



Parks, Recreation and Cultural Services Committee

**Anderson Room, City Hall
6911 No. 3 Road**

**Tuesday, June 26, 2012
4:00 p.m.**

Pg. # ITEM

MINUTES

PRCS-5 *Motion to adopt the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, May 29, 2012.*

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

COMMUNITY SERVICES DEPARTMENT

2. **SCOTCH POND STATUS REPORT**
(File Ref. No. 06-2025-20-008) (REDMS No. 3477770 v.5)

PRCS-11

See Page **PRCS-11** for full report

Designated Speaker: Bryan Klassen

PRCS – 1

STAFF RECOMMENDATION

That the Chief Administrative Officer and the General Manager, Community Services be authorized to execute a partnering agreement with the Scotch Pond Heritage Cooperative Society on behalf of the City regarding Scotch Pond and facilities, on terms substantially in accordance with the staff report titled Scotch Pond Status Report, from the Director, Arts, Culture and Heritage Services, dated June 4, 2012.



PARKS AND RECREATION DEPARTMENT

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

PRCS-27

See Page **PRCS-27** for full report

PRCS-91

See Page **PRCS-91** for *Experience the Fraser* brochure from Metro Vancouver

Designated Speaker: Yvonne Stich

STAFF 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.



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

PRCS-93

See Page **PRCS-93** for full report

Designated Speakers: Mike Redpath & Yvonne Stich

STAFF 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.



Pg. # ITEM

5. **MANAGER'S REPORT**

ADJOURNMENT





Parks, Recreation & Cultural Services Committee

Date: Tuesday, May 29, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Ken Johnston, Vice-Chair
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 4:06 p.m.

MINUTES

It was moved and seconded

That the minutes of the meetings of the Parks, Recreation and Cultural Services Committee held on Wednesday, December 14, 2011 and Tuesday, March 27, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, June 26, 2012 (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

Suzanne Haines, General Manager, Gateway Theatre, introduced Jovanni Sy, Gateway Theatre's new Artistic Director. Mr. Sy provided background information regarding his work in the theatre industry and stated that he was pleased to join Gateway Theatre.

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1. BRITANNIA HERITAGE SHIPYARD NATIONAL HISTORIC SITE
(File Ref. No.) (REDMS No. 3526790)

It was moved and seconded

- (1) *That the Terms of Reference for a Britannia Heritage Shipyard Building Committee, as outlined in the report dated May 3, 2012 from the Director, Arts, Culture and Heritage Services, be endorsed; and*
- (2) *That a Britannia Heritage Shipyard Building Committee be established as per the Terms of Reference.*

The question on the motion was not called as discussion ensued and Committee suggested that Councillor Bill McNulty and Councillor Harold Steves be appointed to the Britannia Heritage Shipyard Building Committee.

Discussion further ensued regarding when works would begin on the remaining buildings and in reply to a query from Committee, Bryan Klassen, Britannia Site Supervisor, advised that staff anticipate commencing budgeted works in Fall 2012.

The question on the main motion, which now reads as:

- (1) *That the Terms of Reference for a Britannia Heritage Shipyard Building Committee, as outlined in the report dated May 3, 2012 from the Director, Arts, Culture and Heritage Services, be endorsed;*
- (2) *That a Britannia Heritage Shipyard Building Committee be established as per the Terms of Reference; and*
- (3) *That Councillor Bill McNulty and Councillor Harold Steves be appointed to the Britannia Heritage Shipyard Building Committee.*

was then called and it was CARRIED.

2. STEVESTON INTERURBAN TRAM BUILDING PUBLIC ART PROJECT

(File Ref. No. 11-7000-09-20-134) (REDMS No. 3527761)

Eric Fiss, Public Art Planner, accompanied by artist Mia Weinberg. Mr. Fiss spoke of the public art decision-making process for a City initiated public art project. He noted that as per the administrative procedures for artist selection, a selection panel reviewed the artist qualification of fifteen artists who responded to the open Call to Artists. The panel unanimously recommended artist Mia Weinberg for the proposed public art project. Mr. Fiss further commented that the artist has collaborated with the tram building public art project team to develop the proposed public art concept design.

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Jim Kojima, 7611 Moffatt Road, President of the Steveston Community Society, cited concerns related to the proposed concept design consultation process. He stated that the Society's representative on the selection panel had not seen the final concept proposed and was not aware that the proposed concept was being presented to Committee.

In reply to the concerns cited, Mr. Fiss clarified that the selection panel's role was to recommend an artist. As this is a civic public art project, the proposed project does not include community consultation. Also, Mr. Fiss stated that information regarding the proposed concept and its presentation to Committee was discussed at subsequent meetings with the public art project team, attended by the representative from the Steveston Community Society.

Discussion ensued and the following Committee comments were noted:

- the proposed concept design should be referred back to staff for adequate consultation with community stakeholders;
- the proposed concept design itself is not a concern; and
- staff have followed proper procedures in relation to the proposed public art project.

Discussion further ensued and Mr. Fiss clarified the process for civic public art projects and in reply to queries from Committee advised that (i) the selection panel is an arms length group appointed through the Public Art Advisory Committee to review artist submissions; (ii) once the panel has recommended an artist, the panel is dismissed; (iii) a Steveston Community Society representative also sits on the tram public art project team; and (iv) once a concept design is approved by Council, the artist continues to refine the concept in consultation with the public art project team and various community stakeholders.

Artist Mia Weinberg commented on her meetings with the various stakeholders and noted that the proposed concept design is not substantially different than what was previously discussed with the tram public art project team.

It was moved and seconded

That the concept proposal and installation of the Steveston Interurban Tram Building Public Art Project "Interurban Map" by artist Mia Weinberg, as presented in the report from the Director, Arts, Culture & Heritage Services dated May 7, 2012, be endorsed.

The question on the motion was not called as discussion ensued regarding the staff recommendation and it was noted that Committee is merely considering endorsement of the project concept.

Staff was directed to address the Steveston Community Society's concerns prior to the matter being presented to Council.

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The question on the motion was then called and it was **CARRIED** with Councillor McNulty opposed.

PARKS AND RECREATION DEPARTMENT

3. **RICHMOND CHILDREN'S CHARTER**
(File Ref. No.) (REDMS No. 3527945)

Elizabeth Ayers, Manager, Community Recreation Services, introduced Helen Davidson, Community Coordinator, Richmond Children First.

In reply to a query from Committee, Ms. Ayers advised that the endorsement of the proposed Richmond Children's Charter would act as a symbolic gesture as it would further demonstrate the City's commitment to making Richmond the best place in North America to raise children and youth.

Ms. Davidson noted that she would like to play a video of a group of Richmond children reading the Charter at a future Council meeting. Also, Ms. Davidson spoke of the various ways Richmond Children First engaged with Richmond children in an effort to identify what Richmond children value. She stated that throughout various projects, it was evident that Richmond children value the right to play and the right to learn.

In reply to queries from Committee, Ms. Davidson advised that other local governments, such as the City of Kamloops, the City of Revelstoke, and the City of Powell River, are endorsing children charters specific to the values of the children in their respective communities.

Discussion ensued and it was noted that the format of the Children's Charter is well done as the quotations from children provide context.

It was moved and seconded

- (1) *That the Richmond Children First's "Richmond Children's Charter," as presented in the report dated May 3, 2012, from the Acting Director, Recreation, be endorsed; and*
- (2) *That the video of Richmond children reading the Richmond Children's Charter be played at a future Council meeting.*

CARRIED

4. **MANAGER'S REPORT**

(i) **Floating Net Shed**

Jane Fernyhough, Director, Arts, Culture & Heritage, updated Committee on discussions with the owner of the floating net shed. Ms. Fernyhough advised that the owner would like the City to purchase the net shed at a cost of \$350,000; otherwise she has indicated that she will continue to look for a new site to situate it.

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(ii) Parks Department Updates

Mike Redpath, Senior Manager, Parks, provided an update on various Parks Department activities and the following information was noted:

- there will be a public open house for the Terra Nova play environment on Wednesday, June 6th at Thompson Community Centre from 5:00 p.m. to 8:30 p.m.;
- the Thompson Youth Park is scheduled to open on Thursday, June 21st at 7:00 p.m.;
- staff are working with Metro Vancouver's Parks Committee on developing a Richmond parks application for mobile devices;
- the tall ship *Kaisei* has confirmed its appearance at the Ships to Shore Steveston 2012 event;
- staff have engaged a consultant for the detail design of the Railway Avenue Corridor; and
- staff anticipate consulting with the Thompson Community Centre, West Richmond Community Centre and the Steveston Community Centres in regards to the development of the Railway Avenue Corridor.

In reply to queries from Committee, Mr. Redpath advised that giant hogweed found along the Shell Road Trail would be removed immediately. Also he stated that the Richmond parks application for mobile devices will eventually also include bike trails. It was requested that Mr. Redpath provide members of Council with the MAXguide application for mobile devices.

(iii) Ships to Shore Steveston 2012

Serena Lusk, Manager, Parks Programs, stated that the Ships to Shore Steveston 2012 will be held June 29th to July 1, 2012 at Imperial Landing and spoke of the various activities being offered during the event.

(iv) Boat Moorage at Imperial Landing

Ms. Lusk commented on the City's pilot program to gauge interest and viability in transient boat moorage at Imperial Landing and noted that moorage is free for up to three hours.

(v) Steveston Farmers Market

Dave Semple, General Manager, Parks and Recreation, commented on staff discussions with representatives of the Steveston Farmers Market and the Steveston Hotel.

Parks, Recreation & Cultural Services Committee
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ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:00 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, May 29, 2012.

Councillor Harold Steves
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee Date: June 4, 2012
From: Jane Fernyhough File: 06-2025-20-008/Vol 01
Director, Arts, Culture & Heritage
Re: Scotch Pond Status Report

Staff Recommendation

1. That the Chief Administrative Officer and the General Manager, Community Services be authorized to execute a partnering agreement with the Scotch Pond Heritage Cooperative Society on behalf of the City regarding Scotch Pond and facilities, on terms substantially in accordance with the report entitled "Scotch Pond Status Report", from the Director, Arts, Culture and Heritage Services, dated June 4, 2012.

Jane Fernyhough
Director, Arts, Culture & Heritage
(604-276-4288)

Att. 3

| REPORT CONCURRENCE | | |
|---|--|--------------------------------|
| ROUTED TO: | CONCURRENCE | CONCURRENCE OF GENERAL MANAGER |
| Budgets Law Parks Facility Services Environmental Programs Risk Management | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | <i>ellement</i> |
| REVIEWED BY TAG SUBCOMMITTEE | INITIALS: <i>per</i> | REVIEWED BY CAO |
| | | INITIALS: <i>JD</i> |

Staff Report

Origin

At the Parks, Recreation and Cultural Services Committee of October 25, 2011, the following referral motion was passed:

That staff prepare a detailed report on the status of Scotch Pond, including the condition of the building, the floats, the pilings, the channel, and the shoreline and provide a copy of the current agreement to determine whether the agreement needs updating.

This report responds to that referral.

Analysis

Scotch Pond consists of a pond, originally a slough, dredged in the early 1950's and connected to the Fraser River by a short channel. Along the south edge of the pond are the remnants of wooden boardwalk pilings. The facility consists of a dredged pond, a net shed built on pilings and approximately 588 meters (1750 linear feet) of moorage floats and net racks. (**Attachment 1**)

History of the Site

Scotch Pond has value as an early and rare example of an industrial development and small community built away from the shoreline within an area of tidal flats, constructed entirely on wooden pilings, its only connection to the land a narrow wooden boardwalk. Constructed in 1899 as part of the Scottish Canadian Cannery operations, the complex consisted of the cannery and associated outbuildings, decking and net racks, workers' housing, and a boardwalk that commenced on the dyke at the west end of Chatham Street. All of the structures were built on pilings. The cannery was located on a slough in the tidal flats off Garry Point. The slough itself was known as a 'pond' as it provided safe moorage for fishing boats associated with the cannery. Beginning operation in 1905, the Atagi Boatworks was located at the head of the slough. In 1925, the land was leased to the Canadian Fishing Company who used the facility as a fishing station. It was acquired by Mike David Boatworks in the 1940's following internment of the Atagi family, then by a Mr. Takugaki, around 1949. The Canadian Fishing Company dredged the slough in the early 1950's to provide additional safe moorage and net mending and storage space. The remains of the boatworks were removed from the site sometime in the mid-1970's.

Scotch Pond was purchased by the City of Richmond in 1989. In 1992, Scotch Pond and the building, docks and piles were designated a Municipal Heritage Site pursuant to the provisions of the Heritage Conservation Act – Heritage Designation Bylaw No. 5960.

Building & Pilings

The net shed building is built on pilings above the high water levels. The substructure including the piles, pile caps, floor joists and decking was rehabilitated in 2002 / 03. The Scotch Pond Cooperative carried out substructure stabilization and remediation with assistance and supervision

by public works crews, including repairs to the gangway ramp. A condition report will be conducted prior to proceeding with the next phase.

In 2008, a building assessment was commissioned by the Project Development Division and completed by John Forde of VFA Inc. The building is clad and roofed with a gray composite transite board, similar to the exterior and roof of the Seine Net Loft at Britannia Shipyards. This material contains non-friable asbestos at approximately 30% of the composition. It is considered safe as long as it is not disturbed by drilling, cutting, or scraping or other activities that create fibres. The 2008 assessment describes the exterior wall panels and roof panels as worn and damaged and beyond their rated lifecycle, and recommends the removal of all asbestos walls and roof panels. The wood framed exterior doors are aged and deteriorated and have exceeded their 30-year life cycle. They are recommended for replacement. The wood framed windows have reached the end of their useful life and are recommended for replacement. The existing stand pipe fire service is more than 30 years old and needs to be replaced as does the main water feed line that supports it. The 2009 estimates are for budgetary purposes only; when updated to 2012 with overhead and contingencies for project planning, the total is estimated at \$287,834.00. This will be submitted for the 2013 capital budget process.

| WORK REQUIRED | STATUS |
|---|-----------------------------|
| Asbestos Abatement (includes shingle siding & roofing) | Currently Critical |
| Exterior Doors (7 sets of exterior swing barn type doors) | Potentially Critical |
| Exterior Wall Panels (replace asbestos panels with aluminium siding) | Potentially Critical |
| Roofing (replace asbestos shingle with corrugated aluminium) | Potentially Critical |
| Exterior Windows (replace existing windows) | Necessary, not yet critical |
| Fire Protection (replace stand pipe fire service on exterior as well as main water feed line which supports stand pipe) | Necessary, not yet critical |

The interior of the building consists of seven (7) storage compartments and a small office area used by the Cooperative. The storage compartments are allocated and rented to the members of the Cooperative, on a seniority basis, for use as gear storage lockers.

In 2008, the City commenced the treatment of the substructure of the building for powder post beetles, followed by superstructure treatment in 2009.

The floats are maintained by the Cooperative and are in good condition. Work is carried out on the floats as needed to maintain the safe operation of the site. Annual maintenance programs undertaken by the Cooperative include painting, cleaning and repairs, and replacement as required.

The Shoreline on all sides of the pond is designated Red Coded habitat by the Fraser River Estuary Management Program (FREMP). This indicates habitat features that support critical fish and wildlife functions. There has not been a recent assessment of biophysical values in the intertidal and upland areas of the pond. To the north, the property is owned by the Federal Government and is left as a natural area of riparian vegetation and inter-tidal marsh. The south bank of the pond is the north edge of Garry Point Park and is managed and maintained by the City Parks Department. Overall, Scotch Pond represents an important habitat buffer feature between well used park infrastructure to the south and the critical habitats of the Sturgeon Banks.

Based on past experience, dredging is required approximately every 5 to 10 years (1994, 2003). The 2003 dredging required the removal of 16,000 cubic meters of material, which provided a minimum depth of -2 meters, at a cost of \$263,200. Since 2003, silt build-up has occurred to where current depths, particularly near the entrance, are such that vessels can only enter or exit the pond at high water. Starting in 2003 the Cooperative members have annually contributed to a fund to assist the City with future dredging, with a current balance of \$30,000. The dredging of Scotch Pond will be submitted for consideration to the 5 year Financial Plan process in 2013.

Partnering Agreement

The current agreement dates to 1993 and requires updating (**Attachment 2**). In particular, the current agreement makes the Cooperative responsible for the maintenance and improvements to the building, floats, net racks, docks, ramps and parking lot. The Cooperative does not have the necessary resources to undertake restoration work required of an historic site. It is proposed that the Cooperative be responsible for maintaining the floats and ramps to access their vessels, the interior of the building including the storage units and the office, exterior maintenance of the building with the permission of and under the guidance of City heritage staff to ensure maintenance of the historical integrity, and continue to contribute funds to assist with future dredging. The City would be responsible for the restoration of the facility as an historical site including exterior of the building, substructure and piles and all of the foreshore. Material terms for an updated partnering agreement with the Cooperative have been developed for Council consideration. (**Attachment 3**)

As the license will be structured as a partnering agreement and as the license fee is nominal, public notice of the agreement will need to be provided in accordance with the legislation.

Financial Impact

None. The repairs to the building and required dredging of the Pond will be submitted for the 2013 capital budget process and will be included in the 5 Year Financial Plan process.

Conclusion

Scotch Pond continues to be a valuable heritage asset to the City of Richmond. The Scotch Pond Heritage Cooperative Society manages the facility and moorage, and works with the City to maintain the heritage values of the site. Negotiation and implementation of a new partnering agreement will better reflect the relationship and further define the responsibilities of both.



P.E.C. Bryan Klassen
Britannia Site Supervisor
(604-718-8044)

| | | |
|--------------|--|----------------|
| Attachment 1 | Aerial Map of Scotch Pond Site | REDMS #3535843 |
| Attachment 2 | Current Agreement (1993) | REDMS #3552678 |
| Attachment 3 | Schedule A – Material Terms of Non-Exclusive License/Operating Agreement between the City and The Scotch Pond Heritage Cooperative | REDMS #3535830 |

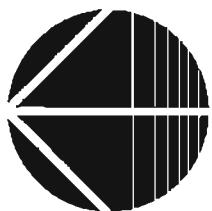


Original Date: 05/17/12

Revision Date:

Note: Dimensions are in METRES

Scotch Pond



1000-14-045
Scotch Pond lease May 1993

LICENCE TO OCCUPY

BETWEEN:

CITY OF RICHMOND, office located at 6911 No. 3 Road,
in the City of Richmond, in the Province of British
Columbia, V6Y 2C1

(hereinafter referred to as "City")

AND:

SCOTCH POND HERITAGE COOPERATIVE, office located
at 2200 Chatham Street, in the City of Richmond, In the
Province of British Columbia, V7E 3A0

(hereinafter referred to as the "Cooperative")

1. Facilities Designated for Operation

1.1 The facility to be operated under this licence is the Scotch Pond moorage facility
at Garry Point Park in Steveston, legal description:

✓ Parcel "D" (Reference Plan 10984) Section 4 Block 3 North Range 7 West
Except Firstly: Parcel "H" (Reference Plan 43147) Secondly: Parcel One
(Explanatory Plan 60417) New Westminster District

(hereinafter referred to as "Scotch Pond")

1.2 ✓ Facility Ownership

The City owns Scotch Pond.

2. Management of Scotch Pond Operations

✓ 2.1 The Cooperative will be responsible for the operation and management of Scotch
Pond including the leasing of moorage and locker space.

2.2 Personnel

The Cooperative may, at its own expense, engage a wharfinger.

The Cooperative will advise the City on who the wharfinger is.

The Cooperative's liaison with the City will be the Manager of Heritage Sites, Parks and Leisure Services Department.

2.3 Operating Hours

- ✓ The Cooperative shall operate Scotch Pond 24 hours a day, 7 days a week.
- ✓ The City reserves the right to restrict access to Garry Point Park; however, it will ensure that members of the cooperative have access to their vessels at all times.

2.4 Facility Users

- ✓ The Cooperative, on the first of April each year, is to forward to the City a list of vessels and owners using Scotch Pond.

2.5 Rentals

The Cooperative will collect and administer all lease revenues. The Cooperative agrees that all moorage and locker leases will be to Cooperative members only.

2.6 Security

The security of Scotch Pond and all vessels moored is the responsibility of the Cooperative.

The Cooperative is to ensure that should the gate or locker locks be changed; keys are issued to the City.

The Cooperative is to ensure that access, by way of the gate, is secured at all times.

2.7 Facility Equipment

The Cooperative will be responsible for supplying and maintaining their own equipment, office furnishing and supplies.

2.8 Licence Fee

Each January 1, the Cooperative shall pay the City a fee of \$1.00.

2.9 Facility Maintenance

The Cooperative will be responsible for the maintenance and repair of the floats, coffee room, net lockers, and the parking lot area to standards as established by the City.

2.10 Utilities

Garbage removal is the responsibility of the Cooperative. The Cooperative agrees that removal of hazardous wastes is to be by standards set by the Workers Compensation Board and the Province of British Columbia.

The City will supply electrical, water and telephone services up to the Scotch Pond property line.

The Cooperative shall pay for electricity, water, and telephone services used by Scotch Pond.

3. Facility Improvements and Renovations

Improvements to the floats, net racks, storage shed, dock ramps, will be the responsibility of the Cooperative.

The Cooperative agrees that any structural upgrading or any work of a value in excess of TWO THOUSAND (\$2,000.00) DOLLARS done to Scotch Pond will be done only under the following conditions:

- a. the City shall have given the approval, in writing, to the work;
- b. all permits shall be obtained by the Cooperative;
- c. all work is to be inspected by City personnel.

In the event the work is done to a standard not approved by the City, the Cooperative agrees to bring such work up to a standard acceptable to the City.

The City will be responsible for the initial dredging contract; however, it will keep the Cooperative informed of the timing and progress of the contract.

The Cooperative will be responsible for the restoration of the floats and improvements to the pilings under the net shed as well as the net shed.

4. Service, Facility, Park Planning and Development

The Cooperative will be consulted on all developments, improvements to the adjacent section for the dyke trail and Garry Point Park that may, in the opinion of the City, impact on Scotch Pond.

5. Program and Special Events

Wherever feasible, the Cooperative will assist in promoting and recognizing the heritage significance of Scotch Pond.

At least once a year, the Cooperative will provide interpretive and educational opportunities for the public at Scotch Pond as that relate to Steveston's fishing heritage.

6. Insurance

The Cooperative will carry a public liability policy of TWO MILLION (\$2,000,000.00) DOLLARS and name the City as additionally insured.

The Cooperative will carry building content insurance for equipment it owns.

The Cooperative will ensure that all its vessel owners will provide their own operators protection and indemnity liability coverage.

The Cooperative shall file copies of all insurance with the City.

7. Information Exchange

The Cooperative shall provide to the City a list of Directors, Minutes of the Annual General Meeting, and a copy of the audited Financial Statement within sixty (60) days of each Annual General Meeting.

8. Review and Renewal

This licence will be reviewed, in December of each year, by the Cooperative directors and the City representatives.

This Agreement can be terminated by either party giving written notice at least twelve months prior to the expiry date. If no written notice of termination is given, the Agreement will be extended for a further one year period provided that during the term of Agreement or any renewal thereof, the terms and conditions herein can be renegotiated by mutual consent.

Either party may request, in writing, that the terms and conditions, other than those relating to the term and renewal of the Agreement, be reviewed and revised. If the request is mutually acceptable any changes shall be incorporated into this Agreement or any renewal thereof.

9. Term

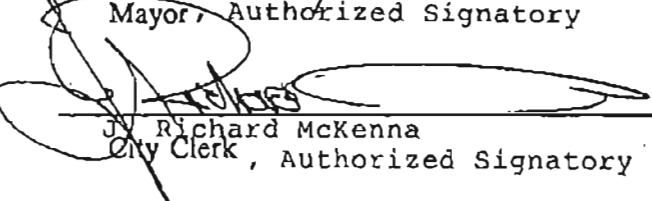
This licence to occupy is in effect as of January 1, 1994, for a term of one (1) year.

DATED on the 2nd day of Nov., 1993.

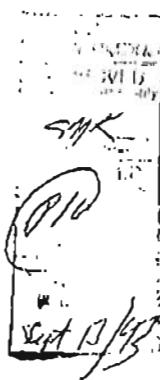
The Corporate Seal of the
CITY OF RICHMOND was hereunto
affixed in the presence of:



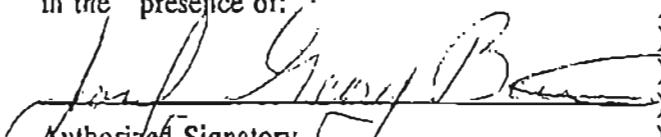
Gregory Naisse-Brandt
Mayor, Authorized Signatory



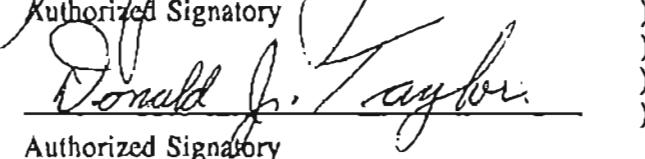
Richard McKenna
City Clerk, Authorized Signatory



SIGNED, SEALED AND DELIVERED by the
SCOTCH POND HERITAGE COOPERATIVE
in the presence of:



Greg Brandt
Authorized Signatory



Donald J. Taylor
Authorized Signatory

SCHEDULE "A"

Financial Terms of the Licence to Occupy between the Scotch Pond Heritage Cooperative and City of Richmond.

1. The Cooperative will collect all revenues from moorage and net locker leases. Lease rates to remain the same as 1992 for 1993.

1993 RATES

| | |
|--------------|-------------------|
| - Moorage | \$600.00 |
| - Net Locker | \$720.00 per year |

Schedule A

Material Terms of non-exclusive license/operating agreement between the City and the Scotch Pond Heritage Cooperative

Scotch Pond Heritage Cooperative: with offices located at 2200 Chatham Street, Richmond BC, V7E 3A0.

1. **Premises:** known as the Scotch Pond. The facility to be operated under this licence is the Scotch Pond moorage facility at Garry Point Park, legal description: Parcel "D" (Reference Plan 10984) Section 4 Block 3 North Range 7 West except firstly: Parcel "H" (Reference Plan 43147) Secondly: Parcel one (Explanatory Plan 60417) New Westminster District.
2. **Ownership:** the City owns Scotch Pond.
3. **License Fee:** \$1.00 for the Term.
4. **Term:** five (5) years.
5. **Access:** The City reserves the right to restrict access to Garry Point Park; however, it will ensure that members of the Cooperative have access to their vessels at all times.
6. **Utilities:** the Cooperative will be responsible for the cost of heat, light, water, telephone and garbage collection relating to the operation of the Premises. The Cooperative agrees that removal of hazardous wastes is to be by standards set by the Workers Compensation Board and the Province of British Columbia.
7. **Permitted Use:** The Cooperative will be responsible for the operation and management of the facility including the leasing of moorage and locker space to its members. Vessels must have a valid fishing license, valid insurance and members must be in good standing with the Society. Operating hours for members are 24 hours per day, 7 days per week.
8. **Security:** The security of Scotch Pond and all vessels moored is the responsibility of the Cooperative.
 - a. The cooperative is to ensure that access, by way of the gate, is secured at all times.
 - b. The Cooperative is to ensure that should the gate lock be changed, a copy of the key is issued to the City.
9. **Sublicensing or otherwise parting with possession:** only with the City's prior written consent and at the City's sole discretion.
10. **Filming:** the City reserves the right to permit the use of the Premises for the purpose of film production activities on the following basis:
 - a. The City shall provide as much notice to the Cooperative as reasonably possible.
 - b. The City shall pay the Cooperative 1/3 of the location rental fee that the City receives in connection with the film production activities for the use of the Premises.

- c. The Cooperative shall direct all inquiries relating to proposed film production activities to the City of Richmond Film Office.
 - d. The City will manage all film production activities on the Premises.
 - e. If after the completion of the film production activities, the Cooperative believes it has sustained an unforeseen loss due to the film production activities, the Cooperative shall notify the City in writing making a claim for such loss and provide the City with empirical data evidencing such loss. Upon satisfactory review of the claim and supporting material, the City shall compensate the Cooperative for any such loss.
11. **Early Termination:** either party may terminate this agreement upon the provision of 30 days prior written notice to the other party. The City may terminate this agreement forthwith upon an event of default by the Cooperative.
 12. **Capital improvements:** to the extent approved by City Council, the City shall contribute capital funding for the restoration of the Premises as historical buildings. Any capital improvement requests from the Cooperative must be requested through the City's annual capital process.
 13. **Fire Insurance of Premises:** the City will provide fire insurance coverage with respect to the Premises but not the contents, nor to any vessels or equipment belonging to the Cooperative or its members.
 14. **Public liability insurance:** the City will provide liability insurance (in such amount as the City determines in its sole discretion) for the volunteer activities of the Cooperative and its personnel while performing activities under the supervision, direction or control of the City. Such insurance shall not include liability insurance for any sub-licensee or other third party the Cooperative permits to use and occupy all or part of the Premises.
 15. The Cooperative shall ensure that such sublicense or other third party obtains its own liability insurance and names the Cooperative, the City and City personnel as additional insured. The Cooperative shall also ensure that it obtains public liability insurance in the amount of \$5,000,000 per occurrence naming the City and City personnel as additional insured in connection with the Cooperative and Cooperative personnel performing activities not under the supervision, direction or control of the City.
 16. In addition, all member vessels moored at the Premises will obtain and maintain public liability insurance covering environmental damages or clean up in the amount of at least \$2,000,000.
 17. **Property insurance:** the Cooperative will obtain and maintain throughout the Term all risks insurance adequate to cover the contents of the Premises.
 18. **Janitorial:** the Cooperative will provide basic janitorial services. Any janitorial services that the Cooperative contracts must have the prior written approval by the City.
 19. **Maintenance:** the Cooperative will be responsible for the maintenance of the floats and ramps and the interior of the building including the office and storage area in a manner consistent with the Standards and Guidelines for the Conservation of Historic Places. The Cooperative will also be responsible for the minor maintenance of the exterior of the building

with permission from the City and under the guidance of City heritage staff to ensure historical integrity is maintained. The Cooperative shall be responsible for any damage to the premises resulting from the Cooperative members and guests and staff and must promptly report any such damage to the City. Any structural work done by the Cooperative will have approval in writing from the City, will have all necessary permits and will be inspected by City personnel.

20. **Dredging:** the Cooperative shall maintain an ongoing fund allocated to dredging so that when dredging is deemed required the Cooperative shall assist the City with the funding required for the dredging.
21. **Programs:** the Cooperative will work with the City to provide public and educational programs and events that will create a better understanding of the site. The City will expect and encourage the Cooperative to permit interpretive and educational opportunities at Scotch Pond for the public as they relate to Steveston's fishing heritage.
22. **Alterations:** the Cooperative must comply with the heritage integrity of the building and site and agrees that, given the historical designation of the site, no repairs, maintenance, alterations or additions to the fabric of the building and/or site, shall be done without the prior written consent of City Heritage staff.
23. **Reporting:** the Cooperative will provide the City with its annual financial statement, list of board of directors, minutes of the annual general meeting and a list of vessels and owners using Scotch Pond within 30 days of its annual meeting and shall also provide (within 20 days of such a request) the City with financial statements of the Cooperative upon request including a statement of revenue and expenses and will, if requested, have such statement audited by an independent auditor.
24. **Independent Group:** the Cooperative is an independent group and not the servant, employee or agent of the City.
25. **Compliance with City bylaws:** the Cooperative shall comply with City bylaws and ensure that its staff, members, volunteers and sub-licensees also do so to the extent reasonably possible.
26. **Compliance with Security Policy, Respectful Workplace Policy and other City Policies:** the Cooperative shall comply with City policies and ensure that its staff, members, volunteers and sub-licensees also do so to the extent reasonably possible.
27. **Indemnity and Release:** the Cooperative shall indemnify and release the City and City personnel in connection with the use of the Premises by the Cooperative and its personnel and sub-licensees.
28. **Corporate Identification:** the Cooperative shall not use the City's name, logo, symbols (e.g. copyright), or initials without the written consent of the City. If City consent is given, the Cooperative shall comply with all City requirements for the use of the City's name, logo, symbols or initials.



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee Date: May 31, 2012
From: Dave Semple File: 06-2400-01/2012-Vol 01
General Manager, Parks and Recreation
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: Arts, Culture & Heritage | CONCURRENCE <input checked="" type="checkbox"/> | CONCURRENCE OF GENERAL MANAGER |
| 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.

AnalysisThe 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.



Yvonne Stich
Park Planner
(604-233-3310)

YS:ys

CONCEPT PLAN

Lower Fraser River Corridor Project

EXPERIENCE THE FRASER



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“...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)

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EXECUTIVE SUMMARY

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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.





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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.

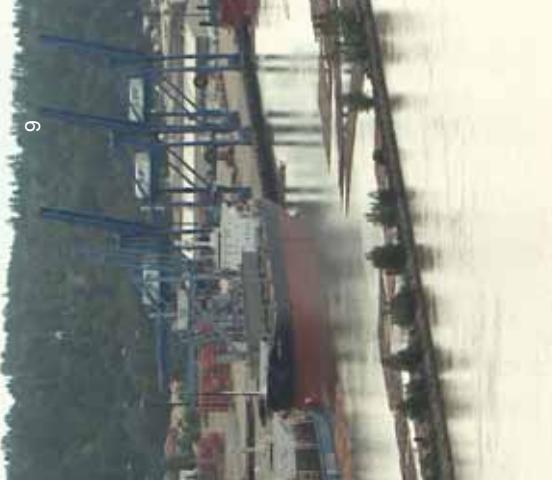




FIGURE 1: THE PROJECT AREA

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 ikw'élō - Xólm̓et te mekw' stam it kwełát, 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.



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.

³ RAMSAR site at Alaksen 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.

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.





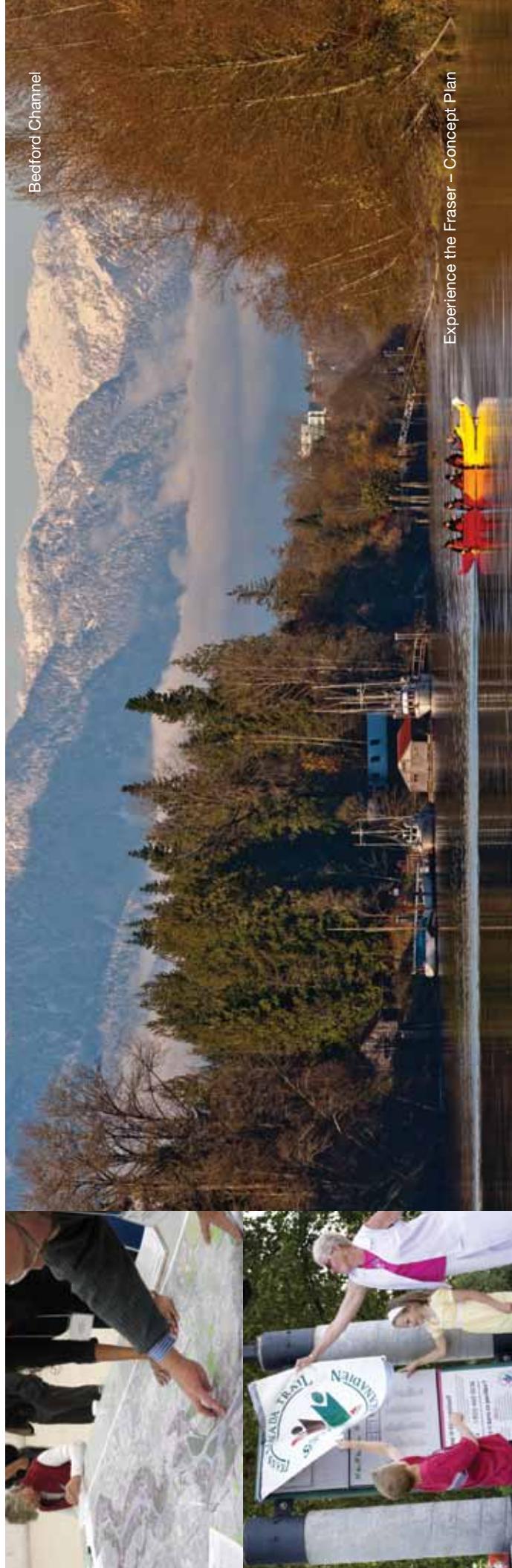
Goal 2 Link and inspire experiences along the river

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.



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 protection⁴.**

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.



Cheam Ridge Regional Trail

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

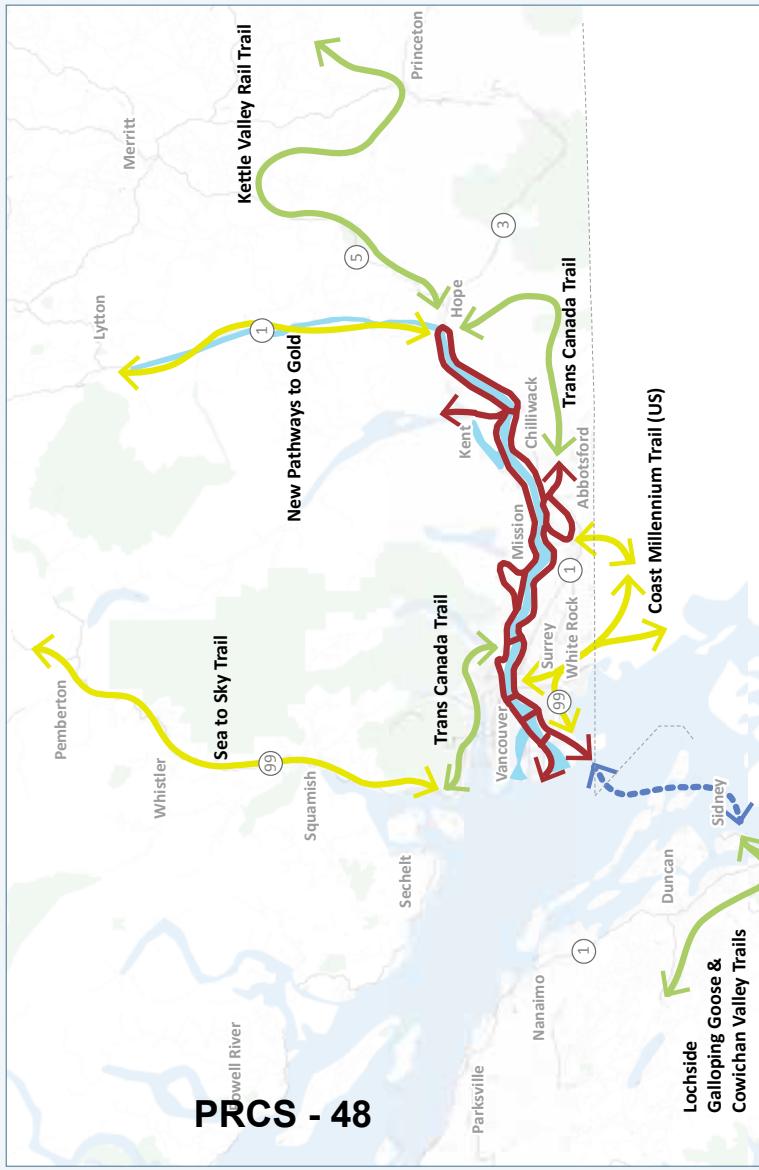


FIGURE 2: CONNECTED NETWORKS: SITUATING EXPERIENCE THE FRASER

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:



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 Horsehoe 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

The Confluence

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.

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.

Waterfront Trail

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:



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



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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 LAND-
SCAPE 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 boozing);
- 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.

- 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.
- 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;



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 FRAZER: THE CONCEPT

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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

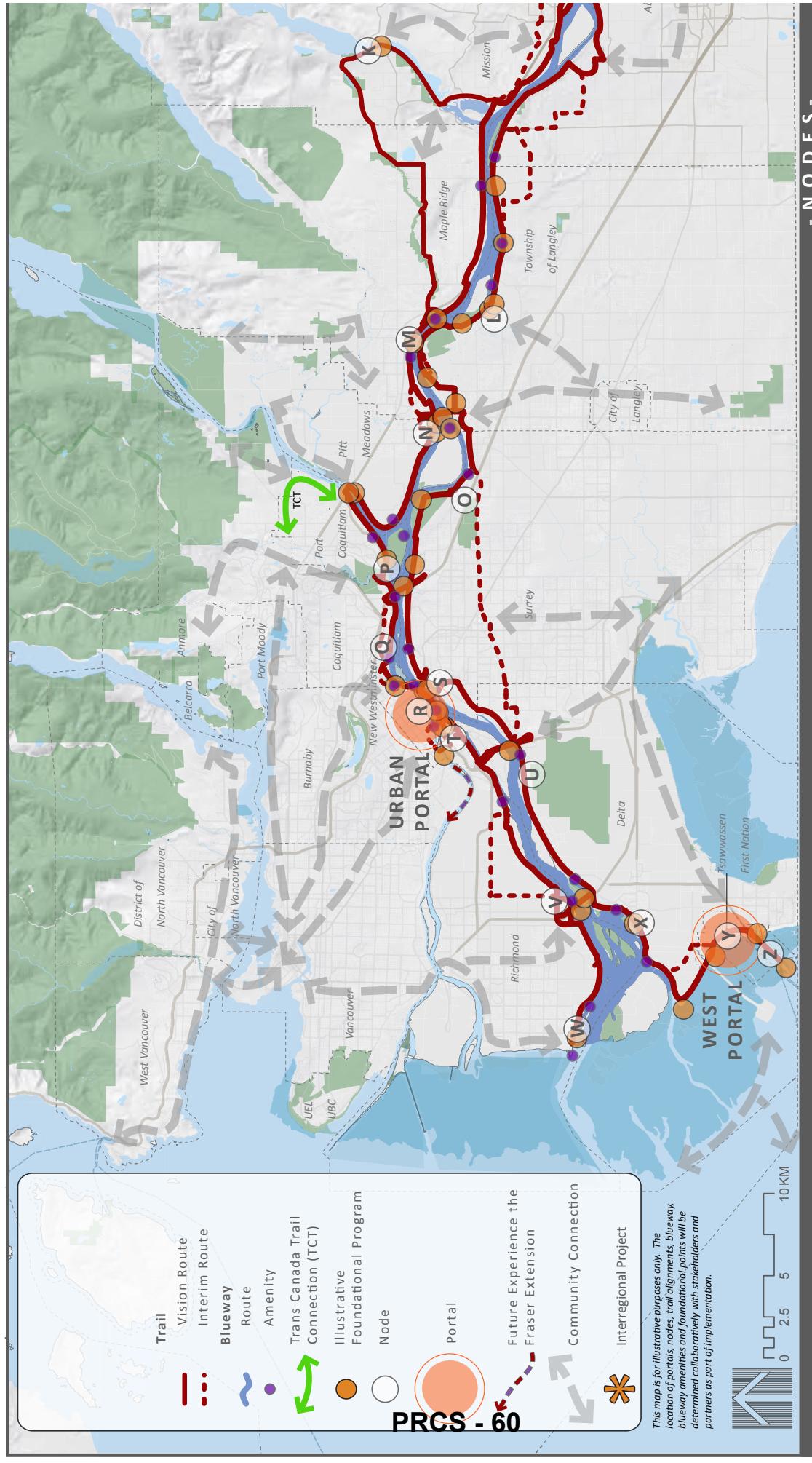
2.1 THE CONCEPT

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.

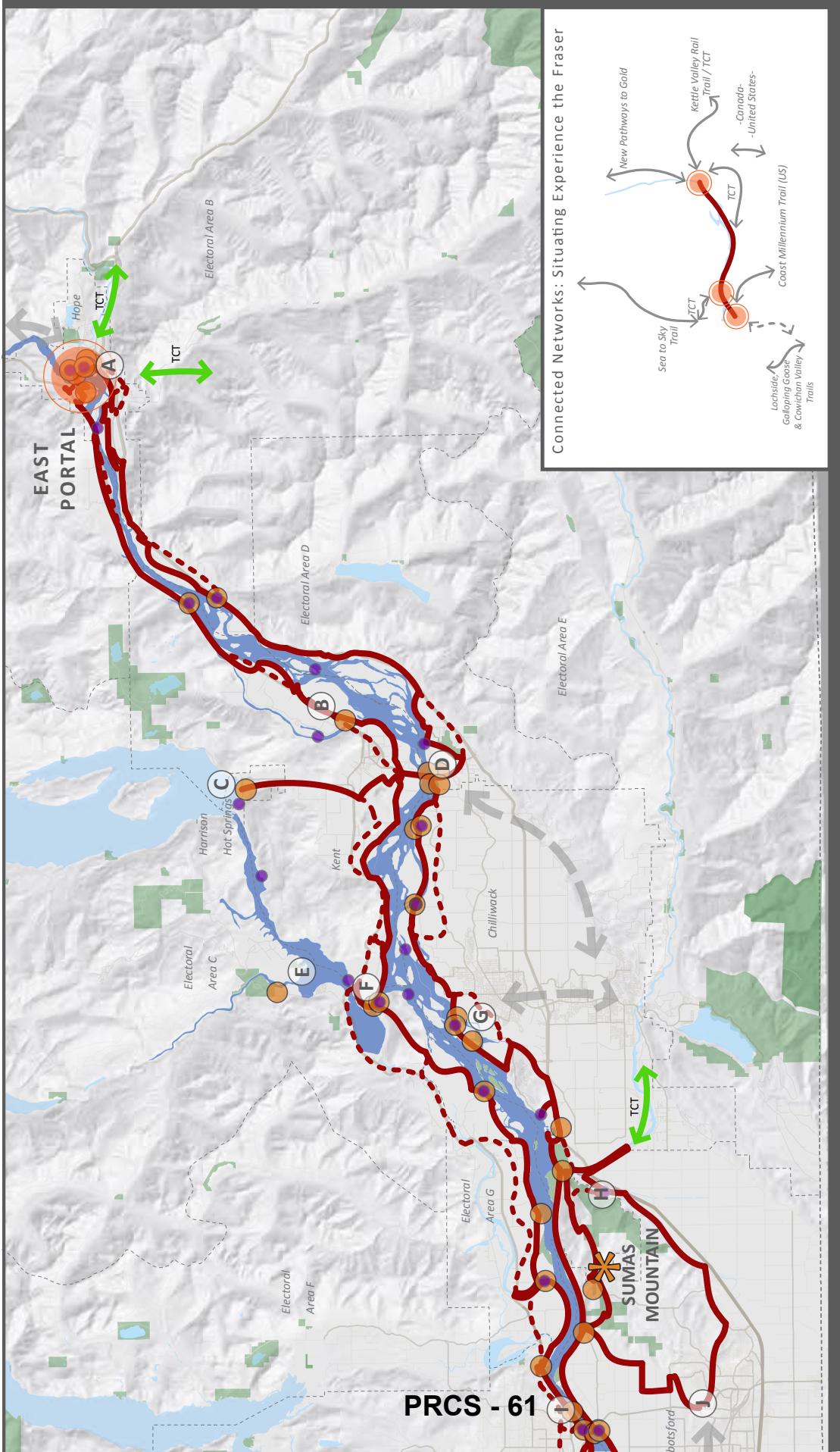
The result will be a project that ties together, and adds strength and dynamism to, local tourism and economic development efforts as well as cultural, heritage, and recreational amenities. All of which will be branded under one banner. ETF will become an anchor enticing other tourism opportunities. 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



| | | | | | | | | | | | | | |
|---|----------------|---|----------------------|---|----------------------|---|-----------------------|---|--------------------|---|--------------|---|------------|
| 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 |

- CONCEPT PLAN -



DRAFT October 28, 2011

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

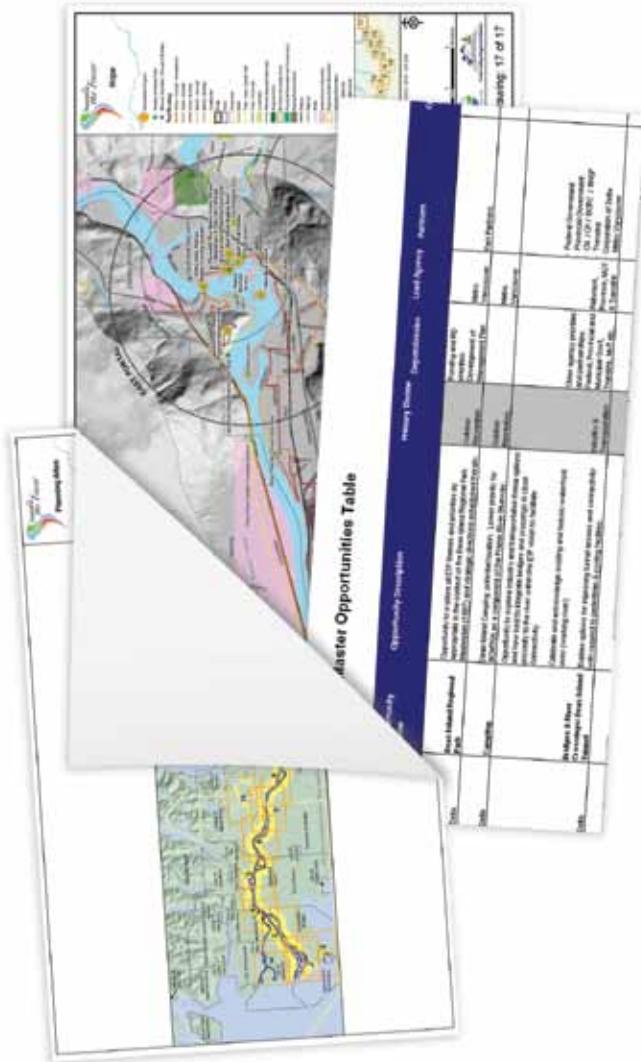
The Concept is structured around five elements: portals, nodes, the Trail, the Bluelway, and amenity and feature points based on the eight Fraser River themes introduced above (Map 1: Experience the Fraser Concept Plan). This structure highlights and facilitates connectivity among communities, features, amenities and ultimately, Fraser River experiences. It also highlights connections to, and overlap with, the Trans Canada Trail, and expresses a desire to expand the Project Area to include the North Arm of the Fraser River in the future.

In addition, Sumas Mountain is identified as an Interregional Project on the Concept Plan Map. Sumas Mountain is a dominant and unique landscape feature in the Fraser Valley that captures the appreciation and imagination of many. It holds special significance to First Nations, is popular with trail users and has high conservation values. The mountain also straddles regional park service areas of the Fraser Valley Regional District and Metro Vancouver, creating a unique opportunity for collaboration to advance outdoor recreation, cultural and conservation objectives supporting ETF goals, for the two regional districts and other partners.

A Planning Atlas and complementary Opportunities Matrix serve as the repository for ETF's collected knowledge.

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 WILL BECOME A CATALYST FOR VIBRANT COMMUNITIES ALONG THE FRASER THROUGH OFFERING OPPORTUNITIES FOR ACTIVE LIVING. IT WILL ALSO BECOME A CATALYST FOR ECONOMIC DEVELOPMENT AND COMMUNITY DEVELOPMENT."

JAMES ATEBE, CO-CHAIR, ETF JOINT POLITICAL STEERING COMMITTEE

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

Amenity and Feature Points

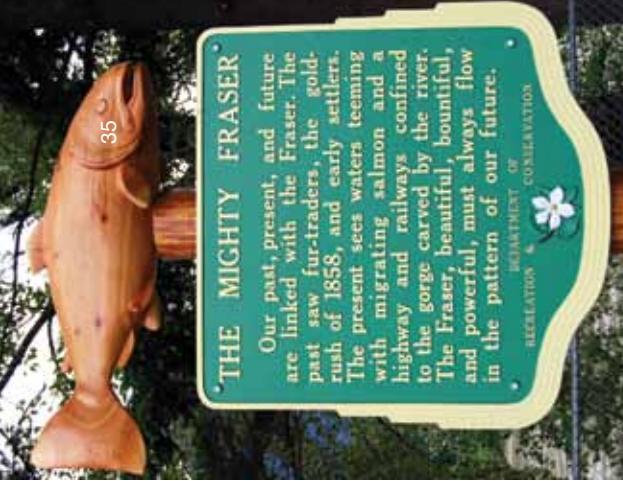
As part of the concept planning process, over 300 Amenity and Feature Points were identified as locations to experience the river. These points represent discrete 'projects' that are either infrastructure (e.g. facilities or amenities), program-based (e.g. education or interpretive activities or events) 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.

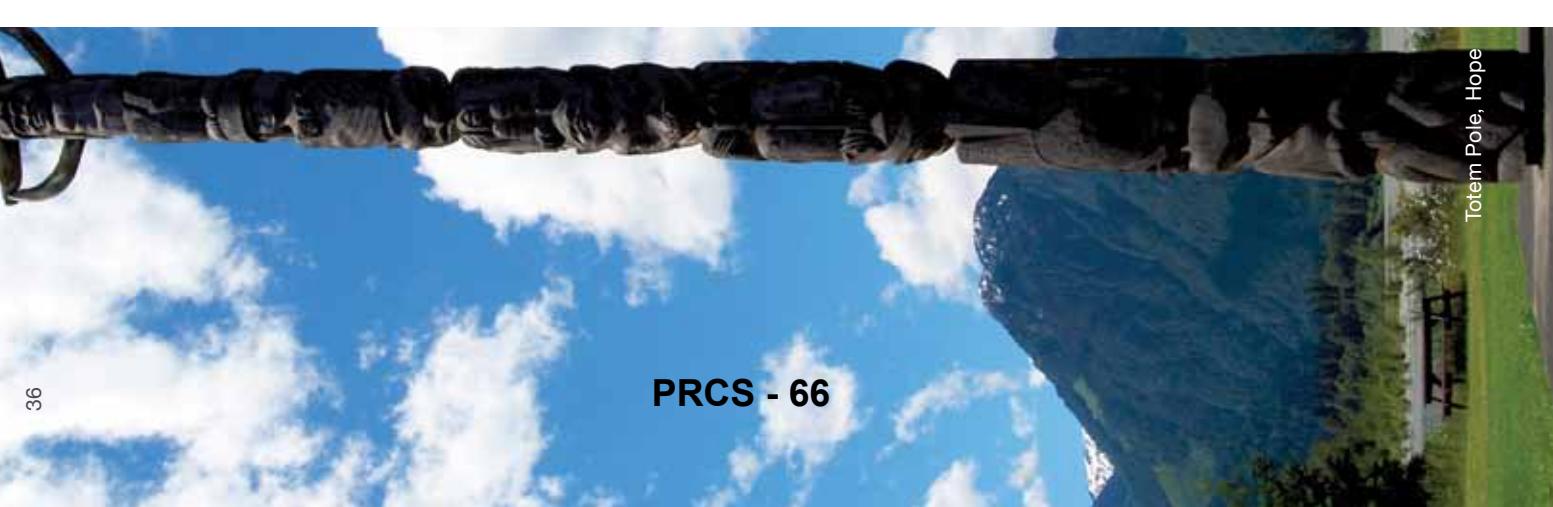
There are numerous existing amenities and features along the river, and for those that are not yet in place, many are already planned as part of municipal Official Community Plans or park and trail plans, ensuring that ETF is well integrated with other agencies' existing plans. Other 'points' were contributed 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 Sto: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 Lallem (Chehalis Healing House), Heritage Trail, and, in the future, Sp'oges (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 "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.

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.

I. Mission Waterfront

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



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.

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.

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 waterfront.

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 its 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. Brownsdale

Located amidst Surrey's industrial lands, Brownsdale 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.

V. 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.

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. Reifei 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.



Steveston

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, Chawathil First Nation, BC Parks and others. Chawathil First Nation's Teit 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 Sky Train, 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, Paddlewheeler 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.

West Portal



Kettle Valley Railway Bridge



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).



'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.

- 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.
- Existing bridges become more than just connections - they have been upgraded or modified to include a dedicated trail (pedestrian and cycling access), view/points, theme interpretation, public art, and ETF branding.
- Improved pedestrian and cycling access on the Agassiz Bridge or replacement bridge.
- Improved pedestrian and cycling access on the Patullo Bridge or replacement bridge.



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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 Brownsdale Node.

- A Blueway Signage & Wayfinding System is in place.
- All regional parks on the river will provide water access and some amenities to support Blueway use.

- 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

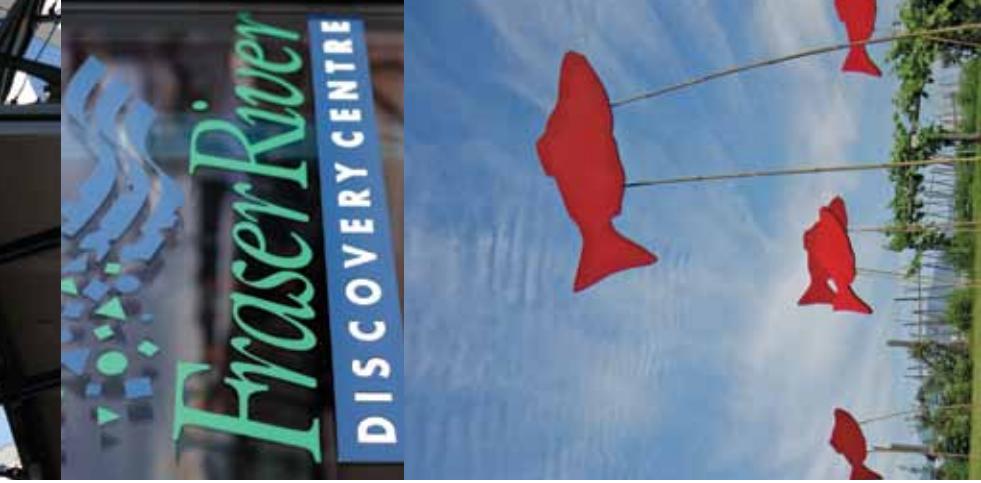
- ETF information is provided on BC Ferries traveling to and from the Tsawwassen Ferry Terminal.
- Parks Canada will work with ETF to nominate the Fraser River Dyking System as a national historic event and develop associated programming at Parks Canada properties along the river.
- Advance the Chawathil 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'es - 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.

Nodes

- 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.



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



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.

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.

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.

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, Vassasus, Herrling 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.

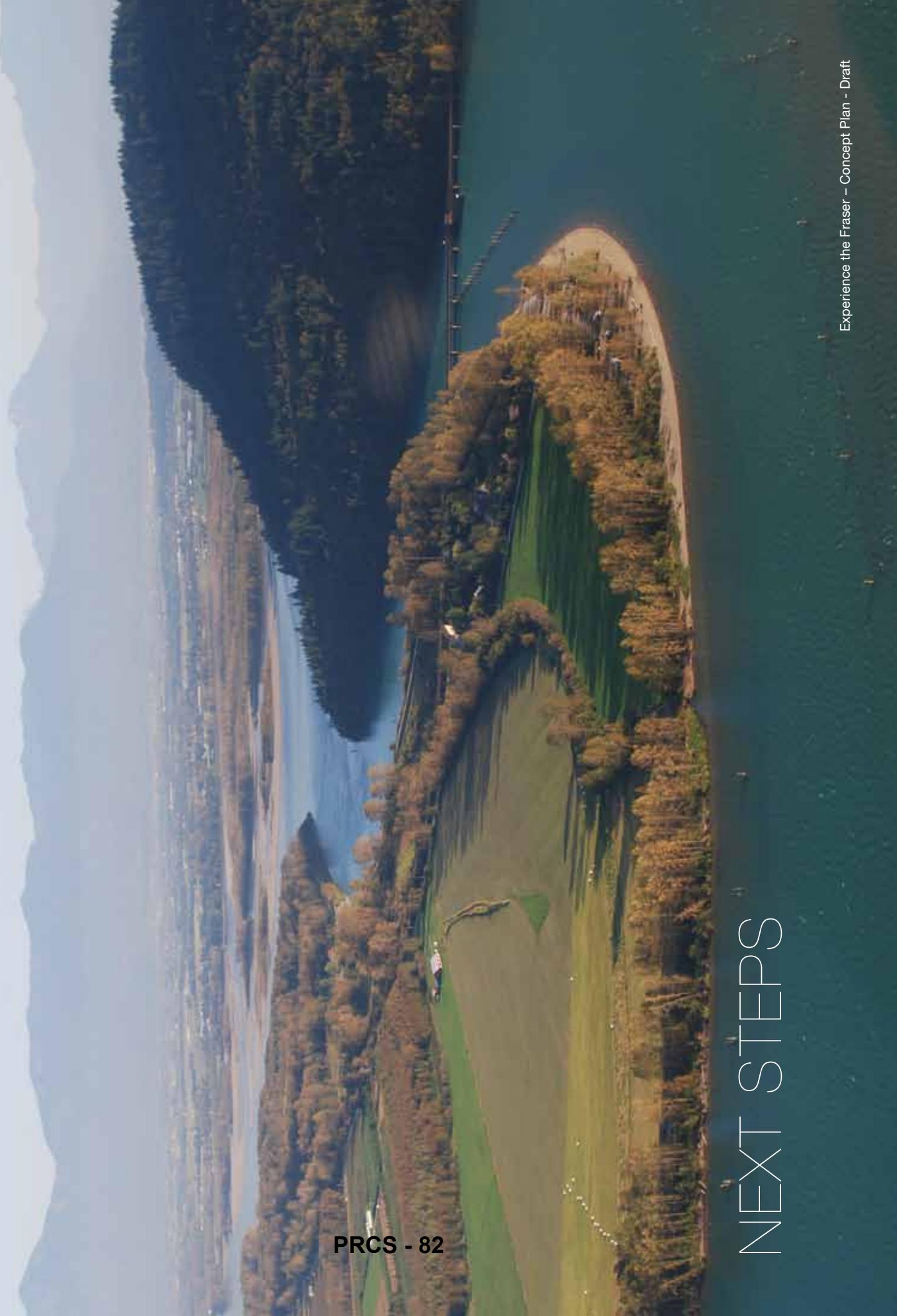
Underwater Viewing Cavern:

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



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NEXT STEPS

“A RIVER SEEKS A MAGIC THING. A MAGIC, MOVING, LIVING PART OF THE VERY EARTH ITSELF.”

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 passionates 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

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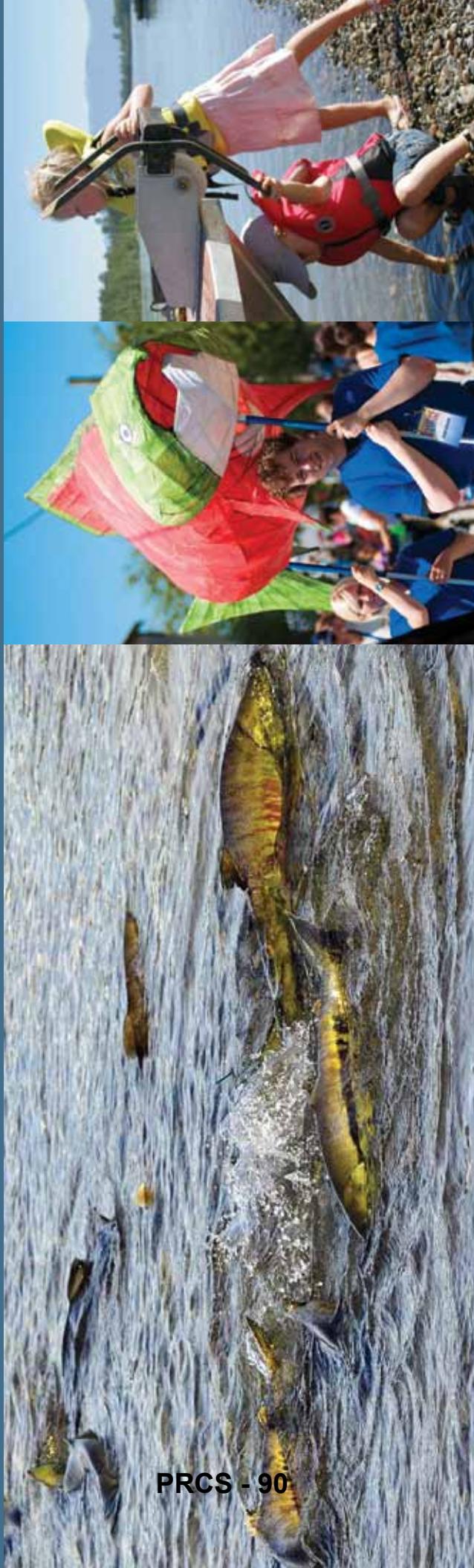
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Thank you to the Township of Langley, District of Mission and Trails BC.

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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
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p. 51 Native Paddlewheeler Paddlewheeler Riverboat Tours
p. 51 High Line, New York City Iwan Baan

NOTES



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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

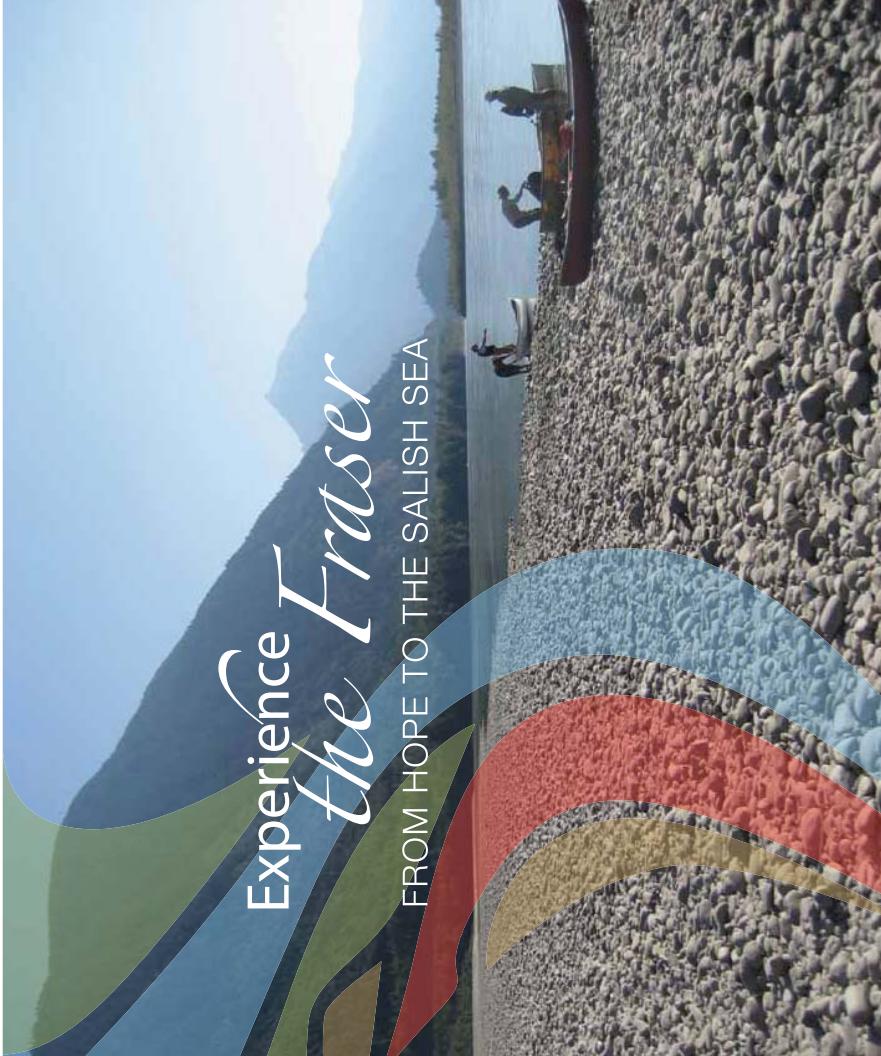
- Get people talking – about Experience the Fraser and to one another
- Share the Concept broadly and create opportunities for conversation
- Continue to build strong and lasting partnerships for implementation
- Confirm a governance structure
- Plan sustaining resources
- Secure capital funds from private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



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Experience the Fraser

FROM HOPE TO THE SALISH SEA



Implementation

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: experiencefraser@metrovancouver.org



Vision

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.



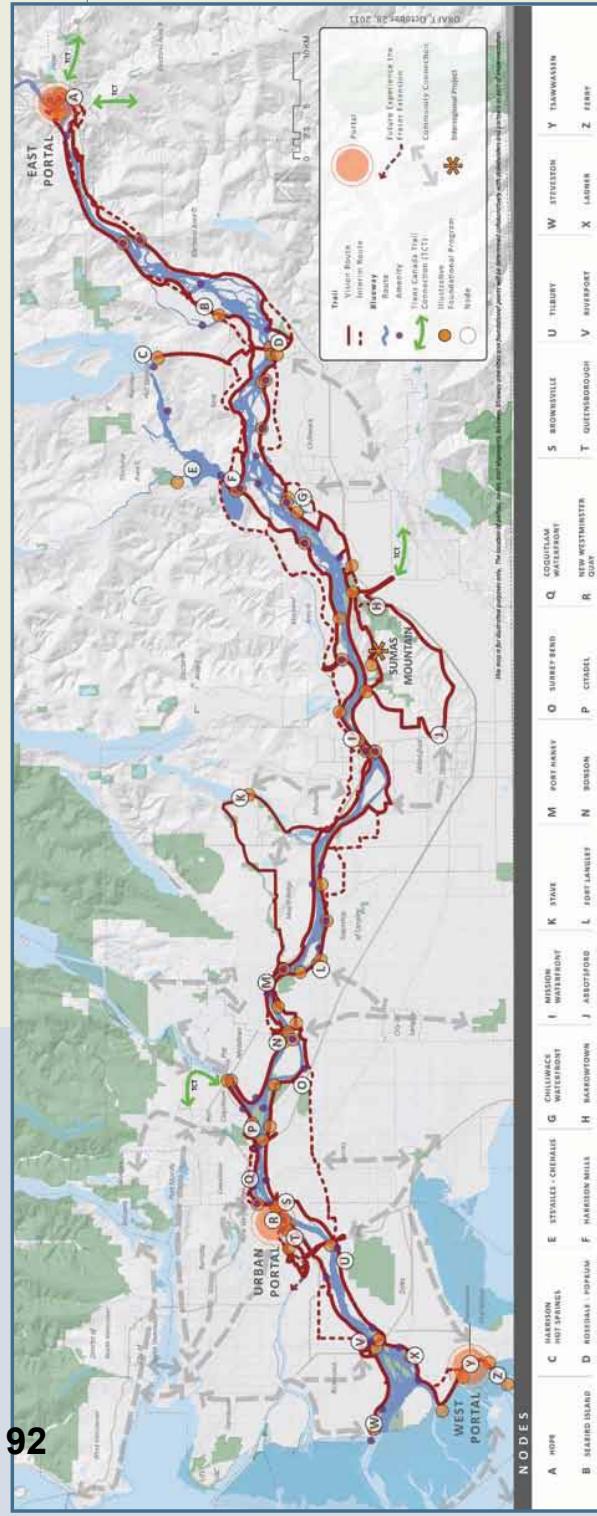
Benefits

- 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 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 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: Parks, Recreation and Cultural Services Committee Date: June 5, 2012

From: Dave Semple File:

General Manager, Parks and Recreation

Re: Terra Nova Play Environment Concept Plan

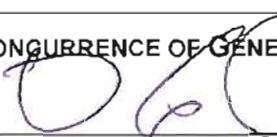
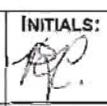
Staff Recommendation

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, \$1million 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

THE VISION

In 2003, the City began the park planning process with a series of well attended Open Houses. Community feedback was very positive with 96% 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 features, new planting and washrooms.

PRCS - 99



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



2004 TERRA NOVA RURAL PARK MASTER PLAN

2012 CONTEXT PLAN

AREA PARKLAND



The Play Area for Terra Nova Rural Park constitutes less than 2 acres across an overall 227 acres of predominantly old field and upland marsh habitat. It is adjacent to the very popular West Dyke Trail system.
Date: August 2010

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 | 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. | | | |
| Jan 11 2012 | Little Kids workshop at James Glimore Elementary school. After a classroom 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. | | | |
| Feb 1 2012 | We visited the "Little Kids," a class of 3rd and 6th graders at James Glimore Elementary school. After a classroom 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. | | | |
| Apr 27 2012 | Little Kids workshop at Splitz'Wicks Elementary School. After a classroom 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. | | | |
| May 2 2012 | Little Kids on-site play exploration | | | |
| June 6 2012 | Big Kids Design Direction Verification | | | |
| | We gathered the Big Kids for a second workshop at Terra Nova where we updated them on our design process, showed them their initial design direction, 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. | | | |

TERRA NOVA PLAY ENVIRONMENT

WHAT WE HEARD

3

BIG 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

PRCS - 101

LITTLE KIDS
Word Play

GAMES ACTIVITIES FRIENDS
FALLING DOWN FEED DUCKS
RUN SAFARI CATCH BUGS
SKIPPI NG EXERCISE
AWESOMENESS 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?



"...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!"



"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...

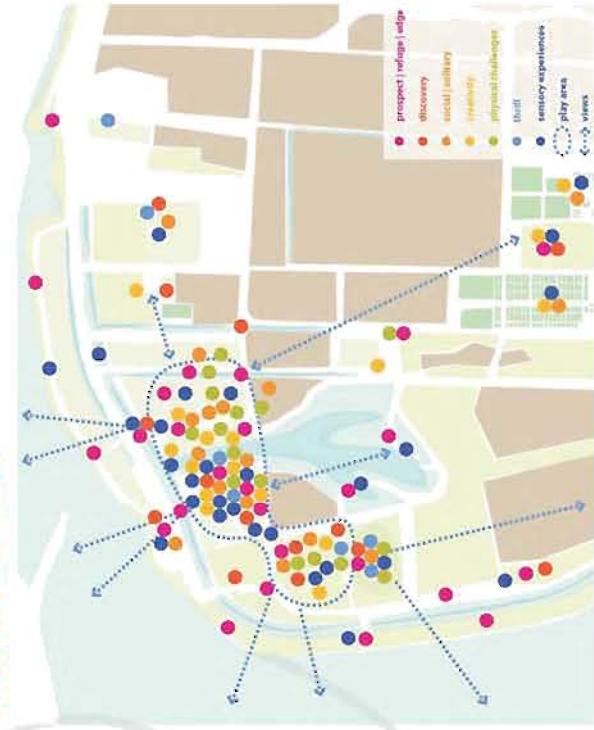
- Recognize that **edges**, height and hollow spaces are potent places of **prospect and refuge**.
- Provide loose natural materials for endless manipulation and assembled parts for **creative deconstruction**.

- Equip for open-ended **physical play** that **challenges** children to go beyond what they previously thought possible.
- Incite a half-raising response to environment as **vivid sensorium**.

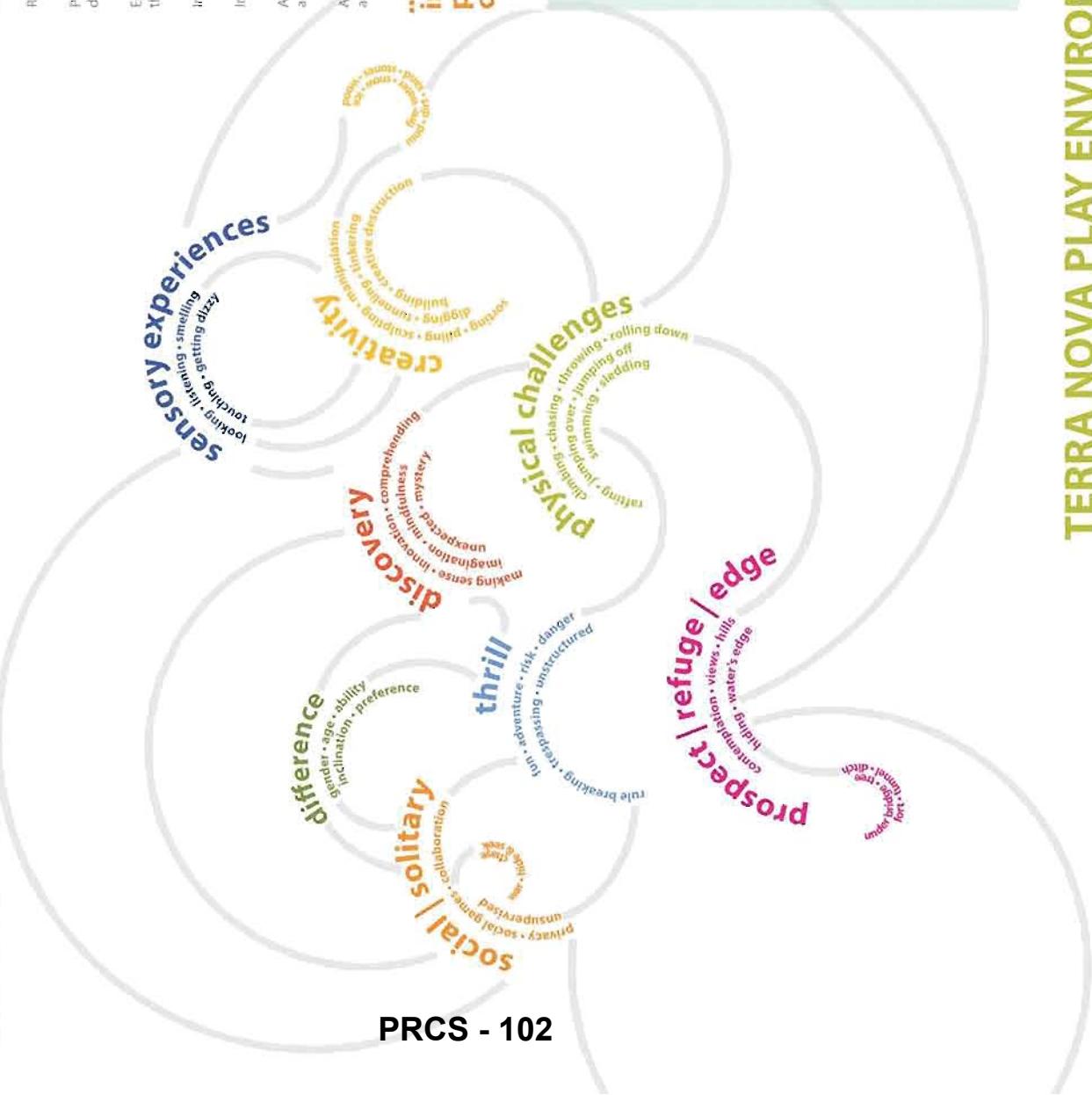
- Inspire risk-taking, **thrill-seeking**, fun, and adventure.
- Accommodate both **military** and **sociality**-engaged activities as well as **different play preferences** across gender, age, ability and inclination.

- 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

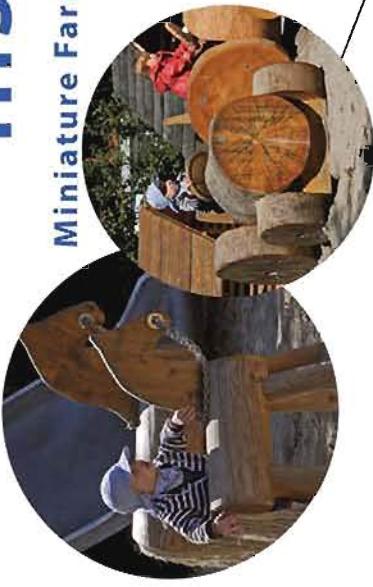
- PLAY EXPERIENCE THEMES**
- HISTORY AND HERITAGE
- NATURAL ELEMENTS
- IMAGINATION
- THRILL AND MOVEMENT
- HEIGHT AND PROSPECT
- SUPPORTING FEATURES



TERRA NOVA PLAY EXPERIENCE

HISTORY AND HERITAGE

Miniature Farm



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

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

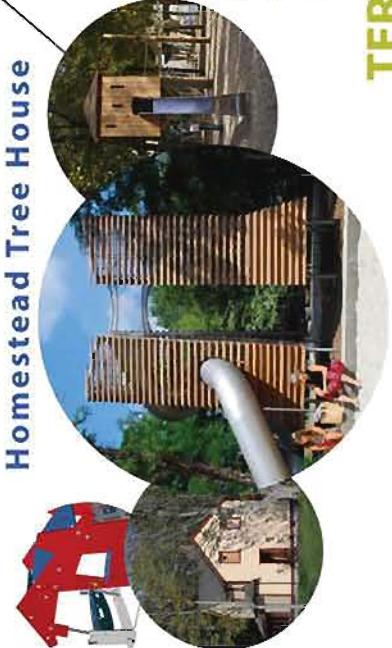
From First Nations, to farm homesteads and backyards, to cannery activity, the many layers of historic uses in Terra Nova will be incorporated into the play experience. Materials and artifacts from past uses – farming implements, tractor tires, equestrian fences – will be utilized in the design. The 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.

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.

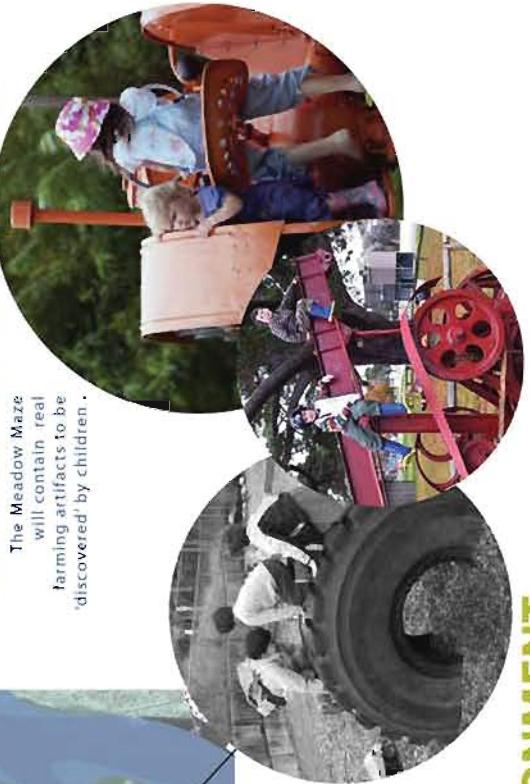
Paddock Fence Maze

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.



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



Play at Terra Nova isn't just about thrill or excitement. It will also be about 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 landscape through different eyes. The design will encourage sensitive interpretation of natural features like the slough, existing hedgerows, the mound, grassy fields and ditches, to enrich the play experience and encourage small and delightful discoveries.

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 Meadow Maze. The design will work to make sure that the trees are kept healthy.

Seasonal Meadow Maze



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.

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 otherwise.

TERRA NOVA PLAY ENVIRONMENT

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.

IMAGINATION

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.



"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.

Post Forest

The Post Forest is a grouping of vertical posts 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.



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.

THRILL AND MOVEMENT

9

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.

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.

PRCS - 107

Racing Hedgerow Ziplines

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



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 Gymrazium. The most exciting slides are the Hillslide Tangle. They are tucked onto the side of the big mound.



TERRA NOVA PLAY ENVIRONMENT

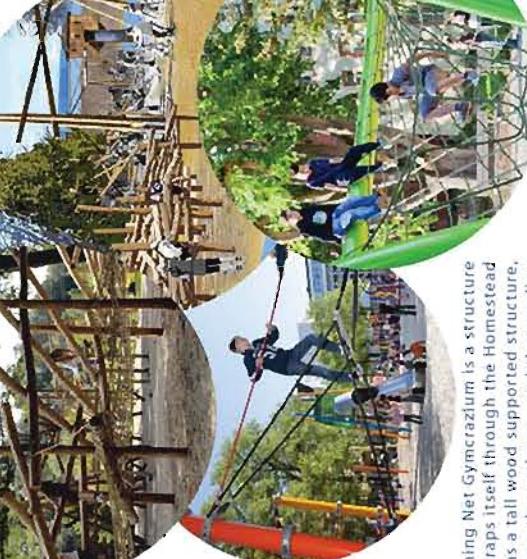
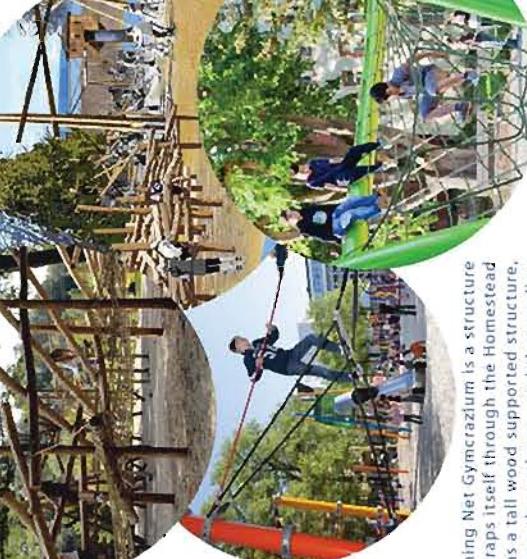
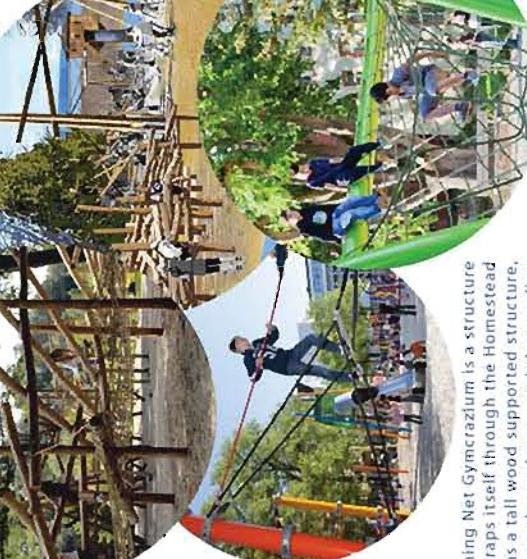
HEIGHT AND PROSPECT

Fishing Net Gymcrazium

"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 lung 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 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.

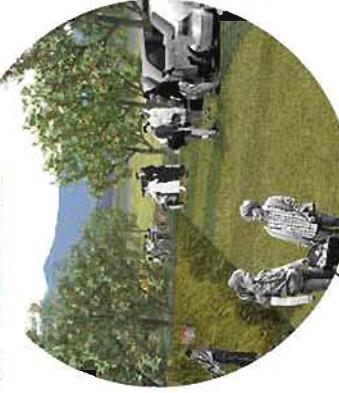
The north side of the mound is especially good for rolling and sledding. The play experience will aim to provide for the natural play use of the hill by keeping a clear area at its base. Access to the HillSlide Tangle is by steps, or by a challenging climbing route up the side of the hill.



SUPPORTING FEATURES

Parking Orchard

Though parking is necessary to support such an exciting play experience, the park is a sensitive environment and any parking must be implemented very carefully into the site. This proposal is to design a parking lot that is also an orchard. The orchard trees and fences hide the cars and the experience of driving into an orchard enhances one's entrance into the park.



"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

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.



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