. This allows children and adults to appreciate the agricultural arrangement of Terra Nova's fields.

Climbing, Rolling, Sliding Slope

The north side of the mound is especially good for rolling and sledding. The play experience will aim to provide for the natural play use of the hill by keeping a clear area at its base. Access to the HillSlide Tangle is by steps, or by a challenging climbing route up the side of the hill.



TERRA NOVA PLAY ENVIRONMENT

SUPPORTING FEATURES

Picnicking for Large Groups and Families

Picnicking is an important activity in the park. Smaller tables for family gatherings and larger harvest tables will provide for many enjoyable meals in the park. A group of large tables are provided next to the homestead play area so that families can picnic and play at the same time.

"Provide a route for wheelchairs, tricycles and strollers."

"This would be a great place for a big picnic."

"Can you hide parking so that it's not visible?"

The site design will require other ancillary spaces to support a successful play experience, but each should also respond to the unique conditions of the park environment. Additional parking is proposed in the park but integrated in a heritage orchard that essentially hides parking from view and makes parking an event. Picnic areas will be located in close proximity to play and will provide a range of seating and tables for different

Seating

Benches in the same language as the existing benches will be provided in the play experience. Multiple seating options will be central to the play areas allowing parents comfortable places to enjoy the park while surveying the play area. In the Homestead, a central deck is proposed. Seating is provided along its edge, but also on benches on top of it.

Circulation and Accessibility

Routes through the park and to the play experience will provide a sequence of experiences as one moves through the landscape. The play areas own major routes, and all of its surfaces, other than the sand area, are all accessible. A wayfinding design will create signage which is appropriate to the site, made of materials which speak of the park's agricultural and industrial past.

Thresholds

Terra Nova Park is home to many beautiful thresholds, through hedgerows and along old driveways. The play plan aims to create these experiences along major routes to play.

TERRA NOVA PLAY ENVIRONMENT





City of Richmond

Report to Committee

TO PLAN-July 4 2012

To: Planning Committee

Date: June 18, 2012

From: Gavin Woo, P. Eng.
Senior Manager, Building Approvals

File:

Re: Basic Universal Housing Features – Zoning Bylaw Amendment

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 8736 be introduced and given first reading.

Gavin Woo, P. Eng.
Senior Manager, Building Approvals
(604-276-4113)

Att. (2)

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law	☒		
Development Applications	☒		
Policy Planning	☒		
REVIEWED BY TAG SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

At the regular Planning Committee Meeting of May 3, 2011, Council referred the “Basic Universal Housing Features – Zoning Bylaw Amendment” report back to staff:

“to ensure that the standards embodied in the current requirements are not unnecessarily diminished as part of the harmonization of the Richmond Zoning Bylaw No. 8500 with the new Provincial Adaptable Housing Standards in the BC Building Code.”

Findings of Fact

On April 19, 2011, staff prepared a report to harmonize the Basic Universal Housing Features requirements in the Richmond Zoning Bylaw 8500 with the new Provincial Adaptable Housing Standards in the BC Building Code.

In the harmonization, only three features were to be removed from the Richmond Zoning Bylaw, namely:

- 1) Floor surfaces to be slip resistant (5.4.16.14)
- 2) Easy to reach and grasp handles on cupboards (5.4.16.25(c))
- 3) Task lighting at sink, stove and key working areas (5.4.16.25(d))

The other features were to have minor dimensional changes. Those changes provided better provision for accessible units and consistency in how adaptable housing is designed and built (Table 1).

Analysis

Staff have now had an opportunity to review the proposed changes in the revised BC Building Code which is anticipated to be published July, 2012. There were no proposed changes to the current Adaptable Housing Standards in the BC Building Code and it does not contain the above three features in the City’s Basic Universal Housing Features.

Since the three features will not be included in the revised BC Building Code, staff recommend they be left in the Richmond Zoning Bylaw as they promote a barrier-free housing environment and will not diminish the current features in the Richmond Zoning Bylaw.

Staff had further discussion with representatives from the Urban Development Institute Group who were in concurrence and support the recommendations.

Financial Impact

None.

Conclusion

Staff recommend retaining the three features set out in sections 4.16.14, 4.16.25 (c) and 4.16.25 (d) of the Zoning Bylaw (see Table 1) when the City's Basic Universal Housing Features are harmonized with the Provincial Adaptable Housing Standards. The proposed Zoning Amendment Bylaw 8736 sets out all the changes needed to implement the harmonization.



Gavin Woo, P. Eng.
Senior Manager, Building Approvals
(604-276-4113)

GW:jd

Att (2)



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8736
Basic Universal Housing Features**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended:
 - a) at section 4.16.5. by deleting “855.0 mm” and substituting “850.0 mm”.
 - b) by deleting section 4.16.6. in its entirety and substituting the following:

“4.16.6. The minimum clear opening for the interior doors to at least one **bedroom**, one accessible bathroom and to common living areas in every **dwelling unit** shall be no less than 800.0 mm (which will be provided by a swing door).”
 - c) at section 4.16.11.a) by deleting “1220.0 mm” and substituting “1500.0 mm” in the text and in Figure 2, and by adding at the end of the text in this section:

“This requirement to apply to door assemblies to one bathroom and one bedroom in 2 bedroom and larger dwelling units.”
 - d) at section 4.16.11.b) by deleting “600.0 mm” and substituting “300.0 mm” in the text and in Figure 3, and by adding at the end of the text in this section:

“This requirement to apply to door assemblies to common living areas in every dwelling unit, and one bathroom and one bedroom in 2 bedroom and larger dwelling units.”
 - e) at section 4.16.11.d) by adding “300.0 mm or” before “600.0 mm”;
 - f) at section 4.16.12. by adding at the end of the text in this section:

“and provide a clear area not less than 1500.0 mm by 1500.0 mm adjacent to the elevator entrance.”
 - g) at section 4.16.13. by adding at the end of the text in this section:

“This requirement does not apply to exterior balcony, patio and deck door sills.”
 - h) by deleting section 4.16.18. in its entirety and substituting the following:

“4.16.18. Light switches and electrical panels shall be 900.0 to 1200.0 mm from the floor. Intercom buttons shall be a maximum 1375.0 mm from the floor.”

i) at section 4.16.19. by deleting “not less than 450.0 mm” and substituting “455.0 mm to 1200.0 mm”.

j) at section 4.16.20. by deleting “1350.0 mm” and substituting “1200.0 mm”.

k) by deleting section 4.16.23.a) in its entirety and substituting the following:

“a) have a toilet positioned with the centre line of the toilet 420.0 mm to 480.0 mm from a side wall on which a grab bar can be installed and at least 510.0 mm from any obstruction on the non-grab bar side and at least 800.0 mm from any obstruction in front of the toilet; and”

l) at section 4.16.23.c) by deleting “914.0 mm” and substituting “510.0 mm” in the text and in Figure 6.

m) at section 4.16.28. by deleting “860.0 mm” and substituting “800.0 mm”.

n) at section 4.16.29. by adding at the end of the text in this section:

“This requirement does not apply to “Juliet” or “French” style of balcony or patio.”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8736**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

Table 1

RICHMOND ZONING BYLAW & BC BUILDING CODE COMPARISON TABLE			
Zoning Bylaw 8500		BCBC 2006	
4.16.2. Dwelling units and amenities to be accessible from a road and parking	Required	Required	3.8.2.3.(1) 3.8.2.27.(1) 3.8.2.31.
4.16.3. Access to the elevator from the road and parking	Required	Required	3.8.2.27.(1)(c)
	Not required	Required (elevator, balcony, ramp)	3.8.2.3.(1)(e) 3.8.3.19. Egress from the accessible floor area.
	Not required	Required	3.8.2.31.(2) Visual warning system
4.16.4. Automatic door opener for the main entry	Required	Required	3.8.3.5.(4)
4.16.5. The minimum clear openings for entry doors to dwelling unit and in common areas	855 mm <u>850 mm</u>	850 mm	3.8.5.3.(3)
4.16.6. The minimum clear opening for interior doors to at least one bedroom and one bathroom	800 mm <u>This requirement to apply for interior doors to common living area as well</u>	800 mm (... and to common living area)	3.8.5.4.(1)
4.16.11.(a) Where the door swings toward the area, the minimum length of clear and level area in front of the door	1220 <u>1500</u> mm x (door width + 600 mm on the latch side) (for entry doors to dwelling only) <u>This requirement to apply for one bathroom and one bedroom for 2 bedroom and larger units</u>	<u>1500</u> mm x (door width + 600 mm on the latch side) (for entry doors to dwelling, <u>one</u> bathroom and one bedroom)	3.8.5.4.(2) 3.3.1.13.(10)(b)(i)

RICHMOND ZONING BYLAW & BC BUILDING CODE COMPARISON TABLE			
Zoning Bylaw 8500		BCBC 2006	
4.16.11.(b) Where the door swings away from the area, the minimum length of clear and level area in front of the door	1220 mm x (door width + 600 300 mm on the latch side) (for entry doors to dwelling only) <u>This requirement to apply for common living areas for all units, and to one bathroom and one bedroom for 2 bedroom and larger units</u>	1220 mm x (door width + 300 mm on the latch side) (for entry doors to dwelling, common living areas, one bathroom and one bedroom)	3.8.5.4.(2) 3.3.1.13.(10)(b)(ii)
4.16.11.(c) Minimum separation of doors in series	1220 mm + door width	1220 mm + door width	3.3.1.13.(12)
4.16.11.(d) Clear area in front of the power operated doors	Exempted	1100 mm x door width (for doors swing away and sliding doors) (1100 mm + arc of the door swing) x door width (for doors swing into)	3.8.5.4.(2) 3.3.1.13.(10)(b)(iii) 3.3.1.13.(10)(b)(iv)
4.16.12. Width of common corridor not less than	1220 mm <u>and 1500x1500 mm clear area adjacent to elevator entrance</u>	1220 mm and 1500x1500 mm clear area adjacent to elevator entrance and every 10 m	3.8.5.3.(2)
4.16.13. No abrupt changes in the floor surfaces (max 13 mm threshold)	Required <u>Exempt this requirement for the balcony and deck door sills</u>	Required	3.3.1.13.(11) 3.8.3.10
4.16.14. Floor surfaces to be slip resistant	<u>Required</u> <u>Take out this requirement</u>	Not required except in the stairs	

RICHMOND ZONING BYLAW & BC BUILDING CODE COMPARISON TABLE			
Zoning Bylaw 8500		BCBC 2006	
4.16.16. At least one window in the bedroom and one in the living room have to have sill height of	Max 750 mm	Not required	
4.16.16. “Accessible” window hardware on the accessible windows	Required	Not required	
4.16.18. Height of light switches, electrical panels	Max 1220 mm <u>900 – 1200 mm</u>	900 – 1200 mm	3.8.3.14.(1)(e) 3.8.5.7.(2)
4.16.18. Height of intercom	Max 1220 <u>1375</u> mm	Max 1375 mm	3.8.2.27.(2)
4.16.19. Electrical outlets, cable outlets and telephone jacks height	Min 450 mm <u>455 – 1200 mm</u>	455 – 1200 mm	3.8.5.7.(1)
4.16.20. Thermostats height	900 – 1350 <u>1200</u> mm	900 – 1200 mm	3.8.3.14.(1)(e) 3.8.5.7.(2)
4.16.21. Clear front area of minimum width of 750 mm in front of the controls	Required	Required to be “accessible”	3.8.3.14.(1)(e)
4.16.22. Rocker or paddle-type light switches	Required	Required to be “accessible”	3.8.3.14.(1)(e)
4.16.23.(a) Clearance from a centre line of the toilet to adjacent wall with grab bar	420 – 480 mm	420 – 480 mm	3.7.2.10.(3)(a)
4.16.23.(a) Clearance from any obstruction on non-grab bar side	Min 420 <u>510</u> mm	Min 510 mm	3.8.5.5.(1)(b)

RICHMOND ZONING BYLAW & BC BUILDING CODE COMPARISON TABLE			
Zoning Bylaw 8500		BCBC 2006	
4.16.23.(a) Clearance from any obstruction in front of the toilet	Min 1020 <u>800 mm</u>	Min 800 mm	3.8.5.5.(1)(a)
4.16.23.(b) Clear area in front of the sink	760 x 1220 mm	760 x 1220 mm	3.8.5.5.(c)
4.16.23.(c) Minimum clear area measured from foot of tub	914 <u>510</u> mm	510 mm	3.8.5.5.(1)(b)
4.16.23.(d) Structural enforcement in walls behind and beside the toilet, bathtub and shower	Required	Required	3.8.5.5.(2)
4.16.23.(e) Easy to grasp handles on faucets	Required	Required	3.7.2.10.(5)(d) 3.7.2.10.(10)(b)
4.16.24. At least one bathroom that serves common amenity space have to be wheelchair accessible as per BCBC	Required	Required	3.8.2.31.(1)(a) 3.8.2.3.(1)(d)
4.16.25.(a) Some accessible counter space and cupboards in the kitchen	Required	Required	3.8.5.6.(1)
4.16.25.(b) Easy to grasp handles on faucets in kitchens	Required	Required	
4.16.25.(c) Easy to reach and grasp handles on cupboards	Required <u>Take out this requirement</u>	Not required	
4.16.25.(d) Task lighting at sink, stove and key working areas	Required <u>Take out this requirement</u>	Not required	

RICHMOND ZONING BYLAW & BC BUILDING CODE COMPARISON TABLE			
Zoning Bylaw 8500		BCBC 2006	
4.16.25.(e) Plumbing and utility pipes located to provide a potential 810 mm wide space under the counter	Required	Not required	
4.16.26. Sufficient space to provide a turning diameter of 1500 mm on one side of a double bed in at least one bedroom	Required	Required	3.8.3.14.(1)(a)
4.16.27. Clothes closet in at least one bedroom to have clear opening of 900 mm, clear floor space of at least 750 x 1200 mm and clothes hanger rod that can be lowered to 1200 mm	Required	Required + one shelf that can be lowered to 1200 mm	3.8.3.14.(1)(d)
4.16.28. Minimum clear opening of access doors to patios and balconies	860 Min 800 mm	Not required	
4.16.29. Minimum dimensions of any balcony or patio	1500 mm x 1500 mm <u>Add clarification that this requirement does not apply to "Juliet" or "French" style of balcony</u>	1500 mm deep x 1300 mm wide (for non sprinklered buildings only)	3.8.3.19.(1)(c) 3.8.3.19.(5)



**Traffic Bylaw No. 5870,
Amendment Bylaw No. 8829**

The Council of the City of Richmond enacts as follows:

1. Traffic Bylaw No. 5870, as amended, is further amended, at Section 1 by adding the following, in alphabetical order:

IDLE, IDLING means the operation of the engine of a **vehicle** while the **vehicle** is not in motion.

MOBILE WORKSHOP means a **vehicle**:

- (a) containing workshop equipment powered by the motor or engine of the **vehicle** and that must be operated inside or in association with the **vehicle**; or
- (b) serving as a facility for taking measurements or making observations or conducting maintenance or construction and operated by or on behalf of a municipality, public utility or police, fire or emergency service.

2. Traffic Bylaw No. 5870, as amended, is further amended at PART TWO, Section 12 by deleting Subsection 12.15 and substituting the following:

12.15 Idling

12.15.1 No person shall cause or permit a **vehicle** to **idle** at any one time:

- (a) for more than three minutes unless queued with stopped traffic in the travel portion of the **street**; or
- (b) while **unattended**.

12.15.2 Subsection 12.15.1 does not apply to a **vehicle**:

- (a) in the course of the performance of police, fire, ambulance or other emergency duties including training activities;
- (b) assisting in an emergency activity;
- (c) contracted or owned by the **City** or the province of British Columbia while conducting public utility services;

- (d) of a **public utility corporation** while conducting service on related utilities;
- (e) operating as a tow truck;
- (f) contracted or owned by the **City** while conducting bylaw enforcement;
- (g) for which **idling** is required as part of a repair or regular pre-check maintenance process;
- (h) engaged in a parade or race or other event approved by the **City**;
- (i) **idling** while passengers are in the course of embarking or disembarking where such actions may take more than three minutes;
- (j) used to transport money or valuables in a secure manner and in which a person remains to guard the contents in the course of the loading or unloading of the money or valuables;
- (k) required to use heating or refrigeration systems powered by the motor or engine for the preservation of perishable cargo; or
- (l) while being used as a **mobile workshop**.

12.16 Where an area is subject to two or more parking limitations, the more restrictive regulation shall apply.

3. This Bylaw is cited as "**Traffic Bylaw No. 5870, Amendment Bylaw No. 8829**".

FIRST READING

JUN 25 2012

SECOND READING

JUN 25 2012

THIRD READING

JUN 25 2012

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating Division

APPROVED for legality by Solicitor


MAYOR

CORPORATE OFFICER



Parking (Off-Street) Regulation Bylaw No. 7403,
Amendment Bylaw No. 8830

The Council of the City of Richmond enacts as follows:

1. Parking (Off-Street) Regulation Bylaw No. 7403, as amended, is further amended, at PART THREE by adding the following after Section 3.3:

3.4 Idling

3.4.1 No person shall cause or permit a **vehicle** to **idle** at any one time:

- (a) for more than three minutes; or
- (b) while unattended.

3.4.2 Subsection 3.4.1 does not apply to a **vehicle**:

- (a) in the course of the performance of police, fire, ambulance or other emergency duties including training activities;
- (b) assisting in an emergency activity;
- (c) contracted or owned by the **City** or the province of British Columbia while conducting public utility services;
- (d) of a **public utility corporation** while conducting service on related utilities;
- (e) operating as a tow truck;
- (f) contracted or owned by the **City** while conducting bylaw enforcement;
- (g) for which **idling** is required as part of a repair or regular pre-check maintenance process;
- (h) engaged in a parade or race or other event approved by the **City**;
- (i) **idling** while **passengers** are in the course of embarking or disembarking where such actions may take more than three minutes;
- (j) used to transport money or valuables in a secure manner and in which a person remains to guard the contents in the course of the loading or unloading of the money or valuables;
- (k) required to use heating or refrigeration systems powered by the motor or engine for the preservation of perishable cargo; or
- (l) while being used as a **mobile workshop**.

2. Parking (Off-Street) Regulation Bylaw No. 7403, as amended, is further amended, at PART EIGHT by adding the following, in alphabetical order:

IDLE, IDLING

means the operation of the engine of a **vehicle** while the **vehicle** is not in motion.

MOBILE WORKSHOP

means a **vehicle**:

- (a) containing workshop equipment powered by the motor or engine of the **vehicle** and that must be operated inside or in association with the **vehicle**; or
- (b) serving as a facility for taking measurements or making observations or conducting maintenance or construction and operated by or on behalf of a municipality, public utility or police, fire or emergency service.

3. This Bylaw is cited as "Parking (Off-Street) Regulation Bylaw No. 7403, Amendment Bylaw No. 8830".

FIRST READING

JUN 25 2012

SECOND READING

JUN 25 2012

THIRD READING

JUN 25 2012

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating Division

APPROVED for legality by Solicitor


MAYOR

CORPORATE OFFICER



**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment Bylaw No. 8831**

The Council of the City of Richmond enacts as follows:

1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended by adding to the end of the table in Schedule A of Bylaw No. 8122 the content of the table in Schedule A attached to and forming part of this bylaw.
2. This Bylaw is cited as "Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8831".

FIRST READING

JUN 25 2012

SECOND READING

JUN 25 2012

THIRD READING

JUN 25 2012

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating Division 
APPROVED for legality by Solicitor 

SCHEDULE A to BYLAW NO. 8831

SCHEDULE A to BYLAW NO. 8122

Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
Traffic Bylaw No. 5870 (1992)	Permitting a vehicle to idle for over 3 minutes	12.15(a)	No	\$ 75.00	\$ 60.00	\$ 100.00	n/a
	Permitting a vehicle to idle while unattended and unlocked	12.15(b)	No	\$ 75.00	\$ 60.00	\$ 100.00	n/a
Parking (Off-Street) Regulation Bylaw No. 7403 (2002)	Permitting a vehicle to idle for over 3 minutes	3.4(a)	No	\$ 75.00	\$ 60.00	\$ 100.00	n/a
	Permitting a vehicle to idle while unattended and unlocked	3.4(b)	No	\$ 75.00	\$ 60.00	\$ 100.00	n/a