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**Parks, Recreation and Cultural Services Committee**

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

**Thursday, July 21, 2016  
4:00 p.m.**

Pg. #      ITEM

MINUTES

**PRCS-4**      *Motion to adopt the **minutes** of the meeting of the Parks, Recreation and Cultural Services Committee held on June 28, 2016.*



NEXT COMMITTEE MEETING DATE

September 27, 2016, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **FEASIBILITY OF A RECREATION VEHICLE PARK IN RICHMOND**  
(File Ref. No. 11-7000-01) (REDMS No. 5020030 v. 7)

**PRCS-20**

**See Page PRCS-20 for full report**

*Designated Speaker: Marie Fenwick*

STAFF RECOMMENDATION

*That the staff report titled "Feasibility of a Recreational Vehicle Park in Richmond," dated June 23, 2016, from the Senior Manager, Parks, be received for information.*



2. **5460-5560 MONCTON STREET SIDEWALK PUBLIC ARTWORK**  
(File Ref. No. 11-7000-09-20-208) (REDMS No. 5036749 v. 4)

PRCS-84

[See Page PRCS-84 for full report](#)

*Designated Speaker: Eric Fiss*

STAFF RECOMMENDATION

*That the concept proposal and installation of the artwork proposed for the 5460–5560 Moncton Street Sidewalk, “Poet’s Promenade” by artist Jeanette G. Lee, as presented in the staff report titled “5460–5560 Moncton Street Sidewalk Public Artwork” dated June 27, 2016, from the Director, Arts, Culture and Heritage Services, be approved.*



3. **HOLLYBRIDGE WAY PLAZA PUBLIC ARTWORK**  
(File Ref. No. 11-7000-09-20-086) (REDMS No. 5055708 v. 6)

PRCS-122

[See Page PRCS-122 for full report](#)

*Designated Speaker: Eric Fiss*

STAFF RECOMMENDATION

*That the concept proposal and installation of the artwork proposed for the Hollybridge Way Plaza, “Flower Tree” by artist Choi Jeong Hwa, as presented in the staff report titled “Hollybridge Way Plaza Public Artwork” dated June 29, 2016, from the Director, Arts, Culture and Heritage Services, be approved.*



4. **PHOENIX NET LOFT FEASIBILITY STUDY**  
(File Ref. No. 11-7000-01) (REDMS No. 5012872 v. 11)

PRCS-177

[See Page PRCS-177 for full report](#)

*Designated Speaker: Jane Fernyhough*

STAFF RECOMMENDATION

(1) *That a feasibility study be completed for the Phoenix Net Loft for future use as an artist creation and support space, and other uses as outlined in the report titled “Phoenix Net Loft Feasibility Study” dated June 27, 2016 from the Director, Arts, Culture and Heritage Services;*

- (2) *That the City's 5 Year Financial Plan (2016-2020) be amended to include the feasibility study in the amount of \$100,000, to be funded from the Rate Stabilization Account;*
- (3) *That an application for the feasibility study for the Phoenix Net Loft be submitted to the Canada Cultural Spaces Fund through the Department of Canadian Heritage; and*
- (4) *That the Chief Administrative Officer and the General Manager of Community Services, be authorized to enter into funding agreements with the Government of Canada for the above mentioned project should it be approved for funding by the Government of Canada.*

5.    **COMMITTEE STANDING ITEM**

*Garden City Lands*

6.    **MANAGER'S REPORT**

ADJOURNMENT



## Parks, Recreation and Cultural Services Committee

Date: Tuesday, June 28, 2016

Place: Anderson Room  
Richmond City Hall

Present: Councillor Harold Steves, Chair  
Councillor Ken Johnston  
Councillor Carol Day  
Councillor Bill McNulty  
Councillor Linda McPhail

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on May 25, 2016, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

July 21, 2016, (tentative date) at 4:00 p.m. in the Anderson Room

### DELEGATIONS

1. (1) Anita Georgy, Executive Director, Richmond Food Security Society, and Anne Swann, Public Health Dietician, Vancouver Coastal Health, with the aid of a PowerPoint presentation (copy on file, City Clerk's Office), spoke in favour of the proposed Richmond Food Charter and highlighted the benefits of the Charter to the city.

**Parks, Recreation & Cultural Services Committee**  
**Tuesday, June 28, 2016**

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Discussion ensued with regard to (i) participation of other Lower Mainland municipalities, (ii) encouraging consumers to support locally grown food, (iii) collaborating with the Richmond Sharing Farm, and (iv) public education and awareness of food related issues.

In reply to queries from Committee regarding public awareness, Ms. Georgy noted that the Richmond Food Security Society has a local food guide available. Cathryn Volkering Carlile, General Manager, Community Services added that the local food guide can be published on the City's website.

- (2) Brenda Denchfield, President, Canadian Federation of University Women, Richmond, read from her submission (copy on file, City Clerk's Office) and expressed support for the Richmond Food Charter.

Deirdre Whalen, representing the Richmond Poverty Response Committee, read from her speaking notes, (attached to and forming part of these minutes as Schedule 1) and expressed support for the proposed Richmond Food Charter.

Bill Zylmans, Richmond resident, expressed support for the proposed Richmond Food Charter and spoke on supporting local food production.

## COMMUNITY SERVICES DIVISION

2. **RICHMOND FOOD CHARTER**  
(File Ref. No. 11-7000-01) (REDMS No. 5032742 v. 3)

Discussion ensued regarding ways to advance food security matters, and in reply to queries from Committee, Marie Fenwick, Manager, Parks Programs, advised that the City has received the Metro Vancouver Food System Action Plan and that staff will provide a report on the Plan.

It was moved and seconded

*That the Richmond Food Charter, as detailed in the staff report titled "Richmond Food Charter," dated June 8, 2016, from the Senior Manager, Parks, be endorsed.*

The question on the motion was not called as discussion ensued with regard to supporting local food production.

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

**Parks, Recreation & Cultural Services Committee**  
**Tuesday, June 28, 2016**

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3. **RICHMOND ARTS UPDATE 2015**

(File Ref. No. 11-7000-01) (REDMS No. 5032449)

With the aid of a video presentation (copy on file, City Clerk's Office), Liesl Jauk, Manager Arts Services, reviewed 2015 Arts activities, noting that the City is constantly exploring additional display spaces for local artists.

It was suggested that the Richmond Arts Update 2015 video presentation be presented at the next Regular Council meeting.

It was moved and seconded

(1) *That the staff report titled, "Richmond Arts Update 2015" from the Director, Arts, Culture and Heritage Services, dated June 3, 2016, be received for information; and*

(2) *That the City of Richmond Arts Update 2015 be circulated to the Community Partners and Funders for their information.*

**CARRIED**

4. **COMMITTEE STANDING ITEM**

***Garden City Lands***

Jamie Esko, Manager, Park Planning - Design/Construction, updated Committee on the Garden City Lands (GCL) and provided a revised development schedule (attached to and forming part of these minutes as Schedule 2). She added that it is anticipated that a staff report on the GCL, including information on the water ecological strategy, phase one works, and the farm management plan, will be presented at the upcoming General Purposes Committee meeting on July 18, 2016.

Discussion ensued with regard to (i) using suitable soil for the site's soil remediation, (ii) Kwantlen Polytechnic University's (KPU) contributions to the farm management plan, (iii) options to remediate the entire site at the same time, (iv) the composition of the soil from the mound area, (v) sourcing high quality soil, (vi) testing the site's soil, and (vii) the cost of remediation.

5. **MANAGER'S REPORT**

(i) ***Ships to Shore in Britannia Shipyards***

Discussion ensued regarding hosting the Ships to Shore event in the Britannia Shipyards.

## Parks, Recreation & Cultural Services Committee

Tuesday, June 28, 2016

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As a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

*That staff examine options to host the Ships to Shore event entirely in the Britannia Shipyards and report back.*

**CARRIED**

**(ii) Garry Point Park Plan**

Discussion ensued with regard to the Garry Point Park Plan and the Chair distributed copies of excerpts of the Garry Point Park Plan for information (attached to and forming part of these minutes as Schedule 3).

**(iii) Ships to Shore**

Dee Bowley-Cowan, Britannia Site Supervisor, noted that the annual Ships to Shore event will be taking place on June 30 to July 2, 2016 in Steveston.

**(iv) Terra Nova Playground Vandalism**

Ted deCrom, Manager, Parks Operations, advised that a portable washroom was burned adjacent to the playground at Terra Nova. He added that security hours have been extended and that the Richmond RCMP has apprehended a suspect.

### ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (4:55 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation and Cultural Services Committee of the Council of the City of Richmond held on Tuesday, June 28, 2016.

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Councillor Harold Steves  
Chair

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Evangel Biason  
Legislative Services Coordinator

June 28, 2016 Parks & Recreation Committee, City of Richmond

My name is Deirdre Whalen and my address is 13631 Blundell Road Richmond.

I am here to speak on behalf of the **Richmond Poverty Response Committee**. The Richmond PRC is *“a coalition of Richmond residents and agencies working together to reduce poverty and the impacts of poverty with research, projects and public education.”*

The Richmond PRC is extremely pleased with the **Richmond Food Charter** document being presented to you today. We were active members in the Food Security Action Team (led by Arzeena Hamir and later by Colin Dring) that envisioned a local food charter for Richmond. We participated in the kitchen table talks, from which the values and commitment statements were developed.

From the early days of the Richmond PRC (which was established in 2001), we had a Food Security Task Force that included the Richmond Food Bank and the Fruit Tree Sharing Project (now the Sharing Farm). Members of the PRC, especially Mary Gazetas, advocated successfully to establish a community fruit-gleaning project and to develop the Gilbert Road fruit tree project. They also worked with the City to build community gardens in neighbourhoods all over Richmond.

In 2007-2008 the Food Security Task Force took the initiative to study and report on the state of food security, culminating in Richmond’s first Food For All conference entitled **“Making Richmond Food Secure.”** Key themes that emerged were: public education, connecting people with food and farmers, and supporting local food production. Around this time as well, the Task Force formed the Garden City Lands Coalition in order to save the Garden City Lands from development. We proposed a vision for urban agriculture on the site, which is now happily coming to fruition.

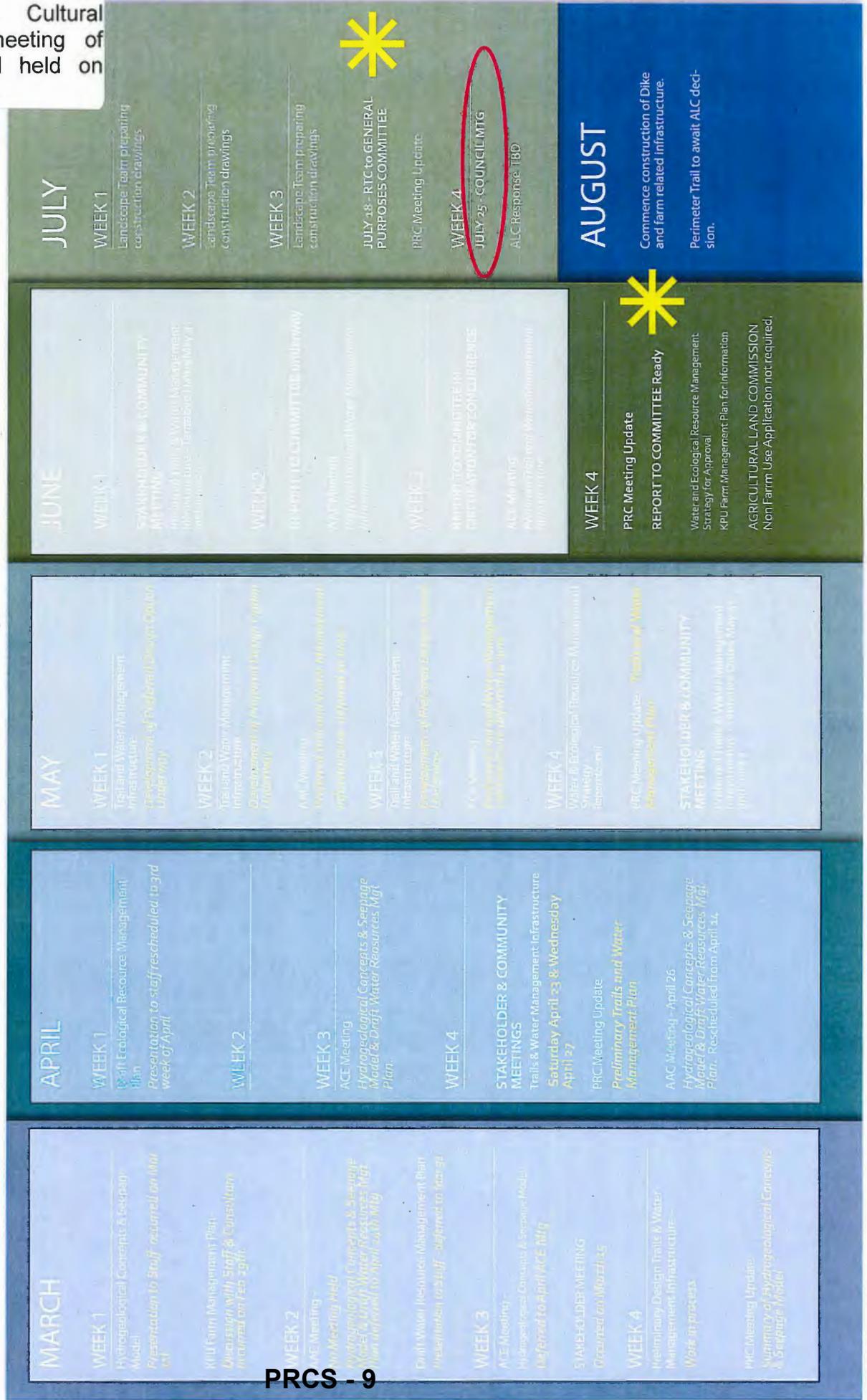
When the PRC’s Food Security Task Force became the Richmond Food Security Society, they went on to administer the City’s community gardens and to develop the Terra Nova farm among other projects.

The Richmond PRC has a long history of advocating for local food security, which is why we are so proud that the day has come to move forward with a Richmond Food Charter. The Food Charter will allow Richmond to advance in many areas that are vital to the health and wellbeing of Richmond residents, especially those experiencing poverty.

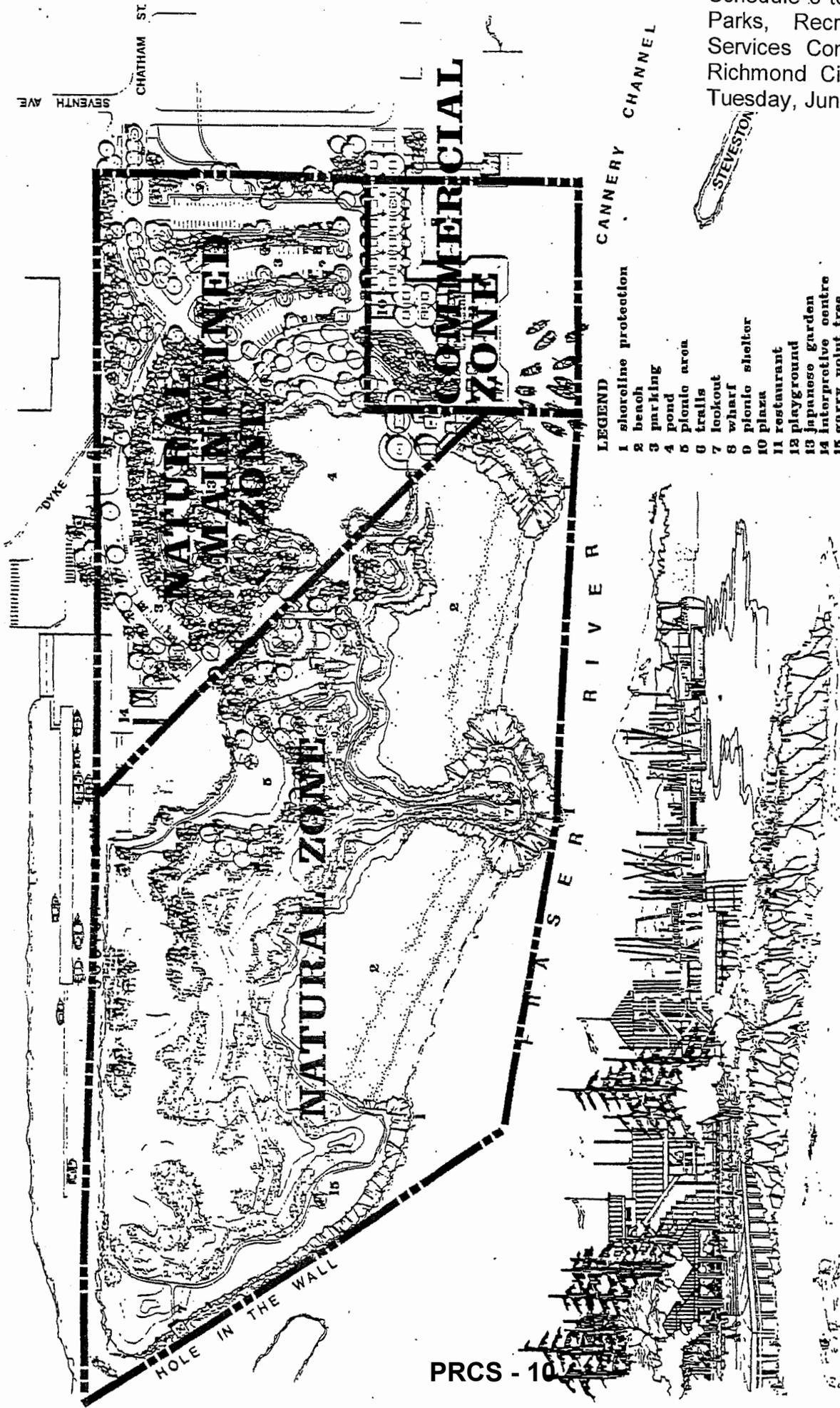
As a city founded as an agricultural breadbasket of Metro Vancouver, it is time to embrace our legacy. We could have: Grow local - buy local campaigns; pocket markets; farm tours; local procurement by institutions; projects dealing with food waste, distribution and disposal. How exciting to see all the possible initiatives that the Food Charter can cultivate, ripen and harvest!

The Richmond PRC fully endorses the Richmond Food Charter and hopes the Committee and City Council will do the same.

GARDEN CITY LANDS - PROJECT SCHEDULE: JUNE 28, 2016



Schedule 3 to the Minutes of the Parks, Recreation & Cultural Services Committee meeting of Richmond City Council held on Tuesday, June 28, 2016.



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

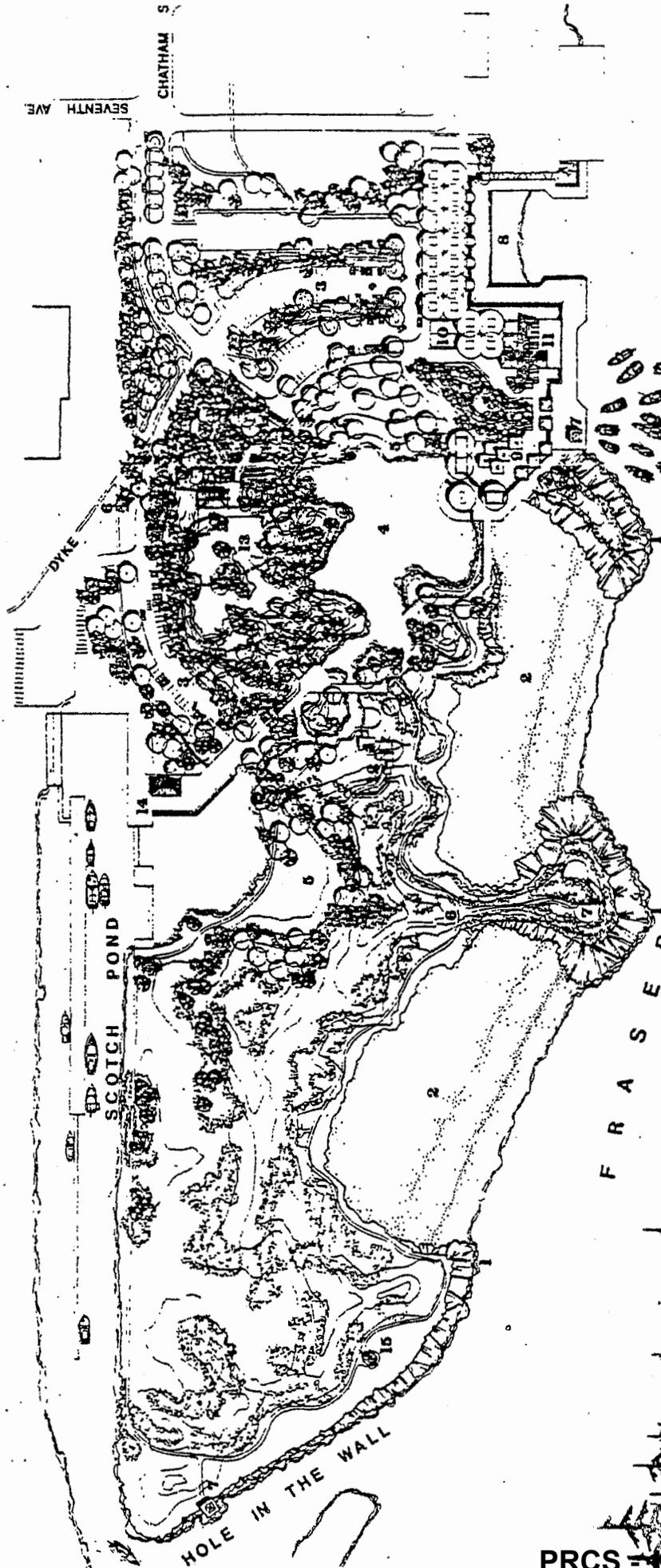
**DEVELOPMENT  
PHASE FIVE**

**PLANNING  
COLLABORATIVE LTD/HANSON-ERR**



# GARRY POINT PARK

PREPARED FOR THE CORPORATION OF THE TOWNSHIP OF RICHMOND - PREPARED BY THE PACIFIC LANDPLAN COLLABORATIVE LTD/HANSON-ERR



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

F R A S E R R I V E R

CANNERY CHANNEL

STEVESTON ISLAND

SCOTCH POND

HOLE IN THE WALL

SEVENTH AVE

CHATHAM ST

PRCS



# GARRY POINT PARK

PREPARED FOR THE CORPORATION OF RICHMOND · PREPARED BY THE PACIFIC LANDPLAN COLLABORATIVE LTD/HANSON-ERR

DEVELOPMENT  
PLEASE FIVE



10

## 2. MASTER PLAN PHASES AND IMPLEMENTATION

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The master plan is a refinement of the preliminary concepts incorporating response from the workshop. The plan is based on an understanding of constraints and opportunities of the site, the preferred program established by the public workshop and the preferred layout as a combination of preliminary concepts one and two. Since few parks of this size can be developed in one step, the master plan provides a framework for development in a series of steps over a period of time. Timing and order of development will be established by the logical progression of development of facilities and the availability of funds.

### 2.1 Park Character

The park will be divided into three zones each with its own appearance and distinct level of activity.

#### 2.1.1 The Commercial Zone

The commercial area will be the smallest zone in the park and will be located in the south-east corner of the site. The commercial zone will be the most intensively developed area of the park and will sustain the greatest amount of visitor activity. This zone will provide a logical transition between the extremes of the park's natural landscapes and the urbanized waterfront and residential areas of Steveston.

This transition is accomplished in the design by extending Moncton Street into the park in the form of a pedestrian plaza. The plaza will incorporate some feature to act as a focal point for the end of Moncton Street. eg. flags, clock tower, etc. The plaza serves as the major pedestrian entrance to the park and because of its proximity to the water provides an opportunity to immediately establish the water theme. The commercial area is characterized by paved surfaces with some formal planting in the plaza and more natural random planting in the parking lot and between the restaurant and the beach areas.

The commercial area provides access to the water along the wharf and tidal stairs. It was considered important to allow the visitor access to the water as soon as possible after entering the park.

#### 2.1.2

##### The Maintained Natural Zone

This area includes that portion of the park includes the fresh water feature, the parking lot and adjacent areas. This zone will include open areas of turf and a plantings of natural shrubs and trees. The water feature will provide the focus for the development of other facilities. The open space will be used for passive activities requiring larger open areas for groups of park visitors. eg. picnicking

#### 2.1.3

##### The Natural Zone

This will be the largest area of the park and will be located between the western tip and the west side of the water feature. This area will be characterized by dune-like landforms and planting that would be associated with dunes and shoreline landscapes. Dunes will be designed with moderately steep and gradual slopes to create sheltered pockets along the back of the beaches and along Scotch Pond.

Planting will consist mainly of grasses and a variety of shrubs. Trees will be restricted in numbers and limited to primitive species associated with delta, shoreline and estuary landscapes. Planting will be designed to require a minimum amount of maintenance. There will be no turf areas.

The zone will be used mainly by individuals and small groups of people strolling and sightseeing. Larger groups of people will be attracted to the beach area.

#### 2.2 Activities and Facilities

The park design will support a variety of passive recreation activities. These are summarized below:

2.2.1 Picnicking - picnicking is provided in several locations for different group sizes. Picnic areas are located close to parking for easy access and near water to provide interesting views to the river activity. The largest area is located between the main parking lot and the pond. It is anticipated this area will get the major amount of use because of its easy access to cars. A smaller area is located next to the extension of Scotch Pond with views to fishing wharf and boats. It is assumed that children of all ages can play along the water's edge in both locations in relative safety.

For all weather picnicking, a shelter is provided on the west side of the mound next to the restaurant. This facility will be designed to accommodate larger groups such as family reunions, company picnics, etc. It is anticipated that this area could be reserved for these special occasions. The shelter will include water, barbecues, fire pit and public address system. This same area could also serve for special events such as the Salmon Festival.

2.2.2 Walking - the park will provide a continuous walking trail around Garry Point. The trail will provide access to the water and views to off-site scenic resources. Lookouts will be provided at the promontory between the two beaches and at a structured lookout on the north-east corner of the park. Both lookout areas will include seating.

Seating will be provided at convenient locations along the trail to take advantage of views and sheltered locations wherever possible. Interpretive signage will be located along the trail to explain the different views, bird migration and to provide information about the fishing fleet, identifying types of fishing craft, their equipment, capacity, etc. Dog stations should be located at the entrance to the park and at other convenient locations.

The trail will all connect to the dyke trail and Moncton Street. Signs should be provided to give information about the trails system and location of other points of interest in the area.

- 2.2.3 Sunbathing - the park design includes two beach areas of approximately 20,000 square metres. These beaches are intended for land based recreation only and signage will be required to warn people to stay out of the water. The beach area will be serviced by a washroom and change house located between the two beaches. This structure should be designed to integrate with its setting and not obstruct views or visually dominate the back shore area. Fire pits will be located in the back shore area and wood provided from the storm beach.
- 2.2.4 Freeplay - this refers to casual sports such as frisbee, kite flying, model boating, etc. Although limited area is provided for these activities, the picnic sites lend themselves to pick-up sports and related activities.
- 2.2.5 Fishing - it is anticipated that the restaurant wharf and beaches will provide adequate fishing areas for the sports fisherman.
- 2.2.6 Children's Play - a playground area has been designated along the west edge of the pond. It is emphasized that this playground should be custom built and not a collection of the contemporary structures to be found in most urban playgrounds. The playground will be designed on a marine theme and will have sections which cater to pre-schoolers, children five to seven and eight to eleven. The playground will include: access to water, a hard surfaced area, a safe sand jumping bank and structure which duplicates the present sand cliffs, and climbing and moving equipment which captures the appearance and feeling of fishing boats, equipment and wharves.

## 2.3 Special Features

The park masterplan is designed to accommodate a number of special features. These features will require special funding and their feasibility depends largely on community interest and support.

- 2.3.1 Restaurant - the commercial zone has been designed to allow for a 5,200 square foot restaurant. The restaurant is seen as a destination facility able to attract people from anywhere in Richmond or the Lower Mainland. Its implementation could be a joint venture between municipality and private interests or any one of many concession arrangements.

The structure is perceived as a two storey building providing a lounge, dining room, snack concession and outdoor patio. The building would have its own service area and would be serviced through the pedestrian plaza at non peak periods. Suggestions were made during the public workshop that the architectural character of the building should be established on a Japanese theme. It is felt that this would limit the type of tenant and that a structure more in keeping with the harbourfront architecture would be appropriate.

Although implementation of the restaurant could proceed at anytime, it is recommended that linking its development with other Steveston developments such as the Parks Canada Historic Site and the B.C. Packers Residential Development would be appropriate.

- 2.3.2 Fisherman's Memorial - there are several prominent locations for a Fisherman's Memorial to be dedicated to those who have lost their lives and spent their lives providing a basic food commodity to the nation. Several appropriate symbols have been proposed including: a fisherman's needle, a lighthouse or beacon similiar to the structure which was located at the tip of the point in the early 1900's, statuary of men and women in the fishing industry, etc.

Most likely locations include the plaza at the Moncton Street entrance, the wharf near the restaurant, the promontory between the two beaches or anywhere along the trail on the Fraser side of the park.

### 2.3.3

#### Garry Point Tree

Until the late 1800's a large tree, probably a Sitka Spruce was located at the end of Garry Point. This tree served as a navigational marker to sailors and pioneers arriving to the lower mainland and the mouth of the Fraser. Replanting the tree is perceived as an appropriate gesture to recapturing some of the heritage value of the Point.

### 2.3.4

#### Japanese Garden

A large area of approximately four acres has been layed out on the north side of the pond. In the earlier phases of park development this will be an area of open space for freeplay and pick-up sports. In the long term the area could be ideally suited for a traditional Japanese Garden to recognize the heritage and importance of the Japanese community in Steveston today and in the past.

Although traditional Japanese gardens are very manicured, they symbolize natural qualities and characteristics and it is felt that the garden could be made to blend with other landscape features of the park. The traditional garden is oriented inward requiring substantial screening, making integration with the park landscape relatively easy.

The garden could consist of two parts, a wet garden with pond and appropriate features and dry garden with gravel beds and other symbolic features. The two parts of the garden could be separated by a structure resembling a traditional Japanese house. This could serve as a museum of Japanese history

in the area, bonsai display, etc.  
It is possible the garden could be developed to become a well known feature of the park to the extent that a small fee could be charged to help offset the maintenance costs. A traditional Japanese garden will require extensive maintenance and this cost must be considered in any decision to proceed with development.

#### 2.3.5

##### Marine Interpretive Centre

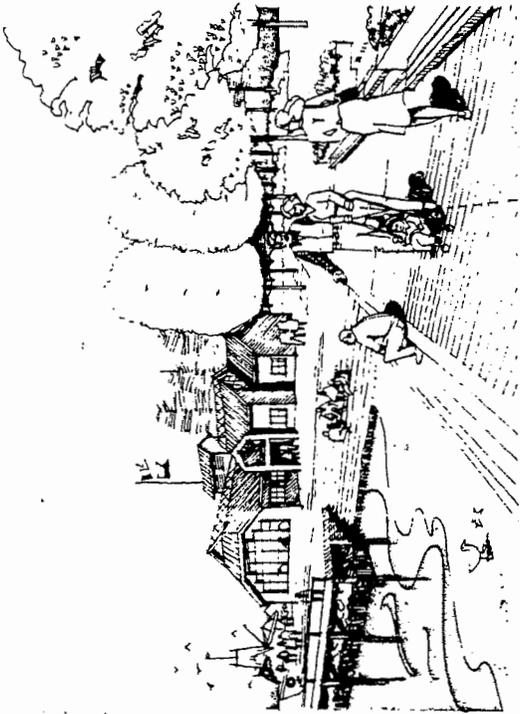
The park is ideally suited for an outdoor education facility. Its location on the Fraser, the delta, Sturgeon Bank and its settlement history makes it a prime vehicle for both natural and historical interpretation. A small biological station which could be used by classrooms during the school year and by park visitors at other specified times would provide a very complementary facility to the school system and the Richmond Nature Park.

The availability of Parks Canada expertise at the Gulf of Georgia Cannery provides an ideal opportunity not only to utilize Parks Canada's resources but also to build a complementary program between the park and the historic site.

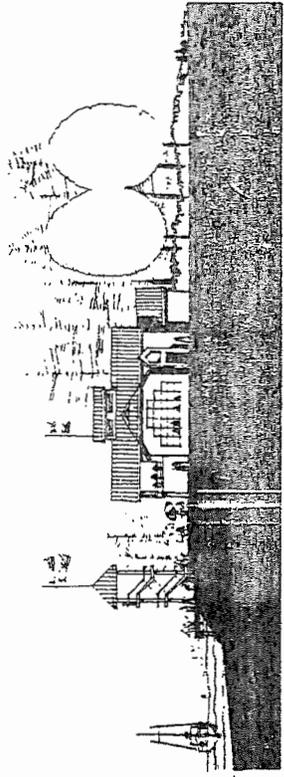
The facility will be located on the Scotch Pond extension. It is perceived as being a very simple structure with room for a small classroom, displays, washroom and service/storage. Suggestions have been made to include a group of non-motorized boats, eg. flat bottom punts, to provide classroom access to Sturgeon Bank and water safety drills.

The program could be established by the science teachers of Richmond who could use the resources of Parks Canada, West Water Research, UBC, Small Craft Harbours, DPW, GVRD and other government agencies.

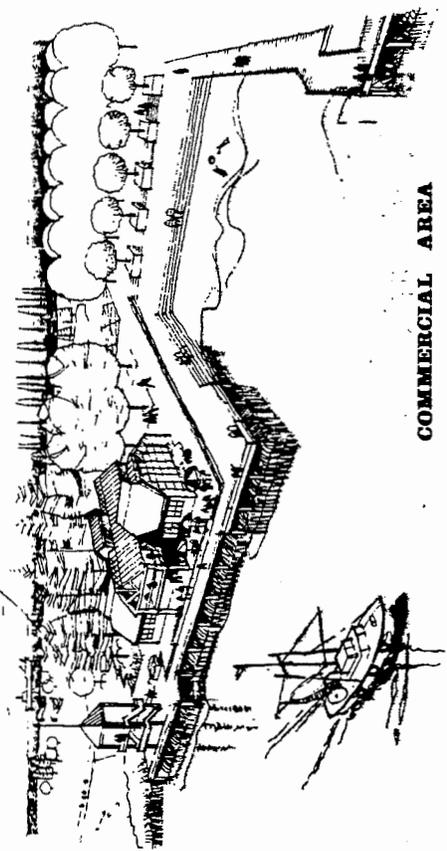
DATE



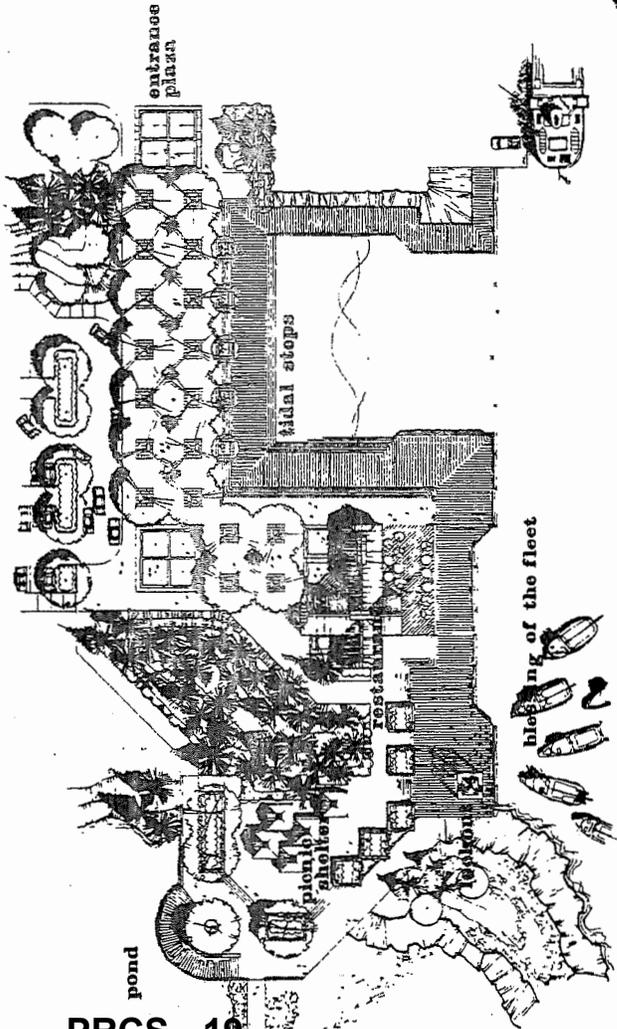
TIDAL STEPS & BOARDWALK



RESTAURANT ELEVATION



COMMERCIAL AREA



PRCS - 19

WHARF, RESTAURANT & PEDESTRIAN PLAZA



3

# GARRY POINT PARK

PREPARED FOR THE CORPORATION OF THE TOWNSHIP OF RICHMOND · PREPARED BY THE PACIFIC (AND) PLAN COLLABORATIVE LTD./HANSON-ERB

IMAGES



# City of Richmond

## Report to Committee

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

**Date:** June 23, 2016

**From:** Mike Redpath  
Senior Manager, Parks

**File:** 11-7000-01/2016-Vol  
01

**Re:** Feasibility of a Recreational Vehicle Park in Richmond

### Staff Recommendation

That the staff report titled "Feasibility of a Recreational Vehicle Park in Richmond," dated June 23, 2016, from the Senior Manager, Parks, be received for information.

Mike Redpath  
Senior Manager, Parks  
(604-247-4942)

Att. 2

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Real Estate Services	<input checked="" type="checkbox"/>	
Economic Development	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Recreation	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

At the April 28, 2015 Parks, Recreation and Cultural Services Committee meeting staff received the following referral:

*That staff explore the feasibility of and potential locations for a recreational vehicle park and report back to Committee.*

The purpose of this report is in response to the above referral to explore the feasibility and potential locations for a recreational vehicle park in Richmond.

### Analysis

#### The Recreational Vehicle Industry

A recreational vehicle (RV) is a vehicle that provides transportation and living quarters for travel, recreation and camping. RVs include both motorized and towable types of vehicles. The RV Industry Association, a US association, produces much of the data around the RV industry. While little information is available about the Canada industry specifically, based on local qualitative research, much of the data is equally relevant to the Canadian context.

There are currently 14 RV parks providing over 2,000 RV pads in the Lower Mainland. A survey of nine local RV parks, including information on amenities and fees, is found in "Survey of Lower Mainland RV Parks" (Attachment 1 - Development Opportunities for a Recreational Vehicle Park in the City of Richmond, Appendix C, Page 17). Of these RV parks, all are operated by private operators and are on private property, with the exception of the Capilano River RV Park, which is located on land owned by the Squamish Nation in West Vancouver.

Current trends in the industry include:

- People choose RV travel for flexibility, convenience, comfort, family appeal, affordability, versatility and the allure of the outdoors;
- Privately-owned RV parks are found near popular tourist destinations and along major tourist routes; and
- Future trends indicate that travelers are expected to travel shorter distances and on weekends.

The most recent study focussed on the BC context was published by the BC Ministry of Tourism in 1989. Highlights of this study, which recent qualitative research supports, include:

- Approximately 50% of RVs are from BC, 30% from the rest of Canada, and 20% from the US;
- RV parks are selected for a variety of reasons including location and the range and quality of services and amenities;
- In Metro Vancouver there continues to be a demand for RV sites; and

- The supply of RV sites is decreasing as result of pressure on the land for other uses including residential, industrial and commercial.

### Feasibility Study

The City engaged G.P. Rollo and Associates, Land Use Economists to prepare a preliminary analysis of the potential to develop an RV park in the City (Attachment 1).

Their findings are:

- There may potentially be a consumer demand for a new 100 to 200-pad fully serviced RV park in the Lower Mainland;
- A development of this size would require a site of between 10 and 15 acres;
- A preliminary financial analysis of a 12 acre, 150 pad RV park on leased land has found that the financial case for an RV park is very weak in Richmond given high land values and land use constraints (Attachment 1, Page 10);
- From a strictly financial perspective, publically-owned lands are potentially the most suitable properties to consider for pursuing an RV park should the City wish to subsidize RV users for their private use of public land; and
- High servicing costs, and low return on investment, could preclude there being sufficient financial incentives to attract a private sector developer to pursue an RV park on City lands. A 12 acre 150 pad RV park would require a minimum initial investment of over \$8 million for site preparation and construction costs and potential return would be in the range of 6.8% on cost.

### Full Service RV Park Development Opportunities

#### *City-owned Sites*

Staff reviewed the suitability of City-owned properties based on the following site considerations:

- Size (10 acres or larger);
- The 2041 Official Community Plan and Area Plan policies;
- Land use restrictions (Agricultural Land Reserve (ALR), Environmentally Sensitive Areas (ESA));
- Proximity to amenities (natural areas, local attractions);
- Access to transportation routes; and
- Conflicts with current and potential future uses.

No suitable sites that met the desired site selection criteria were identified through this process.

Several City-owned sites were considered (Attachment 2):

- a) McDonald Beach: While potentially suitable in size and with desirable access to natural areas, this site presents several challenges including high site servicing costs, noise pollution from the airport and concerns related to the development of an RV park in an

ESA. An RV park would also impact other popular park uses including passive recreation, the boat launch and the off-leash dog area;

- b) Triangle Road Property: This property is a corporate strategic land holding. Given the demand for commercial and industrial property in the City and its current value at approximately \$1,750,000 an acre, the opportunity cost of tying up this land in a long-term lease for an RV park is not recommended;
- c) Dyke Road Property: This site presents several challenges including high site servicing costs, poor access to transportation routes and proximity to the dike. Staff are also working on a potential land lease on Lot E which forms part of this site; and
- d) Woodward's Landing Campsite: At six acres, this site is not large enough to support an RV park. Additionally, the current use for a Girl Guide Campsite provides community benefit.

Additional City-owned sites that failed to meet the site selection criteria included:

- Those less than 10 acres in size as they are too small to be financial viable;
- Those in the ALR as RV parks are not an approved use in the ALR (South Dyke Agricultural Park, Richmond Nature Park, Richmond Nature Park East, and Northeast Bog Forest); and
- Those whose current uses were deemed to offer a greater community benefit (Terra Nova Rural Park and Garry Point Park).

As current land values in Richmond would not support the development of an RV park in the City, the purchase of land for this purpose is not recommended.

#### *Private Sector and other Publically Owned Sites*

While there may potentially be a consumer demand for an RV park in Richmond, land values, land use constraints and high site servicing costs make the development of an RV park by the private sector unlikely.

According to the consultant, "There is no potential for an RV park on private sector lands. An RV park supports a land value of only \$250,000 per acre initially and this is totally insufficient in a community where rising demand for most urban uses is escalating at unprecedented rates leaving property owners to most likely wish to hold back committing to a lower valued use (Attachment 1, Page 11)".

The lowest cost land in Richmond, at a market value estimated in the range of \$350,000 per acre, is agricultural land in the ALR. As with publically owned ALR land, an RV park would not be an approved use. From there, values jump to approximately \$1,750,000 an acre for industrial land.

## Dry Camping Options

### *City-owned Sites*

Research indicates that while most RV users prefer sites with amenities, some do choose to “dry camp”, also known as “boondocking”. This is camping overnight in a location without any power, water, or sewer hook ups.

While there may be some demand for dry camping for RV users passing through Richmond, and it has been successfully managed on a temporary basis in Richmond during special events such as the Seniors Games, staff do not recommend pursuing dry camping on City-owned properties on an ongoing basis.

Concerns with RV camping in City park and community facility lots include:

- Conflicts with adjacent uses including residents, businesses and schools;
- Loss of parking for Richmond residents at parks and facilities at peak usage times (evenings and weekends);
- Transportation and circulation issues;
- City parks and facilities have minimal or no staff on-site in the evenings to accept payment and deal with issues that may arise;
- Increased servicing costs related to staffing, security, waste management and by-law enforcement;
- *Parking Off-Street Regulation Bylaw No. 7403* prohibits overnight parking of privately owned vehicles in City-owned lots without authorization; and
- *Public Parks and School Grounds Regulation Bylaw 8771* prohibits entering or remaining in a park between 11:00 p.m. and 5:00 a.m. without authorization.

### *Private Sector and other Publically Owned Sites*

Staff are unaware of any other land owners in Richmond who have expressed an interest in offering dry camping on their property, or pursuing the development of a full service RV park.

Should any land owners wish to pursue either of these options, staff will work with them to consider options that:

- Are consistent with the 2041 Official Community Plan and Area Plan policies;
- Are consistent with City of Richmond *Zoning Bylaw 8500*;
- Are not in conflict with adjacent land uses;
- Address transportation concerns; and
- Are consistent with ALR regulations.

*On Street RV Parking*

Currently there is no explicit regulation in Richmond prohibiting an RV from parking on City streets overnight while it is occupied. To address this, staff will be proposing amendments to the Richmond Traffic Bylaw that will include specific restrictions on RV street parking on City streets.

**Financial Impact**

None.

**Conclusion**

Staff recommend that the City of Richmond not pursue the development of an RV park further.

Current land values, land use constraints and anticipated future growth in land values, makes the financial case for the development of an RV park in Richmond very weak, unless this private use of lands were to be heavily subsidized. Currently, Richmond's inventory of City-owned sites are either unsuitable, or have other uses that better serve both the current and future anticipated needs of Richmond residents.



Marie Fenwick  
Manager, Parks Programs  
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- Att. 1: Development Opportunities for a Recreational Vehicle Park in the City of Richmond
- Att. 2: Maps



Development Opportunities for a  
Recreational Vehicle Park  
In the City of Richmond

For  
Parks Department  
City of Richmond. B.C.

June, 2016

## Executive Summary

G. P. Rollo & Associates, Land Economists (GPRA) has been retained by the City of Richmond's Parks Department (Parks) to prepare a preliminary analysis of the potential to develop a recreational vehicle park in the City. GPRA's analysis is a "market sounding" to determine whether there is merit in proceeding further to assess the full feasibility of encouraging the development of an RV park in the City.

This market sounding analysis is intended to be an internal planning document, not yet available for public consumption until outstanding issues including site availability and servicing costs are resolved.

The following are the findings of the market sounding.

- 1) While the demand for RV parks is growing in the Lower Mainland, the supply of sites is decreasing as a result of pressures to redevelop RV parks lands for higher density and more valuable development.
- 2) Discussions with industry stakeholders indicates that there could be a demand for 100 to 200 fully serviced RV park pads in the City. A development of this size could require a site of between 10 and 15 acres.
- 3) It may be difficult to find a suitable site to accommodate an RV park in the City.
  - a) An RV park is not the highest and best use of private sector lands.
  - b) Candidate sites would likely be owned by the City of Richmond or other public land owners.
- 4) A preliminary financial analysis of a 12 acre 150 pad RV park on leased land has found that the financial case for an RV park is very weak. This is attributable primarily to high servicing costs. Further research on site servicing costs is required to confirm this finding.
- 5) City Park lands are potentially the most appropriate properties to consider for pursuing an RV park. However, high servicing costs could preclude there being sufficient financial incentives to attract a private sector developer and RV operator to pursue an RV Park on City lands.
- 6) Further work is required to determine the merits of the City encouraging an RV Park
  - a) Determine candidate sites, including City owned sites.
  - b) Estimate servicing costs for an RV park on candidate sites.
  - c) Determine financial feasibility of an RV park on sites.
  - d) For non-City owned sites, make information available to property owners to determine if they feel there is a case for attracting an RV park to their lands.
  - e) For City owned sites, present findings of this market sounding report to Council to determine if there is an appetite to encourage an RV park on City lands.

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## 1 Introduction

The City of Richmond's Parks Department (Parks) is examining the potential for a recreational vehicle (RV) park in the City.

A first step in the process of considering whether to proceed in attracting an RV park to the City is completing a "market sounding" analysis, i.e. a preliminary market assessment of the demand for an RV park, site availability, servicing and other development constraints and the potential business case for such a development.

Towards this end the City has retained G.P. Rollo & Associates, Land Economists (GPRA) to undertake this RV market sounding analysis. More specifically the market sounding analysis involves:

- 1) Meeting with City Parks staff to discuss the methodology and format for this market sounding analysis.
- 2) Discussing industry trends and development opportunities with RV industry associations, RV park owners, and other RV industry observers and stakeholders.
- 3) Commenting on the nature and magnitude of demand for an RV park in Richmond.
- 4) Assessing RV site criteria and the availability of sites for RV development throughout the City (includes private sector, institutional, First Nations, City of Richmond and other sites).
- 5) Commenting on the business case for a Richmond RV park and whether there is merit in continuing to pursue the case for an RV park in the City of Richmond.

This market sounding analysis is intended to be an internal planning document to assist Parks in considering the merits of attracting an RV park to the City.

## 2 Assumptions and Limiting Conditions

This market sounding analysis is governed by the following assumptions and limiting conditions.

- 1) It is a document for internal planning purposes only.
  - a) It is a high level and preliminary market analysis to gauge the nature and magnitude of demand for an RV park in the City.
  - b) The nature of the preliminary financial analysis undertaken to assess the financial feasibility of RV park development is incomplete and requires further discussion with Parks regarding site availability, land costs, servicing costs, zoning and other issues.
- 2) Due to the lack of statistical data and information regarding the RV industry, this market sounding analysis relies heavily on interviews with RV industry organizations and RV park owners and operators.
- 3) Due to the preliminary nature of this market sounding analysis, no site servicing information and costs are available to assist in the completion of financial analyses to assess the business case for an RV park in the City.
- 4) No discussion of non-financial issues such as transportation impacts or environmental issues, has been undertaken by GPRA.
- 5) No site planning has been undertaken for specific RV sites in Richmond.
- 6) GPRA has not discussed the potential for an RV park with other land holders in Richmond.
- 7) A preliminary financial analysis has been undertaken to facilitate a discussion between Parks and GPRA regarding the business case for an RV park in Richmond.
- 8) All statistical information provided in this study has been drawn from sources deemed to be reliable, for which we assume no responsibility, but which we believe to be correct.
- 9) No responsibility is assumed for legal matters, questions of survey and opinions of title.
- 10) Statements contained within this study which involve matters of opinion, whether or not identified as such, are intended as opinion only and not as representations of fact.

This Study is qualified in its entirety by, and should be considered in light of these limitations, conditions and considerations. If, for any reason, major changes should occur which influence the basic assumptions stated previously, the findings and recommendations contained in these analyses should be reviewed with such conditions in mind and revised if necessary.

### 3 The RV Industry

An overview of the RV industry is available from the Recreation Vehicle Industry Association, a US organization. Little specific information regarding the Canadian industry is available. While the following is directed at the US RV market, it nevertheless generally applies to the Canadian market.

#### 3.1 US Context as Indicator of Trends

- 1) What is an RV?
  - An RV is a vehicle that comes transportation and living quarters for travel, recreation and camping.
  - Two main categories of RVs are motorhomes (motorized) and towables (towed behind the family car, van or pickup). Type A motorhomes are generally the largest; Type B motorhomes or van campers are the smallest and Type C motorhomes generally fall in between. Types of towable RVs are folding camping trailers, expandable trailers, truck campers, conventional travel trailers, and fifth-wheel trailers. Sports utility RVs (also sometimes called “toy haulers”), which feature a built-in garage for hauling cycles, TVs or sports equipment are available in both motorhomes and towable RV's.
- 2) Who is the RV traveler?
  - US ownership of RV's has reached record levels, according to a 2011 University of Michigan study commissioned by the Recreation Vehicle Industry association. Approximately 9 million households own an RV.
  - Today's typical RV owner is 48 years, old, married, with an annual household income of \$62,000 – higher than the median for all households, according to the Michigan study. RV owners are likely to own their homes and spend disposable income on travelling – an average of 2-3 weeks annually.
  - A leading force behind RV ownership's upswing is the enormous baby boom generation, supported by strong ownership gains among both younger and older buyers. In fact, higher RV ownership rates now extend across a 40 year span from ages 35 to 75.
  - More RV's are now owned by those aged 35 to 54 than any other group.
  - More than 11% of US households headed by 35-54 year olds own an RV, exceeding the 9.3% ownership rates of those 55% and over. The 35-54 age group posted the largest gains in the Michigan study.
- 3) Why do people choose and use RV's?
  - Flexibility and convenience
  - Comfort
  - Family appeal
  - Affordability
  - Lure of the outdoors

- Versatility
  - Availability of rental
- 4) Where do RVers travel?
- With more than 16,000 public and privately owned campgrounds nationwide (US), RVers are free to roam Americas roads for a weekend, or months at a time.
  - Privately owned RV parks and campground are found near population destinations, along major tourist routes and even in metropolitan areas. These campgrounds appeal to travelers by offering a variety of activities to keep the whole family happy, including swimming pools, playgrounds and snack bars.
  - RV travelers seeking a resort atmosphere are attracted to a growing number of luxury RV resorts with facilities such as tennis courts, golf courses and health spas.
- 5) What does the future hold for the RV market?
- Changes in the frequency and duration of vacations favour the RV industry. Americans are travelling shorter distances and on weekends with less planning. For RV owners this is a convenient travel pattern.
  - RV demand remains robust and the potential for future sales is bright. Among US households that have never owned an RV, more than one in seven expressed interest in purchasing an RV in the future.
  - Ownership and demographic trends favour substantial RV market growth. Baby boomers are entering an age group with historically high RV ownership rates historically.
  - RV manufacturers are innovating to give consumers an array of product choices. Manufacturers are producing lightweight towable and smaller, fuel efficient motorhomes. Green technologies such as solar panels are appearing an increasing number of RV

### 3.2 Canadian and BC Contexts

The Canadian RV industry reflects similar trends as are experienced in the US RV market. Refer to Appendix a – Economic Impact of Canadian RV Industry, to view an analysis of Canadian RV industry trends by the Recreational Vehicle Dealers Association of Canada.

Appendix B contains a study by Destination BC on BC residents camping and RV activities (Camping and RVing, 2009 Outdoor Recreation Study, BC Resident Participation).

## 4 Insight from Published Information, RV Industry and RV Parks

GPRA has gained insight into the potential for an RV park in the City by examining published RV industry studies, talking to BC RV industry organizations and stakeholders plus surveying prominent Lower Mainland RV parks.

### 4.1 BC Recreational Vehicle Study

The definitive study of RV parks in BC was prepared by the BC Ministry of Tourism in 1989.

The study provides an extensive profile of the industry in BC including trends analysis, description of the industry, user profile, description of operations and economic impact.

Highlights of the study that have a bearing on this market sounding analysis are:

- 1) Origin of RVers: 48% of RVers are from BC, 28% from rest of Canada, 19% from US and 5% from off-shore.
- 2) RV campgrounds are selected for a variety of reasons, the most important after location is the range and quality of services and amenities.
- 3) The key market segments RVing in BC are families with children and mature (retired) couples.
- 4) In the Lower Mainland the demand for RV sites is increasing while the supply of sites is decreasing as a result of the demand for land for other uses, e.g. residential, industrial, commercial. This trend will increase in the decades ahead.

GPRA contacted members of the 1989 Study Steering Committee to discuss the relevance of the study to today's BC and Lower Mainland RV market. All agreed that the findings of the 1989 study were still relevant, that the demand for RV park accommodation was increasing, and that the industry's ability to accommodate demand in the Lower Mainland was being adversely impacted by redevelopment of RV park sites for other uses.

## 4.2 BC Lodging and Campground Association

Highlights of a discussion with Joss Penny of the BC Lodging and Campground Association:

- 1) The demand for RV sites in the Lower Mainland continues to grow while the supply of sites is decreasing due to their redevelopment for residential, commercial, industrial and other uses. The trend will continue in the future.
- 2) Lower Mainland target markets primarily comprise:
  - a) European households
  - b) US and Alberta households
  - c) Prairie snowbirds
  - d) Work related
- 3) There are two corridors of entry into the Metro Vancouver RV market:
  - a) From Alberta and rest of Canada via Highway 1. This is the east-west RV corridor with RV parks in Hope, Abbotsford, Langley, Surrey, Burnaby and the North Shore.
  - b) From US market via Highway 99. This is the north-south RV corridor with RV parks primarily in Surrey and concentrated on the Canada US border..
- 4) The best located RV parks offering a full range of services can be expected to operate at a 75% annual occupancy level.
- 5) A site accommodating 200 pads typically will require between 15 and 20 acres of land.
- 6) There is an opportunity to develop an RV park in the City of Richmond. The opportunity is for an RV park of 100 to 200 pads.

## 4.3 Survey of Lower Mainland RV Parks

GPRAs surveyed nine Lower Mainland RV parks to assess services offered, rates charged, and where possible occupancy levels.

The results of the survey are contained in Appendix C, Survey of Lower Mainland RV Parks.

## 5 The Case for an RV Park in Richmond

GPRA has assessed the case for an RV park in the City as follows.

### 5.1 The Development Opportunity

Based upon a review of published reports on the RV industry, discussions with industry leaders, and a survey of Lower Mainland RV parks GPRA has concluded that the market for an RV park in Richmond could best be described as follows:

- 1) Target markets: primarily European, nearby Alberta and US, other BC visiting the Lower Mainland, plus work related.
- 2) Number of pads: 100 to 200.
- 3) Size of site: 10 to 15 acres
- 4) Services: a full service RV park
- 5) Timing of development:
  - a) 2017: call for proposals, negotiations with prospective developers;
  - b) 2018: planning and drawings prepared;
  - c) 2019: construction
  - d) 2020: first year of operations
- 6) Typical pad rate three years hence: \$70 per night during summer and \$50 during the winter.
- 7) Expected annual occupancy: 50% in years 1-3, rising to 70% thereafter with peak summer months at near full occupancy.
- 8) Interest from the development community: could be strong but is subject to the financial feasibility of development which is in turn going to be greatly impacted by servicing costs. Interested developers would be corporate developers with RV park experience, not the smaller developers who have characterized the Lower Mainland RV market to date.

## 5.2 Availability of RV Park Sites

GPRA and Richmond Parks have discussed the availability of land for RV parks in the City. The following are highlights of those conversations.

- 1) The bulk of available sites are in the ALR where RV park development is not permitted.
- 2) Non-ALR private sector sites will not be potential candidates for an RV park due to development pressures to use most for higher density development (primarily industrial uses encouraged by the City). RV parks are not the highest and best use of sites with future development potential for residential, commercial or industrial potential.
- 3) The best candidate sites for an RV park in the City from a financial perspective are:
  - a) City parks lands;
  - b) other publically owned lands.
- 4) Each land owner will have their own set of objectives and land use priorities for their lands. GPRA suspects that both public and private land owners will wish to keep all of their lands in reserve for future expansion of their facilities, rather than for an RV park which each is sure to understand is not the highest and best use of their lands.
- 5) This might not be the case for City Park lands hence GPRA views these lands as the best candidate sites for an RV park.
- 6) Several City-owned sites were considered:
  - a. MacDonald Beach: While suitable in size and access to natural areas, this site presents several challenges including high site serving costs, noise pollution from the airport, and environmentally sensitive areas.
  - b. Triangle Road property: This is no longer in the Parks inventory and is a corporate strategic land holding.
  - c. Woodward's Landing: This parcel is not large enough (6 acres) to support an RV park. Current use for Girl Guide Campsite provides community benefit.
  - d. Triangle Beach: High site servicing costs, challenges with location on dyke, poor access to transportation routes.
  - e. While other park sites may present suitable size and location, their current uses offer a greater community benefit. (eg. Terra Nova Rural Park, Garry Point Park).
  - f. City owned land in the ALR was not considered (eg. South Dyke Agricultural Park, Richmond Nature Park and Richmond Nature Park East, Northeast Bog Forrest).
  - g. Sites under 10 acres were not considered.

At the present time it appears that the City would be hard pressed to identify a suitably sized site with available services to facilitate the development of a viable RV park

### 5.3 Site Servicing Costs

High servicing costs are likely to characterize the development of an RV park in sites that are generally located away from sewer, water and hydro facilities and may require investment in roads to provide access.

- 1) GPRA has not had an opportunity to discuss specific servicing cost requirements and amount of costs for an RV park. This is inappropriate at this time as potential candidate sites have not been identified by GPRA and Parks.
- 2) In a following financial analysis to assess the feasibility of an RV park in the City, GPRA has utilized the following site servicing cost assumptions:
  - a) Site preparation: \$150,000
  - b) For water, sanitary sewer, roadworks, and Hydro: \$10,000 per pad.
  - c) Pad site construction cost: \$4,000 per pad
  - d) Landscaping: \$250,000
  - e) Construction contingencies: 10%
  - f) Industry soft cost assumptions
- 3) Sanitary sewer disposal costs will be a major determinant of project costs and viability. A 2004 analysis of costs by USL estimated costs for alternate options:
  - a) On-site treatment: \$600,000 (\$400,000 per 150 pads)
  - b) Off-site treatment: \$1,420,000 (\$9,500 per 150 pads)
- 4) Should the City choose to proceed further, site specific serving costs would need to be considered. After identifying the best potential candidate RV park sites with GPRA, the City would need to identify respective servicing costs and incorporate these assumptions into proformas analyses undertaken by GPRA (refer to Appendix D to view the nature of financial analysis that needs to be undertaken to assess the financial viability of an RV park in the City).

## 5.4 Financial Feasibility

Appendix D, Financial Viability of a Generic RV Park has been prepared to illustrate the viability of a generic 150 pad RV park on a 12 acre property.

Major assumptions employed in the analysis are:

- 1) The RV park has 150 fully serviced pads.
- 2) Project facilities and amenities include a club-house, maintenance building and equipment, pool, playground facilities, and storage for 75 motorhomes and trailers.
- 3) The land is leased from the owner with the lease rate being 7.5% of gross income.
- 4) Average servicing, building and amenity costs (hard and soft costs) = approximately \$51,000 per pad.
- 5) Revenues are based on an average annual pad rental rate of \$60 per pad, escalating at 2.5% per year. Additional revenue is generated from RV storage (\$10 per day) and miscellaneous revenues (5% of total gross income)
- 6) Operating costs, not including land lease payments, are approximately 82% of gross revenue.
- 7) Land lease payments are an additional operating cost and comprise 7.5% of gross revenue.
- 8) Construction financing is based on 60% take-out financing and 40% equity investment.
- 9) Indicated return on investment is 6.8% on cost and 1.2% on equity investment.
- 10) Utilizing the above assumptions, the case for a generic RV park is very weak. Additional analysis of servicing costs must be undertaken to determine if the above cost assumptions are accurate as they have the greatest impact on determining the viability of a generic RV park in the City.

## 6 The Case for Proceeding Further

The question now remains as to whether there is sufficient financial incentives for a developer to pursue an RV park in the City to merit staff continuing with its investigations to move the process forward.

- 1) There is no potential for an RV park on private sector lands. An RV park supports a land value of only \$250,000 per acre initially and this is totally insufficient in a community where rising demand for most urban uses is escalating at unprecedented rates leaving property owners to most likely wish to hold back committing to a lower valued use.
- 2) Depending upon whether servicing costs can be lower than estimated by GPRA, there may be a financial case for public sector to see merit in pursuing an RV park on their lands. This ultimately will depend upon:
  - a) Whether an RV park fits in with the business goals and objectives of each;
  - b) The demand from other land uses for candidate sites;
  - c) The availability and cost of services to their lands.
  - d) The land value an RV park will support. Current indications are that an RV park would support a value of less than \$250,000 per acre. This is likely to be too low a value for others to consider pursuing for RV park development.
- 3) For City of Richmond:
  - a) GPRA's preliminary financial analysis indicates that the case for an RV park in the City is quite weak. However, this conclusion is subject to a review of servicing costs.
  - b) An RV park could support an underlying land value in the order of only \$250,000, which may or may not be acceptable to the City. For Parks lands which have no alternate use and which could be available to support initiatives such as an RV park this land value may be acceptable. This needs to be discussed by Parks to determine whether this is sufficient financial potential to pursue an RV park in the City.
  - c) An RV park could create an opportunity for the City to support tourism, raise the profile of City and generate revenues from currently un-used lands.
  - d) The City would retain ownership of the land which would be leased to an RV park operator.
  - e) GPRA acknowledges there may be a host of non-financial issues, e.g. policy conflicts, adverse transportation impacts, environmental concerns, conflict with surrounding land uses and other impacts that could cause the City to not wish to pursue RV park development. These non-financial issues need to be considered.
  - f) A specific Parks site would have to be identified, servicing costs estimated, non-financial issues identified and a financial analysis completed to provide

sufficient information to the City to determine the merits of whether there is a case for encouraging an RV park in the City.

- 4) GPRA recommends that the following needs to be completed to determine whether there is a case for encouraging an RV park in the City.
  - a) GPRA and Parks need to discuss site availability, particularly Parks sites. The City needs to determine whether City policy would favor the City making a site available and investing time and money to encourage an RV park in the City.
  - b) Servicing costs for a chosen RV park or candidate RV park sites need to be identified.
  - c) Using the financial model GPRA has prepared for an RV park (Appendix D), a financial analysis for an RV park on sites of interest needs to be completed. As servicing costs could vary considerably between different locations, individual not generic financial analyses would be required.

## 7 Summary

GPRA has prepared a market sounding analysis to determine merits of encouraging an RV park in the City of Richmond.

- 1) Research indicates that there is sufficient demand to support a 100 to 200 pad RV park in the City.
- 2) However, limited site availability and high servicing costs could preclude there being sufficient financial incentive to attract an RV park to the City.
- 3) An RV park will not likely be the highest and best use of private sector lands.
- 4) Best candidate sites would be owned by the City or other public land owners. City Park lands are potentially the most appropriate properties to consider for pursuing an RV park. However, high servicing costs could preclude there being sufficient financial incentives to attract a private sector developer and RV operator to pursue an RV Park on City lands.
- 5) Further work is required to determine the merits of the City encouraging an RV Park
  - a) Determine candidate sites, including City owned sites.
  - b) Estimate servicing costs for an RV park on candidate sites.
  - c) Determine financial feasibility of an RV park on sites.
  - d) For non-City owned sites, make information available to property owners to determine if they feel there is a case for attracting an RV park to their lands.
  - e) For City owned sites, present findings of this market sounding report to Council to determine if there is an appetite to encourage an RV park on City lands.

## 8 Appendices

## **Appendix A – Trends and the Economic Impact of the Canadian RV Industry**



## THE ECONOMIC IMPACT OF THE CANADIAN RECREATION VEHICLE INDUSTRY

### Overall Economic Impact of the Canadian Recreation Vehicle Industry

- The economic impact associated with the Canadian Recreation Vehicle (RV) industry includes every province and territory and most Canadian industries.
- RVing in Canada has a considerable economic impact; the manufacturing, purchasing, servicing and use of recreation vehicles contributes billions – both directly and indirectly – to the Canadian economy each year.
- In 2011, the total economic activity associated with the Canadian recreation vehicle industry reached **\$14.5 billion**.
- Canadians spent \$2.9 billion at RV retailers in 2011, \$1.4 billion on storage, insurance and accessories, and they spent \$7.0 billion on goods and services as they travelled across Canada, of which \$1.2 billion was spent at campgrounds and RV parks.
- In sum, direct spending associated with recreation vehicles reached \$11.5 billion. These expenditures generated \$8.0 billion in net economic activity (GDP) and **98,800 jobs**.
- Moreover, the Canadian RV industry was a significant driver of tax revenues, with total taxes supported by the industry totaling \$3.3 billion in taxes on products, taxes on production, and income taxes.

### Economic Impact Results – RV Retail Sales and Service

- With more than 400 RV dealers across Canada, the sales and service industry associated with recreation vehicles is substantial, reporting nearly \$3.1 billion in sales in 2011.
- In total, the retail sales and services associated with Canada's more-than-400 recreation vehicle dealers generated \$1.5 billion in net economic activity (GDP) throughout Canada, and supported nearly 19,300 jobs that paid \$775 million in wages and salaries (labour income).
- Total taxes attributable to recreation vehicle retail activities reached \$652 million, with \$360 million arising from taxes on products, \$59 million coming from the production of retail goods and services, and an additional \$233 million in income taxes.
- Total economic activity in Canada (Gross Output) associated with the retail sales and service of recreation vehicles was nearly \$2.0 billion in 2011, with an additional \$1.8 billion in goods and services being imported to Canada.

### Economic Impact Results – RV Manufacturing

- The overall trend in the manufacture of recreation vehicles in Canada has largely followed macro-economic trends, featuring strong growth into the late 2000s before slowing markedly as a result of the appreciation of the Canadian dollar in 2007/2008, followed by the global economic slowdown in 2009/2010.
- In 2011, the total value of Canadian manufactured motorhomes, fifth wheels, recreation trailers, and campers reached \$264.8 million; down from a peak of \$826.4 million in 2006. In 2011, \$108.9 million of recreation vehicle goods were exported to other countries, with the vast majority going to the United States.

- The total value of recreation vehicles manufactured in Canada in 2011 was \$265 million, with \$156 million being purchased by Canadians and \$109 million being exported to other countries. In turn, a total of \$210 million in goods and services were imported to Canada as part of the economic activity associated with RV manufacturing.
- The manufacture of \$265 million in recreation vehicles generated \$512 million in gross output in Canada in 2011 and supported nearly 2,400 jobs that paid a total of \$103 million in wages and salaries. Additionally the RV export industry supported \$40 million in taxes, with \$2 million coming from taxes on products, \$7 million from taxes on production and \$31 million through taxes supported by RV Manufacturing.
- In total, the net economic activity (GDP) associated with RV manufacturing was \$210.0 million.

### **Economic Impact Results – Non-Travel Related RV Expenditures**

- An important component in the economic impact attributable to recreation vehicles are the general costs associated with RV ownership that are not dependent on travel, namely insurance, storage, maintenance, and other purchases.
- Non-travel related recreation vehicle expenditures totalled \$1.4 billion (excluding repairs) and generated \$1.3 billion in net economic activity (GDP) throughout Canada through the support of more than 12,200 jobs that paid \$727 million in wages and salaries.
- Total taxes attributable to non-travel recreation vehicle expenses were \$424 million, with \$130 million coming from taxes on products, \$76 million from taxes on production and \$218 million through income taxes supported by non-travel RV expenditures.
- The total economic activity attributable to non-travel expenditures on recreation vehicles reached \$2.2 billion.

### **Economic Impact Results – Tourism Related RV Expenditures**

- The main components considered under this study are the expenditures made by RV owners while they travel with their recreation vehicles. This includes the expenditures made in major categories such as fuels, food, and accommodation services (at RV parks and campgrounds). This was the largest source of revenue associated with the recreation vehicle industry on an annual basis.
- In total, it was estimated that RV owners took a total of 8.0 million trips in 2011.
- It was estimated that RV travellers spent a total of over \$7 billion on goods and services as they travelled across Canada.
- Travel related expenditures associated with recreation vehicles generated nearly \$5.0 billion in net economic activity (GDP) across Canada and supported \$2.9 billion in wages and salaries (Labour Income) through 64,900 jobs.
- Total taxes attributable to RV travel reached \$2.2 billion, with \$1.1 billion coming from taxes on products, \$208 million from taxes on production and \$882 million through income taxes supported by tourism related RV expenditures.
- The total economic activity associated with recreation vehicle tourism expenditures was \$9.8 billion in 2011.

#### **For more information, please contact:**

Eleonore Hamm

President, RVDA of Canada

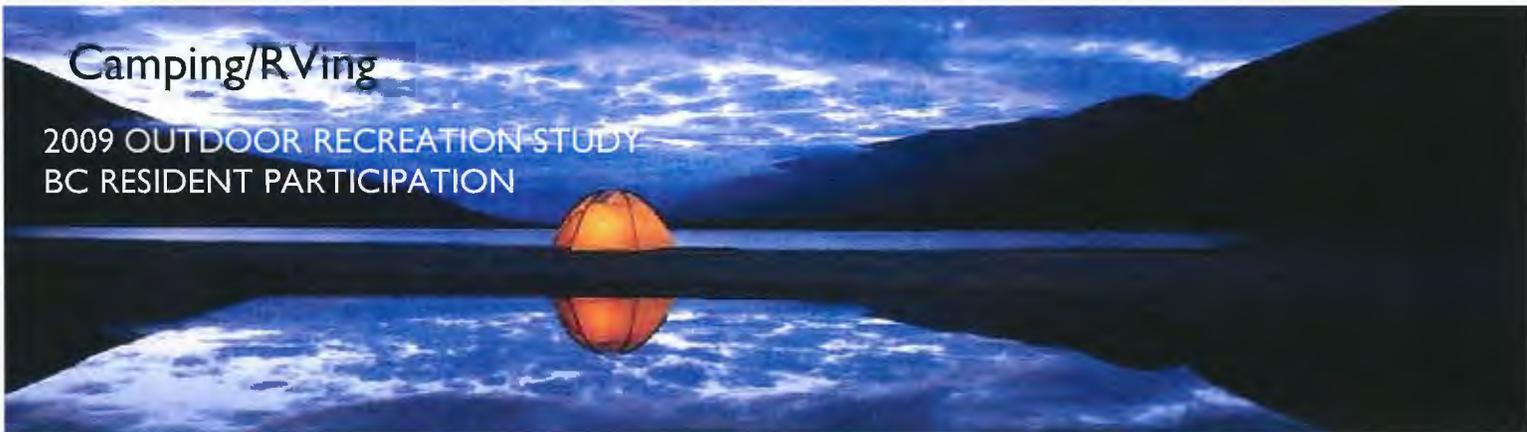
Tel: (604) 718-6325

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**Appendix B – 2009 BC Outdoor Recreation Study**

# Camping/RVing

## 2009 OUTDOOR RECREATION STUDY BC RESIDENT PARTICIPATION



### Overview

The Outdoor Recreation Study was conducted to better understand BC residents' outdoor activity choices and preferences. Outdoor recreation is defined as outdoor activities that take place in a natural setting, as opposed to a cultivated or highly managed landscape. The study consisted of two phases. The first phase was a telephone survey; results are weighted to be representative of all BC residents over the age of 18. Phase two, a follow-up survey completed by either mail or email, included BC residents who participated in outdoor recreation and agreed to participate in the follow-up survey. Results in this section compare to all follow-up respondents (total). This is a profile of BC residents who participated in vehicle access camping in a tent, vehicle access camping in an RV or motorhome, or non-vehicle access camping in a tent, cabin or hut in British Columbia in a twelve-month period (corresponding to approximately October 2008 to September 2009).

### Phase I: Telephone results

#### Incidence of activity

Over nine in ten (91%) British Columbia residents (over the age of 18) participated in at least one outdoor recreation activity during a twelve-month period. Almost three in ten (29%) of British Columbia residents participated in vehicle access camping in a tent, one-fifth (20%) participated in vehicle access camping in an RV or motorhome, and a tenth (14%) participated in non-vehicle access camping during a twelve-month period.

Participation levels in camping and RVing varied throughout the province. Two-fifths (42%) of Kootenay Rockies residents participated in vehicle access camping in a tent compared to just over a quarter (28%) of Vancouver, Coast and Mountain residents. Similarly, almost two-fifths (38%) of Northern BC residents participated in vehicle access camping in an RV or motorhome, compared to one-sixth (16%) of Vancouver, Coast and Mountains residents. Almost a quarter (24%) of Northern BC residents participated in non-vehicle access camping in a tent, cabin or hut.

	All BC residents	Cariboo Chilcotin Coast	Kootenay Rockies	Northern BC	Thompson Okanagan	Vancouver, Coast & Mountains	Vancouver Island
Vehicle access camping in a tent	29%	34%	42%	33%	31%	28%	30%
Vehicle access camping in an RV or motorhome	20%	30%	29%	38%	28%	16%	21%
Non-vehicle access camping in a tent, cabin or hut	14%	17%	15%	24%	14%	12%	15%

Three-fifths (62%) of BC residents who participated in non-vehicle access camping in a tent, cabin or hut also participated in vehicle access camping in a tent during the same twelve-month period. By contrast, just over a quarter (29%) of BC residents who participated in vehicle access camping in a tent also participated in non-vehicle access camping in a tent, cabin or hut. Just under a third (31%) of BC residents who participated in vehicle access camping in an RV or motorhome also participated in vehicle access camping in a tent.

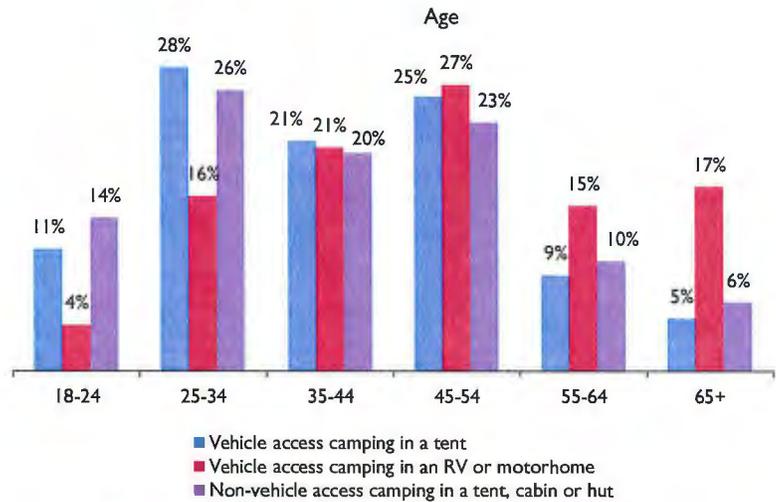
#### Participation in other camping or RVing

	Vehicle access camping in tent	Vehicle access camping in RV/ motorhome	Non-vehicle access in tent/ cabin/ hut
Vehicle access camping in a tent	100%	21%	29%
Vehicle access camping in an RV or motorhome	31%	100%	19%
Non-vehicle access camping in a tent, cabin or hut	62%	27%	100%

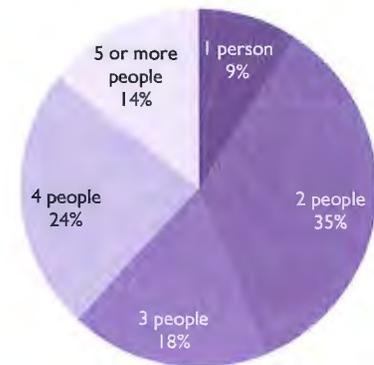
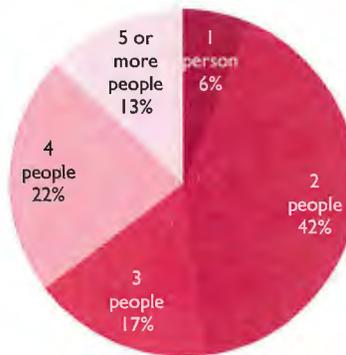
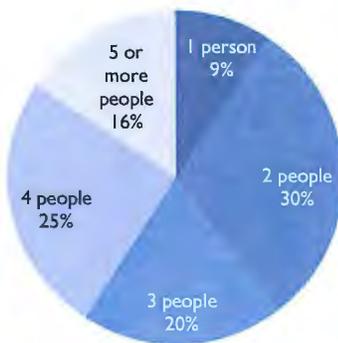
## Characteristics

Two-fifths of BC residents who participated in vehicle access camping in a tent (39%) or non-vehicle access camping in a tent, cabin or hut (40%) are under the age of 34. Almost a third (32%) of BC residents who participated in vehicle access camping in an RV or motorhome are over the age of 55.

Participation in vehicle access camping was relatively equal among both genders (52% of vehicle access camping in a tent are male; 54% of vehicle access camping in an RV or motorhome are male). Almost three-fifths (57%) of BC residents who participated in non-vehicle access camping in a tent, cabin or hut are male.



Household composition



■ Vehicle access camping in a tent  
 ■ Vehicle access camping in an RV or motorhome  
 ■ Non-vehicle access camping in a tent, cabin or hut

Around half (61% vehicle access camping in a tent; 52% vehicle access camping in an RV or motorhome; 56% non-vehicle access camping in a tent, cabin or hut) of BC residents who participated in camping or RVing have three or more people living in their household (average 3.2 people in household for vehicle access camping in a tent; average 3.0 people in household for vehicle access camping in an RV or motorhome; 3.1 people in household in non-vehicle access camping in a tent, cabin or hut).

About half have a child under the age of 18 living in their household (50% vehicle access camping in a tent; 43% vehicle access camping in an RV or motorhome; 45% non-vehicle access camping in a tent, cabin or hut).

Household Income

Household Income	Vehicle access camping in tent	Vehicle access camping in RV/ motorhome	Non-vehicle access in tent/ cabin/ hut
Less than \$25,000	8%	5%	8%
\$25,000 to \$49,999	21%	20%	21%
\$50,000 to \$64,999	17%	18%	17%
\$65,000 to \$99,999	27%	29%	24%
\$100,000 to \$149,999	20%	21%	23%
\$150,000 or more	7%	7%	8%

Over a quarter of BC residents who participated in camping and RVing had a household income of \$100,000 or more (27% vehicle access camping in a tent; 28% vehicle access camping in an RV or motorhome; 31% non-vehicle access camping in a tent, cabin or hut). Please note that, on average, 18% of respondents, preferred to not answer this question and were not included in proportions.

## BC residents – Camping and RVing

### Education

Education	Vehicle access camping in tent	Vehicle access camping in RV/ motorhome	Non-vehicle access in tent/ cabin/ hut
Some high school	2%	4%	3%
High school	21%	26%	19%
Vocational or trade school equivalent	9%	12%	7%
Some college or university	20%	18%	20%
College or university graduate	31%	26%	34%
Some graduate work	3%	2%	3%
Completed graduate degree	13%	10%	13%
Other	1%	2%	1%

Over a third of BC residents who participated in camping or RVing had at least a college or university degree (47% vehicle access camping in a tent; 38% vehicle access camping in an RV or motorhome; 50% non-vehicle access camping in a tent, cabin or hut). By contrast, one-fifth had an education level of high school or less (24% vehicle access camping in a tent; 31% vehicle access camping in an RV or motorhome; 22% non-vehicle access camping in a tent, cabin or hut).

## Other activities

The top three other most popular outdoor recreation activities of British Columbia residents who participated in camping and RVing in a twelve-month period were day hiking trips, swimming in a lake or river, and beach activities at a lake or river.

Over half of BC residents who participated in vehicle access camping in a tent also participated in road biking or cycling (57%) and oceanside beach activities (55%).

Over half of BC residents who participated in non-vehicle access camping in a tent, cabin or hut also participated in road biking or cycling (60%), oceanside beach activities (59%), and nature viewing or scenic photography.

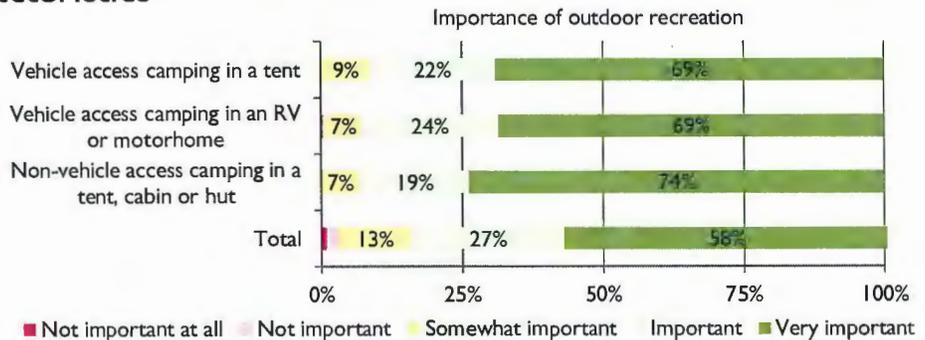
### Top other activities

Activity	Vehicle access camping in tent	Vehicle access camping in RV/ motorhome	Non-vehicle access in tent/ cabin/ hut
Hiking (day trip)	75%	63%	75%
Swimming in a lake or river	73%	68%	73%
Beach activities, including picnicking, at a lake or river	70%	70%	71%
Road biking or cycling	57%	47%	60%
Oceanside beach activities, including picnicking	55%	43%	59%
Nature viewing (does not include bird, whale or bear watching) or scenic photography	47%	49%	55%
Freshwater fishing	42%	46%	44%
Swimming in the ocean	36%	26%	39%
Mountain biking on trails with no lift access	34%	25%	38%
Motorized boating on a lake or river	32%	41%	34%
Bird watching	32%	33%	36%
Downhill skiing/snowboarding with lift access	30%	21%	34%
Canoeing on a lake or river	28%	22%	35%
Bear watching	23%	28%	33%

## Phase 2: Follow-up results

### Outdoor recreation characteristics

The majority of BC residents who participated in camping and RVing considered outdoor recreation activities to be important (by providing an importance rating of “very important” or “important”).



BC residents who participated in camping and RVing regularly participate in outdoor recreation. Over three-quarters (78%) of BC residents who participated in non-vehicle access camping in a tent, cabin or hut reported participating in outdoor recreation at least once a week, compared to seven-tenths (72%) of those who participated in vehicle access camping in a tent and over three-fifths (61%) of those who participated in vehicle access camping in an RV or motorhome.

Frequency of outdoor recreation activities

	Vehicle access camping in tent	Vehicle access camping in RV/ motorhome	Non-vehicle access in tent/ cabin/ hut	Total
Daily	26%	25%	30%	25%
Once a week	46%	37%	48%	39%
Once a month	15%	14%	11%	15%
Once every several months	4%	6%	4%	6%
Several times a year	9%	19%	6%	12%
Once a year	0%	0%	1%	2%

BC residents were asked, “Overall, who do you most like to do outdoor recreation activities with?” Over half of BC residents who participated in camping or RVing indicated they prefer doing outdoor recreation activities with immediate family members, followed by friends.

Preferred company

	Vehicle access camping in tent	Vehicle access camping in RV/ motorhome	Non-vehicle access in tent/ cabin/ hut	Total
Alone (yourself)	5%	4%	6%	8%
Immediate family (spouse or children)	60%	63%	52%	55%
Extended family (parents, brothers and sisters, cousins)	7%	13%	9%	8%
Friends	20%	14%	26%	21%
With a club or special interest group	3%	3%	3%	3%
Other	6%	3%	3%	4%

Over a third of BC residents who participated in camping and RVing indicated they sometimes (about half the time) travel outside their community to participate in outdoor recreation activities (34% vehicle access camping in a tent; 40% vehicle access camping in an RV or motorhome; 38% non-vehicle access camping in a tent, cabin or hut).

Frequency of travel outside of community to participate in outdoor recreation activities

	Vehicle access camping in tent	Vehicle access camping in RV/ motorhome	Non-vehicle access in tent/ cabin/ hut	Total
Never - I always do outdoor recreation activities in my community	3%	2%	2%	8%
Occasionally (less than half the time)	48%	34%	40%	48%
Sometimes (about half the time)	34%	40%	38%	28%
Most of the time (more than half the time)	14%	21%	19%	14%
Always	1%	3%	1%	2%
Don't know	0%	0%	0%	1%

## BC residents – Camping and RVing

BC residents were asked to provide a level of importance to various motivations for participating in their favourite activity. The top motivators for favourite outdoor recreation activity for BC residents who participated in camping and RVing were “to spend quality time with family and friends,” “to rest, relax and recuperate,” “to be closer to/experience the natural environment,” and “to escape daily routine.”

Motivations for participating in favourite activity<sup>1</sup>

	Vehicle access camping in tent	Vehicle access camping in RV/ motorhome	Non-vehicle access in tent/ cabin/ hut	Total
To spend quality time with family and friends	92%	91%	86%	85%
To be closer to/experience the natural environment	86%	85%	85%	83%
To keep fit and healthy	85%	82%	88%	84%
To escape daily routine	84%	86%	83%	78%
To rest, relax and recuperate	84%	88%	83%	83%
To get away from crowded situations	79%	81%	80%	74%
To experience challenge and excitement	70%	71%	83%	66%
To learn new things	67%	69%	69%	63%
To achieve spiritual fulfilment	45%	49%	48%	45%

<sup>1</sup>% of respondents rating factors “very important” or “important”

BC residents were asked which information sources they were most likely to consider for a new activity or a new destination for an activity. Similar to other BC residents, those who went camping or RVing indicated they were most likely to consider past experience, take advice from friends/relatives, and use a BC Parks map. BC residents who went camping and RVing were also more likely than other BC outdoor enthusiasts to use the *Backroads Mapbook* as an information source. BC residents who participated in vehicle access camping in an RV or motorhome were also more likely to use the Recreation Sites and Trails BC brochure as an information source.

Information sources

	Vehicle access camping in tent	Vehicle access camping in RV/ motorhome	Non-vehicle access in tent/ cabin/ hut	Total
Past experience/been there before	87%	85%	83%	82%
Advice from friends/relatives	87%	84%	86%	84%
BC Parks Map	59%	55%	58%	50%
Internet - www.bcparks.ca	49%	39%	50%	41%
Backroads Mapbook	47%	47%	52%	35%
Visitor Centres	40%	43%	35%	39%
Visitor guides and brochures	34%	46%	35%	39%
Internet - Tourism websites	28%	30%	30%	30%
BC Recreation Sites and Trails Brochure	28%	39%	31%	29%
Advertising	21%	24%	15%	22%
Media coverage	20%	24%	20%	23%
Internet - www.HelloBC.com	18%	17%	18%	16%
Global Positioning System (GPS)	16%	17%	22%	14%
Internet - An activity-based website	15%	15%	18%	12%
Internet - www.sitesandtrailsbc.com	13%	14%	18%	15%
Internet - Other internet sites	13%	16%	21%	13%
Internet - Travellers' commentary sites	12%	14%	17%	11%
Travel agents, airlines, auto associations, tour operators, other	6%	8%	8%	9%
I-800-HelloBC	3%	3%	3%	4%
Other	6%	7%	10%	8%

For more information, please contact:

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Want more information?

Please email “subscribe” to [tourismresearch@gov.bc.ca](mailto:tourismresearch@gov.bc.ca) and receive research alerts.

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Outdoor Recreation Study 2009/2010 can be found [here](#).

**Appendix C – Survey of Lower Mainland RV Parks**

### **Examples of Lower Mainland Recreational Vehicle Parks**

- Capilano River RV Park, West Vancouver
- Brae Island, Fort Langley
- Tynehead RV Park and campground, Surrey
- Dogwood Campgrounds of BC, Surrey
- Hazelmere RV Park and campground, Surrey
- Peace Arch RV Park, Surrey
- Burnaby Cariboo RV Park
- Pacific Border RV Park
- Camperland RV Resort at Rosedale

## **Capilano River RV Park, West Vancouver**

Phone number: 604-987-4722

Email: [info@capilanoriverrvpark.com](mailto:info@capilanoriverrvpark.com)

### Pads:

- 205 level pads
  - o Sixty-five 15 amp sites
  - o One hundred and two 30 amp sites
  - o Six 50 amp sites
  
- Landscaped lawns
- Picnic tables
- Electrical hook-up, water, sewer

### Amenities:

- Free Wifi
- Gated+24 hour supervision
- Outdoor pool, Hot tub with whirlpool
- Laundry Facility
- Recreation Room
- Vehicle wash area
- Propane and Sani-stations
- Off-season storage available
- Children's play area and Pet-friendly

### Rates:

- Double occupancy assumed
- Extra person charge is \$3.75
- Children aged 0 – 12 stay free.
- Summer (12 May 2014 – 30 September 2014)
  - o 15 amp electricity and water, \$55 per night
  - o 30 amp electricity, water, & sewer, \$64 per night
  - o 50 amp electricity, water, & sewer, \$69 per night
- Winter (1 October 2014 – 14 May 2015)
  - o 15 amp electricity and water, \$42 per night
  - o 30 amp electricity, water, & sewer, \$47 per night
  - o 50 amp electricity, water, & sewer, \$52 per night
  - o Short-term storage, \$18 per night

### Facts:

- Only RV park in West Vancouver or North Vancouver
- Closest RV Park to Downtown Vancouver

## **Brae Island, Fort Langley**

Phone Number: 604-888-3678

Email: [info@fortcamping.com](mailto:info@fortcamping.com)

### Pads:

- 43 tent or small (24 ft.) RV sites with 30 amp and water
- 87 RV sites with 30 amp, water, sewer, cable, & wifi
  - o 82 back-in
  - o 5 pull-through
- 22 RV sites with 50 amp, water, sewer, cable, & wifi
  - o 14 back-in
  - o 8 pull-through

### Amenities:

- On-site café
- Novelty bike rentals
- Outdoor heated pool in summer
- Kids activity centre
- Camp store
- Meeting hall
- Sani dump
- Firewood & ice sales
- Planned and supervised activities
- Regional Park provides beach, walking trails, & picnic areas

### Rates:

- Peak Season & Long Weekends (15 May – 14 September)
  - o 2 night minimum for weekends, 3 night minimum for long weekends
  - o Small RV & Tent Site, \$38 nightly, \$228 weekly
    - Units under 24 ft. only
    - 30 amp power & water
  - o Full service RV, \$45 nightly, \$270 weekly
    - 30 amp power, water, sewer, & cable
    - Back in or pull through
  - o Full service RV, \$48 nightly, \$288 weekly
    - 50 amp power, water, sewer, & cable
    - Back in or pull through
- Shoulder Season (15 September – 14 May)
  - o Small RV & Tent Site, \$33 nightly, \$198 weekly
    - Units under 24 ft. only
    - 30 amp power & water
  - o Full service RV, \$33 nightly, \$198 weekly, \$600 + \$80 hydro monthly
    - 30 amp power, water, sewer, & cable

- Back in or pull through
  - Full service RV, \$33 nightly, \$198 weekly, \$600 + \$125 hydro monthly
    - 50 amp power, water, sewer, & cable
    - Back in or pull through
- Six month winter special
  - 30 or 50 amp power, water, sewer, & cable
  - \$2,100 + \$80 per month for 30 amp or \$125 per month for 50 amp (hydro)

Facts:

- Regional park
- Weekend activities such as theme nights

## **Tynehead RV Park and Campground, Surrey**

Phone Number: 604-589-1161

### Pads:

- 117 full hook-ups
  - o Water, cable, Electric, & sewer

### Amenities:

- Adjacent to Nature Walk Park (?)
- Propane Station
- Heated swimming pool
- Exercise Room
- Wifi
- Laundry Facilities
- Convenience Store on site
- RV Storage in off-season
- Pets on leash
- Mini-golf
- Playground

### Rates:

- \$45 per day, \$270 per week, \$695 per month
- Water, sewer, cable, 30 amp power
- \$2 surcharge for units over 30 ft.
- \$2 surcharge for dogs
- \$3 per person after 2 people over age 5

### Facts:

- Open fires prohibited in Surrey

## **Dogwood Campgrounds, Surrey**

Phone Number: 604-583-5585

Email: manager@dogwoodcampgrounds.com

### Pads:

- 200 sites with water, sewer, cable, and electricity on all pads (100 kWh included with extended stay, 30 amp service)
- Some sites are electricity only

### Amenities:

- Heated pool
- Playground
- Outdoor cooking area
- Free Wifi
- Pets on leashes
- Propane delivery
- Coin-operated laundry room
- 2 Gazebos
- RV storage
- Convenience store

### Rates:

- Full service pads
  - o \$45 daily, \$270 weekly, \$574.50 monthly
  - o \$6.50 per day per person beyond two, aged 7 and up.
- Electricity only
  - o \$41 daily, \$270 weekly, \$574.50 monthly
  - o \$6 per day per person beyond two, aged 7 and up.
- Storage: \$6.45 per day

### Facts:

- Open fires prohibited in Surrey

## **Hazelmere RV Park & Campground, Surrey**

Phone Number: 604-538-1167

Email: [camping@hazelmere.ca](mailto:camping@hazelmere.ca)

### Pads:

- Thirty-six 45 amp sites for monthly rental
- One hundred and seven 30 amp sites for monthly rental
- Twenty short-term full hook-up sites (30 amp)
- Sixteen water & 30 amp sites
- Ten water & 15 amp sites

### Amenities:

- Pool
- Hot tub
- Soccer pitch
- Laundry
- Playground

### Rates:

- All prices are before GST
- Full hook-up
  - o Electricity, water, sewage, & cable
  - o \$45 nightly, \$270 weekly
- Water & 30 amp power
  - o \$42 nightly, \$252 weekly
- Water & 15 amp power
  - o \$41 nightly, \$246 weekly
- Monthly
  - o Summer months (May – September), \$24 per day
  - o 30 amp site (22 ft. or under), \$16.96 per day
  - o General 30 amp site, \$17.45 per day

### Facts:

- Open fires prohibited in Surrey

## **Peace Arch RV Park, Surrey**

Phone Number: 604-594-7009

Email: [info@peacearchrvpark.ca](mailto:info@peacearchrvpark.ca)

Site: 27 acres

### Pads:

- More than 270 sites
- Back-in & pull-through sites
- 30 and 50 amp service
- Water, electric, sewer, cable, wifi

### Amenities:

- RV rentals
- Playground
- Heated outdoor pool
- Picnic areas
- Visitor's park
- Library & recreation room
- Community room
- Laundry

### Rates:

- 5\$ per day per additional person aged 7 and up
- \$15 per month per dog under 30 lb. or \$20 per month per dog over 30 lb.
- \$39.50 - \$49.50 per day
- \$237 - \$297 per week
- \$550 per month + \$0.10 per kWh
- \$65 per month storage + \$1.50 per month per additional foot above 20 ft.

### Facts:

- Open fires prohibited in Surrey

## **Burnaby Cariboo RV Park & Campground, Burnaby**

Phone Number: 604-420-1722

Email: [camping@bcrv.com](mailto:camping@bcrv.com)

### Pads:

- Privacy hedges
- Water, 30 amp power, and sewer

### Amenities:

- Heated indoor pool and Hot tub/Jacuzzi
- 10,000 square foot clubhouse
  - o Fitness room
  - o Games room
  - o TV lounge
  - o Arcade
- Sports facilities
- BBQ grills and Park trails
- Multi-lingual staff
- Public transit access (walk to Production Station)
- Central sundeck
- Modified showers for those with mobility challenges
- Laundry room and Mini-mart
- Gazebo and playground
- Sanitary dump station and RV wash (seasonal)
- Bicycle greenway
- Adjacent to Burnaby Lake regional park
- Pets permitted

### Rates:

- \$2.5 per extra person (beyond two) age 5 – 14
- \$5 per day or \$15 per week for extra person (beyond two) age 15+
- \$3 per day or \$9 per week cablevision
- Summer (1 June – 20 September)
  - o RV up to 31 ft., \$64.75 per day, \$323.75 per week
  - o RV over 31 ft., \$69.75 per day, \$348.75 per week
- Winter (21 September – 31 May)
  - o RV up to 31 ft., \$64.75 per day, \$202 per week
  - o RV over 31 ft., \$69.75 per day, \$217 per week
  - o \$5 extra for perimeter site

### Facts:

- Rated in the top 3% in North America

## **Pacific Border RV Park**

Phone Number: 604-538-1727

Email: [info@pacificborderrvpark.com](mailto:info@pacificborderrvpark.com)

Site: 7 acres

### Pads:

- 119 sites
- Pull-through sites available
- Fully serviced, cable, wifi, 30 or 50 amp service

### Amenities:

- Monitored video security
- Indoor pool
- Hot tub
- Sauna
- Laundry
- Lounge with TV

### Rates:

- All rates before GST
- \$5 per person beyond two aged 7+
- 30 amp
  - o \$48 daily, \$288 weekly
- 50 amp
  - o \$55 daily, \$330 weekly

### Facts:

- Top rated parks, 2009, Trailer Life Directory
- Open fires prohibited in Surrey

**Bridal Falls Camperland RV Resort, Rosedale**

Phone Number: 604-794-7361

**Pads:**

- 281 RV sites with numerous pull-throughs
- 30 & 50 amp electrical
- Old-growth treed and open concept sites
- Free wifi

**Amenities:**

- Outside barbecue area
- General store, Restaurant, liquor store
- Recreation hall and clubhouse: bingo, horseshoes, movie nights, theme weekends.
- Playground
- Bridal Falls Waterpark discounts available for guests
- 18 hole mini gold
- Pets welcome

**Rates:**

**RATES**

**May 1 – 14, 2016 Sept. 6 – Oct. 11, 2016 \$45.00 Apr. 1 – Apr. 30, 2016  
Oct. 12 – 31, 2016 \$45.00**

Time of year	Full hook up	Partial hook up	Tenting
	Power, Water, Sewer	Power, Water	No Services
High season	Sun – Thurs	Sun – Thurs	Sun – Thurs
May 15 – Sept. 5, 2016	\$60.00	\$52.00	\$46.00
	Fri – Sun	Fri – Sun	Fri – Sun
May 15 – Sept. 5, 2016	\$66.00	\$57.00	\$50.00
	Long Weekends	Long Weekends	Long Weekends
May 15 – Sept. 5, 2016	\$69.00	\$59.00	\$52.00
Low Season	Full hook up	Partial hook up	Tenting
May 1 – 14, 2016 Sept. 6 – Oct. 11, 2016	\$40.00	\$35.00	\$30.00
Off Season	Full hook up	Partial hook up	Tenting
Apr. 1 – Apr. 30, 2016 Oct. 12 – 31, 2016	\$40.00	\$35.00	\$30.00

## Appendix D – Financial Viability of a Generic RV Park

**RECREATION VEHICLE PARK ON MUNICIPAL LEASED LAND - DEVELOPER PERSPECTIVE**

**1.0 GROUND LEASE (based on 1.1, land value basis, or 1.2, % of gross income basis - choose at B188)**

**1.1 Based on Land Value**

RV Park Gross Acres Leased	12 acres
Initial Land Value/acre	0
Lease rate %	8 %
Annual lease	0

Annual Land Value Escalation	2.00%	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
		1.00	1.0200	1.0404	1.0612	1.0824	1.1041	1.1262	1.1487	1.1717	1.1951	1.2180
Ground Lease Cost		0	0	0	0	0	0	0	0	0	0	0

**1.2 Based on % Gross Income**

Gross Income	0	0	0	2,089,387	2,569,945	3,219,571	3,300,060	3,382,561	3,467,125	3,553,803	3,642,649
% of Gross Income	0.00	0.00	0.00	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50
Land Lease	0	0	0	156,704	192,746	241,468	247,504	253,692	260,034	266,535	273,199

**2.0 SERVICING AND CONSTRUCTION COSTS**

2.1 Annual Escalation	2.50	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50

**2.2 Off Site Costs:**

Contingency @ 10 %	0	0	100,000	0	0	0	0	0	0	0	0	0
Total	0	0	110,000	0	0	0	0	0	0	0	0	0

**2.3 On Site Costs:**

Site Preparation	per pad	0	0	150,000	0	0	0	0	0	0	0	0
Water, sanitary, roadworks, Hydro	10,000	0	0	1,500,000	0	0	0	0	0	0	0	0
Landscaping: Entrance, Streets	0	0	0	250,000	0	0	0	0	0	0	0	0
Equestrian Trail	0	0	0	0	0	0	0	0	0	0	0	0
Contingency @ 10 %	0	0	190,000	0	0	0	0	0	0	0	0	0
Total	0	0	2,090,000	0	0	0	0	0	0	0	0	0

**2.4 RV Park Construction Costs**

RV pads at 150	# pads	cost/pad	0	600,000	0	0	0	0	0	0	0	0
Clubhouse/Administration Bldg Construction	0	0	0	1,000,000	0	0	0	0	0	0	0	0
Clubhouse furniture, fixtures and equipment	0	0	0	500,000	0	0	0	0	0	0	0	0
Clubhouse inventory/supplies	0	0	0	250,000	0	0	0	0	0	0	0	0
Maintenance Bldgs	0	0	0	400,000	0	0	0	0	0	0	0	0
Maintenance Equipment	0	0	0	400,000	0	0	0	0	0	0	0	0
Pool	0	0	0	100,000	0	0	0	0	0	0	0	0
Cabins	0	0	0	0	0	0	0	0	0	0	0	0
Pre-Opening Costs	0	0	0	100,000	0	0	0	0	0	0	0	0
Contingency @ 5 %	0	0	0	167,500	0	0	0	0	0	0	0	0
Total	0	0	0	3,517,500	0	0	0	0	0	0	0	0

**2.5 Development Costs**

Engineering fees @ 10 %	0	0	220,000	0	0	0	0	0	0	0	0	0
Clubhouse Architect @ 5 %	0	0	50,000	0	0	0	0	0	0	0	0	0
Site Planning	50,000	50,000	50,000	0	0	0	0	0	0	0	0	0
Development Management	50,000	75,000	100,000	0	0	0	0	0	0	0	0	0
Other Consultants @ 2%	0	0	44,000	0	0	0	0	0	0	0	0	0
Survey	10,000	25,000	25,000	0	0	0	0	0	0	0	0	0
Legal	15,000	15,000	15,000	0	0	0	0	0	0	0	0	0
Testing	0	50,000	50,000	0	0	0	0	0	0	0	0	0
DCC's	0	0	0	0	0	0	0	0	0	0	0	0
Marketing Office	0	75,000	75,000	0	0	0	0	0	0	0	0	0
Advertising+Promotion Materials	0	25,000	25,000	0	0	0	0	0	0	0	0	0
Property Tax	50,000	50,000	50,000	0	0	0	0	0	0	0	0	0
Municipal Inspection Fees	0	20,000	20,000	0	0	0	0	0	0	0	0	0
Municipal Application Fees	0	16,850	16,850	0	0	0	0	0	0	0	0	0
Overhead	100,000	100,000	100,000	0	0	0	0	0	0	0	0	0
Financing fees	0	0	73,275	0	0	0	0	0	0	0	0	0
Insurance	0	50,000	50,000	0	0	0	0	0	0	0	0	0
Contingency @ 10 %	27,500	65,185	96,413	0	0	0	0	0	0	0	0	0
Total	302,500	607,035	1,060,538	0	0	0	0	0	0	0	0	0

**2.6 Costs Before Inflation**

	\$60 per pad	302,500	607,035	6,778,038	0	0	0	0	0	0	0	0
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**2.7 Inflation Adjustment**

		1,000	1,025	1,051	1,077	1,104	1,131	1,160	1,189	1,218	1,249	1,280
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**2.8 Costs After Inflation**

		302,500	622,211	7,121,176	0	0	0	0	0	0	0	0
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**RECREATION VEHICLE PARK ON MUNICIPAL LEASED**

**1.0 GROUND LEASE (based on 1.1, land value basis, c**

**1.1 Based on Land Value**

RV Park Gross Acres Leased  
Initial Land Value/acre  
Lease rate %  
Annual lease

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Annual Land Value Escalation	1,2434	1,2682	1,2936	1,3195	1,3459	1,3728	1,4002	1,4282	1,4568	1,4856	1,5157	1,5460	1,5769	1,6084
Ground Lease Cost	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**1.2 Based on % Gross Income**

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Gross Income	3,733,715	3,827,058	3,922,734	4,020,802	4,121,323	4,224,356	4,329,964	4,438,214	4,549,169	4,662,898	4,779,471	4,898,957	5,021,431	5,146,967
% of Gross Income	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50	7.50
Land Lease	280,029	287,029	294,205	301,560	309,099	316,827	324,747	332,866	341,188	349,717	358,460	367,422	376,607	386,023

**2.0 SERVICING AND CONSTRUCTION COSTS**

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
2.1 Annual Escalation	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50

**2.2 Off Site Costs:**

Contingency @	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**2.3 On Site Costs:**

Site Preparation	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Water, sanitary, roadworks, Hydro	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Landscaping: Entrance, Streets	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Equestrian Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contingency @	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**2.4 RV Park Construction Costs**

RV pads at	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clubhouse/Administration Bldg Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clubhouse furniture, fixtures and equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clubhouse inventory/supplies	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Bldgs	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pool	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cabins	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre-Opening Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contingency @	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**2.5 Development Costs**

Engineering fees @	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clubhouse Architect @	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Development Management	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Consultants @ 2%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Survey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Testing	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DCC's	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Marketing Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Advertising+Promotion Materials	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Property Tax	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Municipal Inspection Fees	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Municipal Application Fees	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overhead	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Financing fees	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Insurance	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contingency @	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**2.6 Costs Before Inflation**

	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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**2.7 Inflation Adjustment**

	1,312	1,345	1,379	1,413	1,448	1,485	1,522	1,560	1,599	1,639	1,680	1,722	1,765	1,809
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**2.8 Costs After Inflation**

	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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**RECREATION VEHICLE PARK ON MUNICIPAL LEASED**

**1.0 GROUND LEASE (based on 1.1, land value basis, c**

**1.1 Based on Land Value**

RV Park Gross Acres Leased  
 Initial Land Value/acre  
 Lease rate %  
 Annual lease

	2042	2043	2044
Annual Land Value Escalation	1,6406	1,6734	1,7069
Ground Lease Cost	0	0	0

**1.2 Based on % Gross Income**

	2042	2043	2044
Gross Income	5,275,641	5,407,532	5,542,721
% of Gross Income	7.50	7.50	7.50
Land Lease	395,673	405,565	415,704

**2.0 SERVICING AND CONSTRUCTION COSTS**

	2042	2043	2044
2.1 Annual Escalation	2.50	2.50	2.50

**2.2 Off Site Costs:**

Contingency @	0	0	0
Total	0	0	0

**2.3 On Site Costs:**

Site Preparation	0	0	0
Water, sanitary, roadworks, Hydro	0	0	0
Landscaping; Entrance, Streets	0	0	0
Equestrian Trail	0	0	0
Contingency @	0	0	0
Total	0	0	0

**2.4 RV Park Construction Costs**

RV pads at	0	0	0
Clubhouse/Administration Bldg Construction	0	0	0
Clubhouse furniture, fixtures and equipment	0	0	0
Clubhouse inventory/supplies	0	0	0
Maintenance Bldgs	0	0	0
Maintenance Equipment	0	0	0
Pool	0	0	0
Cabins	0	0	0
Pre-Opening Costs	0	0	0
Contingency @	0	0	0
Total	0	0	0

**2.5 Development Costs**

Engineering fees @	0	0	0
Clubhouse Architect @	0	0	0
Site Planning	0	0	0
Development Management	0	0	0
Other Consultants @ 2%	0	0	0
Survey	0	0	0
Legal	0	0	0
Testing	0	0	0
DCC's	0	0	0
Marketing Office	0	0	0
Advertising+Promotion Materials	0	0	0
Property Tax	0	0	0
Municipal Inspection Fees	0	0	0
Municipal Application Fees	0	0	0
Overhead	0	0	0
Financing fees	0	0	0
Insurance	0	0	0
Contingency @	0	0	0
Total	0	0	0

**2.6 Costs Before Inflation**

2.7 Inflation Adjustment	1,854	1,900	1,948
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**2.8 Costs After Inflation**

	0	0	0
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**3.0 REVENUE ASSUMPTIONS**

Annual Revenue Escalation	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
<b>3.1 RV Pull in Sites</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Sites	0	0	0	0	0	0	0	0	0	0	0
RV fees, serviced and non-service pull in sites	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Estimated % of use annualized	0.0%	0.0%	0.0%	50.0%	60.0%	70.0%	80.0%	80.0%	80.0%	80.0%	80.0%
Days of operation	365	365	365	365	365	365	365	365	365	365	365
Occupied site days	0	0	0	0	0	0	0	0	0	0	0
Total revenue	0	0	0	0	0	0	0	0	0	0	0
<b>3.2 Regular sites, full hook up</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Sites regular, full hook up	0	0	0	150	150	150	150	150	150	150	150
Estimated RV fees for pull through sites	60.00	61.50	63.04	64.61	66.23	67.88	69.58	71.32	73.10	74.93	78.81
Estimated % of use annualized	0.0%	0.0%	0.0%	50.0%	60.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%
Days of operation	365	365	365	365	365	365	365	365	365	365	365
Occupied site days	0	0	0	27,375	32,850	41,063	41,063	41,063	41,063	41,063	41,063
Total revenue	0	0	0	1,768,793	2,175,615	2,767,507	2,857,195	2,928,625	3,001,840	3,076,886	3,153,808
<b>3.3 Tenting</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Sites	0	0	0	0	0	0	0	0	0	0	0
Camping fees	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Estimated % of use annualized	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Days of operation	365	365	365	365	365	365	365	365	365	365	365
Occupied site days	0	0	0	0	0	0	0	0	0	0	0
Total revenue	0	0	0	0	0	0	0	0	0	0	0
<b>3.4 Group Use - tenting</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Existing tent sites	0	0	0	0	0	0	0	0	0	0	0
Number of groups per year	0	0	0	0	0	0	0	0	0	0	0
Group use fees/person	10	10.25	10.51	10.77	11.04	11.31	11.60	11.89	12.18	12.49	12.80
Average number of tent sites per use	7	7	7	7	7	7	7	7	7	7	7
Days of operation	365	365	365	365	365	365	365	365	365	365	365
Occupied tent site days, est. 2 days per event	2	2	2	2	2	2	2	2	2	2	2
Total revenue	0	0	0	0	0	0	0	0	0	0	0
<b>3.5 Long Term Stay By the Week</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Sites	0	0	0	0	0	0	0	0	0	0	0
No. of weeks	0	0	0	0	0	0	0	0	0	0	0
Fee per week	135	138.38	141.83	145.38	148.01	152.74	156.56	160.47	164.48	168.60	172.81
Total revenue	0	0	0	0	0	0	0	0	0	0	0
<b>3.6 Cabins</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Number of cabins	0	0	0	0	0	0	0	0	0	0	0
Charge per unit	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Days of operation	365	365	365	365	365	365	365	365	365	365	365
% of occupancy	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Occupied units	0	0	0	0	0	0	0	0	0	0	0
Revenue	0	0	0	0	0	0	0	0	0	0	0
<b>3.7 RV Storage</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Parking spots	0	0	0	75	75	75	75	75	75	75	75
Estimated % of use annualized	60.0%	60.0%	60.0%	75.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%
Days of operation	365	365	365	365	365	365	365	365	365	365	365
Occupied site days	0	0	0	20,531	24,638	24,638	24,638	24,638	24,638	24,638	24,638
Parking rate per day	10.00	10.25	10.51	10.77	11.04	11.31	11.60	11.89	12.18	12.49	12.80
Total revenue	0	0	0	221,099	271,952	278,751	285,719	292,862	300,184	307,689	315,361
<b>3.8 Total before "other" sources of income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,989,892</b>	<b>2,447,567</b>	<b>3,066,258</b>	<b>3,142,914</b>	<b>3,221,467</b>	<b>3,302,024</b>	<b>3,384,575</b>	<b>3,469,189</b>
<b>3.9 Other Sources of Income</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>5%</b>							
% of Income before Other Income	0	0	0	99,495	122,378	153,313	157,146	181,074	185,101	169,229	173,459
\$'s of Other Sources of Income	0	0	0	99,495	122,378	153,313	157,146	181,074	185,101	169,229	173,459
<b>3.10 Total, All Revenue Sources'</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,089,387</b>	<b>2,569,945</b>	<b>3,219,571</b>	<b>3,300,060</b>	<b>3,382,561</b>	<b>3,467,125</b>	<b>3,553,803</b>	<b>3,642,649</b>

**3.0 REVENUE ASSUMPTIONS**

Annual Revenue Escalation	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
<b>3.1 RV Pull in Sites</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>
Sites	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RV fees, serviced and non-service pull in sites	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Estimated % of use annualized	80.0%	80.0%	80.0%	80.0%	80.0%	80.0%	80.0%	80.0%	80.0%	80.0%	80.0%	80.0%	80.0%	80.0%
Days of operation	365	365	365	365	365	365	365	365	365	365	365	365	365	365
Occupied site days	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>3.2 Regular sites, full hook up</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>
Sites regular, full hook up	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Estimated RV fees for pull through sites	78.73	80.69	82.71	84.78	86.90	89.07	91.30	93.58	95.92	98.32	100.77	103.29	105.88	108.52
Estimated % of use annualized	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%	75.0%
Days of operation	365	365	365	365	365	365	365	365	365	365	365	365	365	365
Occupied site days	41,063	41,063	41,063	41,063	41,063	41,063	41,063	41,063	41,063	41,063	41,063	41,063	41,063	41,063
Total revenue	3,232,654	3,313,470	3,396,307	3,481,214	3,568,245	3,657,451	3,748,887	3,842,509	3,938,674	4,037,141	4,138,070	4,241,522	4,347,560	4,456,249
<b>3.3 Tenting</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>
Sites	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Camping fees	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Estimated % of use annualized	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Days of operation	365	365	365	365	365	365	365	365	365	365	365	365	365	365
Occupied site days	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>3.4 Group Use - tenting</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>
Existing tent sites	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of groups per year	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Group use fees/person	13.12	13.45	13.79	14.13	14.48	14.85	15.22	15.60	15.99	16.39	16.80	17.22	17.65	18.09
Average number of tent sites per use	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Days of operation	365	365	365	365	365	365	365	365	365	365	365	365	365	365
Occupied tent site days, est. 2 days per event	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Total revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>3.5 Long Term Stay By the Week</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>
Sites	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of weeks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fee per week	177.13	181.56	186.10	190.75	195.52	200.41	205.42	210.55	215.82	221.21	226.74	232.41	238.22	244.18
Total revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>3.6 Cabins</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>
Number of cabins	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Charge per unit	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Days of operation	365	365	365	365	365	365	365	365	365	365	365	365	365	365
% of occupancy	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Occupied units	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>3.7 RV Storage</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>	<b>2041</b>
Parking spots	75	75	75	75	75	75	75	75	75	75	75	75	75	75
Estimated % of use annualized	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%
Days of operation	365	365	365	365	365	365	365	365	365	365	365	365	365	365
Occupied site days	24,638	24,638	24,638	24,638	24,638	24,638	24,638	24,638	24,638	24,638	24,638	24,638	24,638	24,638
Parking rate per day	13.12	13.45	13.79	14.13	14.48	14.85	15.22	15.60	15.99	16.39	16.80	17.22	17.65	18.09
Total revenue	323,265	331,347	339,631	348,121	356,824	365,745	374,889	384,261	393,867	403,714	413,807	424,152	434,756	445,625
<b>3.8 Total before "other" sources of income</b>	<b>3,555,919</b>	<b>3,644,817</b>	<b>3,735,937</b>	<b>3,829,336</b>	<b>3,925,069</b>	<b>4,023,196</b>	<b>4,123,776</b>	<b>4,226,870</b>	<b>4,332,542</b>	<b>4,440,855</b>	<b>4,551,877</b>	<b>4,665,674</b>	<b>4,782,316</b>	<b>4,901,873</b>
<b>3.9 Other Sources of Income</b>	<b>5%</b>													
% of income before Other Income	177,796	182,241	186,797	191,467	196,253	201,160	206,189	211,344	216,627	222,043	227,594	233,284	238,116	245,094
\$'s of Other Sources of Income														
<b>3.10 Total, All Revenue Sources</b>	<b>3,733,715</b>	<b>3,827,058</b>	<b>3,922,734</b>	<b>4,020,802</b>	<b>4,121,323</b>	<b>4,224,356</b>	<b>4,329,964</b>	<b>4,438,214</b>	<b>4,549,169</b>	<b>4,662,898</b>	<b>4,779,471</b>	<b>4,898,957</b>	<b>5,021,431</b>	<b>5,146,967</b>

<b>3.0 REVENUE ASSUMPTIONS</b>			
Annual Revenue Escalation	2.5%	2.5%	2.5%
<b>3.1 RV Pull in Sites</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
Sites	0	0	0
RV fees, serviced and non-service pull in sites	0.00	0.00	0.00
Estimated % of use annualized	80.0%	80.0%	80.0%
Days of operation	365	365	365
Occupied site days	0	0	0
Total revenue	0	0	0
<b>3.2 Regular sites, full hook up</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
Sites regular, full hook up	150	150	150
Estimated RV fees for pull through sites	111.24	114.02	116.87
Estimated % of use annualized	75.0%	75.0%	75.0%
Days of operation	365	365	365
Occupied site days	41,063	41,063	41,063
Total revenue	4,567,655	4,681,846	4,796,892
<b>3.3 Tenting</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
Sites	0	0	0
Camping fees	0.00	0.00	0.00
Estimated % of use annualized	0.0%	0.0%	0.0%
Days of operation	365	365	365
Occupied site days	0	0	0
Total revenue	0	0	0
<b>3.4 Group Use - tenting</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
Existing tent sites	0	0	0
Number of groups per year	0	0	0
Group use fees/person	18.54	19.00	19.48
Average number of tent sites per use	7	7	7
Days of operation	365	365	365
Occupied tent site days, est. 2 days per event	2	2	2
Total revenue	0	0	0
<b>3.5 Long Term Stay By the Week</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
Sites	0	0	0
No. of weeks	0	0	0
Fee per week	260.28	266.54	262.95
Total revenue	0	0	0
<b>3.6 Cabins</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
Number of cabins	0	0	0
Charge per unit	0.00	0.00	0.00
Days of operation	365	365	365
% of occupancy	0.0%	0.0%	0.0%
Occupied units	0	0	0
Revenue	0	0	0
<b>3.7 RV Storage</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
Parking spots	75	75	75
Estimated % of use annualized	90.0%	90.0%	90.0%
Days of operation	365	365	365
Occupied site days	24,638	24,638	24,638
Parking rate per day	18.54	19.00	19.48
Total revenue	456,765	468,185	479,689
<b>3.8 Total before "other" sources of income</b>	<b>5,024,420</b>	<b>5,150,031</b>	<b>5,278,782</b>
<b>3.9 Other Sources of Income</b>			
% of Income before Other Income	5%	5%	5%
\$/ of Other Sources of Income	251,221	257,502	263,939
<b>3.10 Total, All Revenue Sources*</b>	<b>5,275,641</b>	<b>5,407,532</b>	<b>5,542,721</b>

4.0 OPERATING COSTS

4.1 Operating expenses (% of gross revenue)

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Wages and salaries	0.00%	0.00%	0.00%	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%
Housekeeping cabins and tents	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Advertising and promotion	0.00%	0.00%	0.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Management fees	0.00%	0.00%	0.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Marketing	0.00%	0.00%	0.00%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%
Office Supplies	0.00%	0.00%	0.00%	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%
Repairs and maintenance	0.00%	0.00%	0.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%
Utilities/telephone	0.00%	0.00%	0.00%	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%
Accounting and legal	0.00%	0.00%	0.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Interest and bank charges	0.00%	0.00%	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Vehicle expenses	0.00%	0.00%	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Memberships and licencing	0.00%	0.00%	0.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Property tax	0.00%	0.00%	0.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%
Insurance	0.00%	0.00%	0.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Capital replacement allowance	0.00%	0.00%	0.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
	0.00%	0.00%	0.00%	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%

4.2 Operating expenses (\$ of gross revenue)

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Wages and salaries	0	0	0	459,685	565,388	706,306	726,013	744,163	762,768	781,837	801,383
Housekeeping cabins and tents	0	0	0	0	0	0	0	0	0	0	0
Advertising and promotion	0	0	0	104,469	128,497	160,979	165,003	169,128	173,356	177,690	182,132
Management fees	0	0	0	104,469	128,497	160,979	165,003	169,128	173,356	177,690	182,132
Marketing	0	0	0	58,503	71,958	90,148	92,402	94,712	97,060	99,506	101,994
Office Supplies	0	0	0	18,804	23,130	28,976	29,701	30,443	31,204	31,984	32,784
Repairs and maintenance	0	0	0	250,726	308,393	386,348	396,007	405,907	416,055	426,456	437,118
Utilities/telephone	0	0	0	229,833	282,694	354,153	363,007	372,082	381,384	390,918	400,691
Accounting and legal	0	0	0	41,788	51,399	64,391	66,001	67,551	69,343	71,078	72,853
Interest and bank charges	0	0	0	20,884	25,699	32,196	33,001	33,826	34,671	35,538	36,426
Vehicle expenses	0	0	0	20,884	25,699	32,196	33,001	33,826	34,671	35,538	36,426
Memberships and licencing	0	0	0	104,469	128,497	160,979	165,003	169,128	173,356	177,690	182,132
Property tax	0	0	0	146,257	179,896	225,370	231,004	236,779	242,699	248,766	254,985
Insurance	0	0	0	83,575	102,798	128,783	132,002	135,302	138,685	142,152	145,706
Capital replacement allowance	0	0	0	62,682	77,098	96,587	99,002	101,477	104,014	106,614	109,279
Total, all expenses	0	0	0	1,707,029	2,089,645	2,630,389	2,696,149	2,763,553	2,832,641	2,903,457	2,976,044

4.3 Municipal Land Lease based on "land" or "gross income"

Based on gross income

	0	0	0	156,704	192,746	241,468	247,504	253,692	260,034	266,535	273,199
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4.4 Total Expenses

	0	0	0	1,863,733	2,292,391	2,871,857	2,943,653	3,017,245	3,092,676	3,169,993	3,249,243
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5.0 NET OPERATING INCOME

	0	0	0	225,854	277,554	347,714	368,406	368,317	374,450	383,811	393,406
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land value supported				2,820,672	3,469,426	4,346,420	4,465,081	4,566,458	4,680,619	4,797,635	4,917,576
per acre for 12 acres				235,056	289,119	362,202	371,257	380,538	390,052	399,803	409,798

**4.0 OPERATING COSTS**

**4.1 Operating expenses (% of gross revenue)**

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Wages and salaries	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%	22.00%
Housekeeping cabins and tents	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Advertising and promotion	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Management fees	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Marketing	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%	2.80%
Office Supplies	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%	0.90%
Repairs and maintenance	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%
Utilities/telephone	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%	11.00%
Accounting and legal	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Interest and bank charges	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Vehicle expenses	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Memberships and licencing	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Property tax	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%
Insurance	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
Capital replacement allowance	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%	81.70%

**4.2 Operating expenses (\$ of gross revenue)**

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Wages and salaries	821,417	841,953	863,002	884,577	906,691	929,358	952,592	976,407	1,000,817	1,025,838	1,051,484	1,077,771	1,104,715	1,132,333
Housekeeping cabins and tents	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Advertising and promotion	186,886	191,353	196,137	201,040	206,066	211,218	216,496	221,911	227,458	233,145	238,974	244,948	251,072	257,348
Management fees	186,886	191,353	196,137	201,040	206,066	211,218	216,496	221,911	227,458	233,145	238,974	244,948	251,072	257,348
Marketing	104,544	107,158	109,837	112,582	115,397	118,282	121,239	124,270	127,377	130,561	133,825	137,171	140,600	144,115
Office Supplies	33,603	34,444	35,305	36,187	37,092	38,019	38,970	39,944	40,943	41,966	43,015	44,091	45,193	46,323
Repairs and maintenance	448,046	459,247	470,728	482,496	494,559	506,923	519,596	532,586	545,900	559,548	573,536	587,875	602,572	617,636
Utilities/telephone	410,709	420,976	431,501	442,288	453,345	464,679	476,296	488,203	500,409	512,919	525,742	538,885	552,357	566,166
Accounting and legal	74,674	76,541	78,455	80,416	82,426	84,487	86,599	88,764	90,983	93,258	95,589	97,979	100,429	102,939
Interest and bank charges	37,337	38,271	39,227	40,208	41,213	42,244	43,300	44,382	45,492	46,629	47,795	48,990	50,214	51,470
Vehicle expenses	37,337	38,271	39,227	40,208	41,213	42,244	43,300	44,382	45,492	46,629	47,795	48,990	50,214	51,470
Memberships and licencing	186,886	191,353	196,137	201,040	206,066	211,218	216,496	221,911	227,458	233,145	238,974	244,948	251,072	257,348
Property tax	281,360	287,894	294,591	301,456	308,493	315,705	323,098	330,675	338,442	346,403	354,563	362,927	371,500	380,288
Insurance	149,349	153,084	156,909	160,832	164,853	168,974	173,199	177,529	181,967	186,516	191,179	195,958	200,857	205,879
Capital replacement allowance	112,011	114,812	117,682	120,624	123,640	126,731	129,899	133,146	136,475	139,887	143,384	146,969	150,643	154,409
Total, all expenses	3,050,445	3,126,706	3,204,874	3,284,996	3,367,121	3,451,299	3,537,581	3,626,021	3,716,671	3,809,588	3,904,827	4,002,448	4,102,509	4,205,072

**4.3 Municipal Land Lease**  
based on "land" or "gross income"

	280,029	287,029	294,205	301,560	309,099	316,827	324,747	332,866	341,188	349,717	358,480	367,422	376,607	386,023
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**4.4 Total Expenses**

	3,330,474	3,413,735	3,499,079	3,586,556	3,676,220	3,768,125	3,862,328	3,958,887	4,057,859	4,159,305	4,263,288	4,369,870	4,479,117	4,591,095
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**5.0 NET OPERATING INCOME**

	403,241	413,322	423,855	434,247	445,103	456,230	467,636	479,327	491,310	503,593	516,183	529,087	542,315	555,872
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	5,040,515	5,166,528	5,295,691	5,428,083	5,563,785	5,702,880	5,845,452	5,991,588	6,141,378	6,294,913	6,452,285	6,613,592	6,778,932	6,948,406
	420,043	430,544	441,308	452,340	463,649	475,240	487,121	499,299	511,782	524,576	537,690	551,133	564,911	579,034

**4.0 OPERATING COSTS**

<b>4.1 Operating expenses (% of gross revenue)</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
Wages and salaries	22.00%	22.00%	22.00%
Housekeeping cabins and tents	0.00%	0.00%	0.00%
Advertising and promotion	5.00%	5.00%	5.00%
Management fees	5.00%	5.00%	5.00%
Marketing	2.80%	2.80%	2.80%
Office Supplies	0.90%	0.90%	0.90%
Repairs and maintenance	12.00%	12.00%	12.00%
Utilities/telephone	11.00%	11.00%	11.00%
Accounting and legal	2.00%	2.00%	2.00%
Interest and bank charges	1.00%	1.00%	1.00%
Vehicle expenses	1.00%	1.00%	1.00%
Memberships and licencing	5.00%	5.00%	5.00%
Property tax	7.00%	7.00%	7.00%
Insurance	4.00%	4.00%	4.00%
Capital replacement allowance	3.00%	3.00%	3.00%
	81.70%	81.70%	81.70%

<b>4.2 Operating expenses (\$ of gross revenue)</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
Wages and salaries	1,160,641	1,189,657	1,219,399
Housekeeping cabins and tents	0	0	0
Advertising and promotion	263,782	270,377	277,136
Management fees	263,782	270,377	277,136
Marketing	147,718	151,411	155,196
Office Supplies	47,481	48,668	49,884
Repairs and maintenance	633,077	648,904	665,126
Utilities/telephone	580,321	594,829	609,699
Accounting and legal	105,513	108,151	110,854
Interest and bank charges	52,756	54,075	55,427
Vehicle expenses	52,756	54,075	55,427
Memberships and licencing	263,782	270,377	277,136
Property tax	369,295	378,527	387,990
Insurance	211,026	216,301	221,709
Capital replacement allowance	158,269	162,226	166,282
Total, all expenses	4,310,199	4,417,954	4,528,403

<b>4.3 Municipal Land Lease</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
based on "land" or "gross income"	395,673	405,565	415,704

<b>4.4 Total Expenses</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
	4,705,872	4,823,519	4,944,107

<b>5.0 NET OPERATING INCOME</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
	569,769	584,013	598,614

	<b>7,122,116</b>	<b>7,300,169</b>	<b>7,482,673</b>
	<b>593,510</b>	<b>608,347</b>	<b>623,556</b>

**6.0 TAKE OUT FINANCING**

	<b>Phase 1 Take-Out Financing</b>												
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>		
Capital Cost	6,445,887												
Interest on Const. Loan	6.00												
Project Cost	8,445,893												
% Financed	60												
Loan Amount	4,427,536	Equity =	3,218,357										
Stated Annual Rate	6.00	0.493862203											
Amortization Period	20												
Mortgage Constant	8.55												
Mortgage Payments starting	412,574	0	0	0	412,574	412,574	412,574	412,574	412,574	412,574	412,574	412,574	412,574
	2020												
	<b>Phase 2 Take-Out Financing</b>												
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>		
Capital Cost	0												
Interest on Const. Loan	0.00												
Project Cost	0												
% Financed	0												
Loan Amount	0	Equity =	0										
Stated Annual Rate	0.00	0											
Amortization Period	20												
Mortgage Constant	0.00												
Mortgage Payments starting	0	0	0	0	0	0	0	0	0	0	0	0	0
	0												
	<b>Phase 3 Take-Out Financing</b>												
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>		
Capital Cost	0												
Interest on Const. Loan	0.00												
Project Cost	0												
% Financed	0												
Loan Amount	0	Equity =	0										
Stated Annual Rate	0.00	0											
Amortization Period	0												
Mortgage Constant	0.00												
Mortgage Payments starting	0	0	0	0	0	0	0	0	0	0	0	0	0
	0												
<b>Total Mortgage Payments</b>				416,614	416,616	416,618	416,620	416,622	416,624	416,626	416,628		

**6.0 TAKE OUT FINANCING**

	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>2033</u>	<u>2034</u>	<u>2035</u>	<u>2036</u>	<u>2037</u>	<u>2038</u>	<u>2039</u>	<u>2040</u>	<u>2041</u>
Capital Cost														
Interest on Const. Loan														
Project Cost														
% Financed														
Loan Amount														
Stated Annual Rate														
Amortization Period														
Mortgage Constant														
Mortgage Payments starting	412,574	412,574	412,574	412,574	412,574	412,574	412,574	412,574	412,574	412,574	412,574	412,574	412,574	412,574
Capital Cost														
Interest on Const. Loan														
Project Cost														
% Financed														
Loan Amount														
Stated Annual Rate														
Amortization Period														
Mortgage Constant														
Mortgage Payments starting	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Capital Cost														
Interest on Const. Loan														
Project Cost														
% Financed														
Loan Amount														
Stated Annual Rate														
Amortization Period														
Mortgage Constant														
Mortgage Payments starting	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Mortgage Payments	416,630	416,632	416,634	416,636	416,638	416,640	416,642	416,644	416,646	416,648	416,650	416,652	416,654	416,656

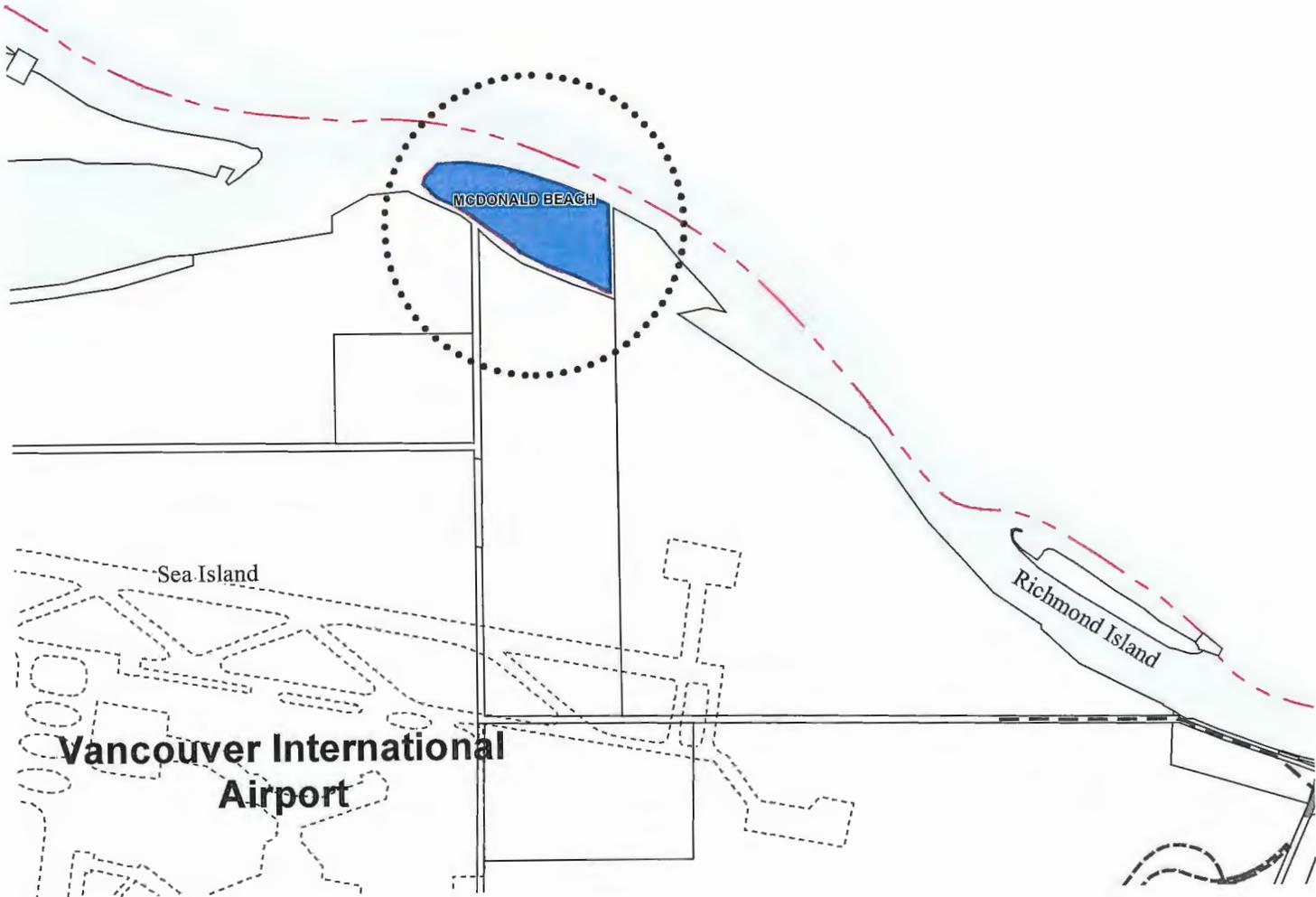
**6.0 TAKE OUT FINANCING**

Capital Cost	<u>2042</u>	<u>2043</u>	<u>2044</u>
Interest on Const. Loan			
Project Cost			
% Financed			
Loan Amount			
Stated Annual Rate			
Amortization Period			
Mortgage Constant			
Mortgage Payments starting	412,574	412,574	412,574
Capital Cost	<u>2042</u>	<u>2043</u>	<u>2044</u>
Interest on Const. Loan			
Project Cost			
% Financed			
Loan Amount			
Stated Annual Rate			
Amortization Period			
Mortgage Constant			
Mortgage Payments starting	0	0	0
Capital Cost	<u>2042</u>	<u>2043</u>	<u>2044</u>
Interest on Const. Loan			
Project Cost			
% Financed			
Loan Amount			
Stated Annual Rate			
Amortization Period			
Mortgage Constant			
Mortgage Payments starting	0	0	0
Total Mortgage Payments	416,658	416,660	416,662

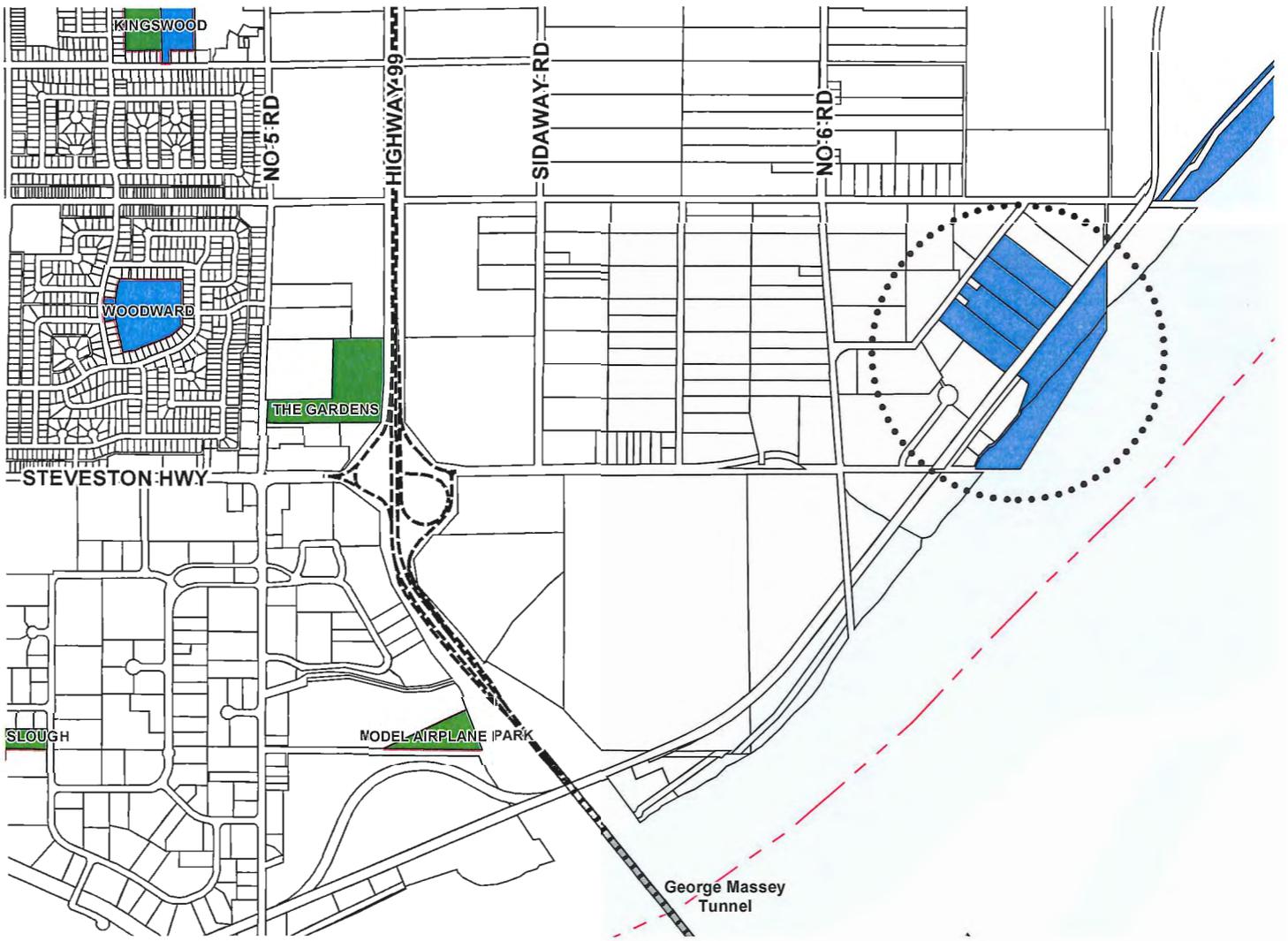
<b>7.0 CASH FLOW</b>											
<b>7.1 Net Revenues</b>											
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>
Gross Income all sources	0	0	0	2,089,387	2,569,945	3,219,571	3,300,060	3,382,561	3,467,125	3,553,803	3,642,649
Other	0	0	0	0	0	0	0	0	0	0	0
Cash Equity--40% construction	3,339,357	248,884	2,848,470	0	0	0	0	0	0	0	0
Mortgage Principal Received	0	0	0	4,827,536	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>3,339,357</b>	<b>248,884</b>	<b>2,848,470</b>	<b>6,916,922</b>	<b>2,569,945</b>	<b>3,219,571</b>	<b>3,300,060</b>	<b>3,382,561</b>	<b>3,467,125</b>	<b>3,553,803</b>	<b>3,642,649</b>
<b>7.2 Project Costs</b>											
Construction + Development	302,500	622,211	7,121,176	0	0	0	0	0	0	0	0
Land Lease	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	1,707,029	2,099,645	2,630,389	2,696,149	2,763,553	2,832,641	2,903,457	2,976,044
Other	0	0	0	0	0	0	0	0	0	0	0
Mortgage Payments	0	0	0	416,614	416,616	416,618	416,620	416,622	416,624	416,626	416,628
<b>Total</b>	<b>302,500</b>	<b>622,211</b>	<b>7,121,176</b>	<b>2,123,643</b>	<b>2,516,261</b>	<b>3,047,007</b>	<b>3,112,769</b>	<b>3,180,174</b>	<b>3,249,265</b>	<b>3,320,083</b>	<b>3,392,672</b>
	0	622,211	7,121,176	1,707,029	2,099,645	2,630,389	2,696,149	2,763,553	2,832,641	2,903,457	2,976,044
<b>7.3 CONSTRUCTION FINANCING</b>											
Annual Interest Rate	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>
Opening Balance	0	81,500	54,827	4,827,532	0	0	0	0	0	0	0
Plus Additional	181,500	373,327	4,272,706	0	0	0	0	0	0	0	0
Less Payments	0	0	0	4,827,532	0	0	0	0	0	0	0
Equals Closing Balance	181,500	554,827	4,827,532	0	0	0	0	0	0	0	0
Interest Costs	5,445	22,080	181,471	289,652	0	0	0	0	0	0	0
<b>7.4 CASH FLOW</b>											
<b>7.4.1 Annual</b>											
	(3,344,802)	(270,974)	(3,009,941)	(323,904)	53,684	172,564	187,291	202,387	217,860	233,720	249,977
<b>7.4.2 Cumulative</b>											
	(3,344,802)	(3,615,776)	(6,625,718)	(6,949,622)	(6,895,938)	(6,723,374)	(6,536,083)	(6,333,696)	(6,115,836)	(5,882,116)	(5,632,139)
<b>8.0 RETURN ON PROJECT COST</b>											
Revenues	0	0	0	2,089,387	2,569,945	3,219,571	3,300,060	3,382,561	3,467,125	3,553,803	3,642,649
Construction and Operating Costs	302,500	622,211	7,121,176	1,707,029	2,099,645	2,630,389	2,696,149	2,763,553	2,832,641	2,903,457	2,976,044
Net Income	(302,500)	(622,211)	(7,121,176)	382,358	470,300	589,181	603,911	619,009	634,484	650,346	666,605
<b>8.1 Net present value @ 10 % =</b>											(1,669,752)
<b>8.2 Indicated Internal rate of return (IRR)</b>											6.78%
<b>9.0 RETURN ON EQUITY INVESTMENT</b>											
Equity	(3,344,802)	(270,974)	(3,009,941)	(323,904)	0	0	0	0	0	0	0
Cash throw off	0	0	0	0	53,684	172,564	187,291	202,387	217,860	233,720	249,977
Cash flow	(3,344,802)	(270,974)	(3,009,941)	(323,904)	53,684	172,564	187,291	202,387	217,860	233,720	249,977
<b>9.1 Net present value @ 10 % =</b>											(4,095,484)
<b>9.2 Indicated Internal rate of return (IRR) on equ+A36ity investment</b>											1.19%

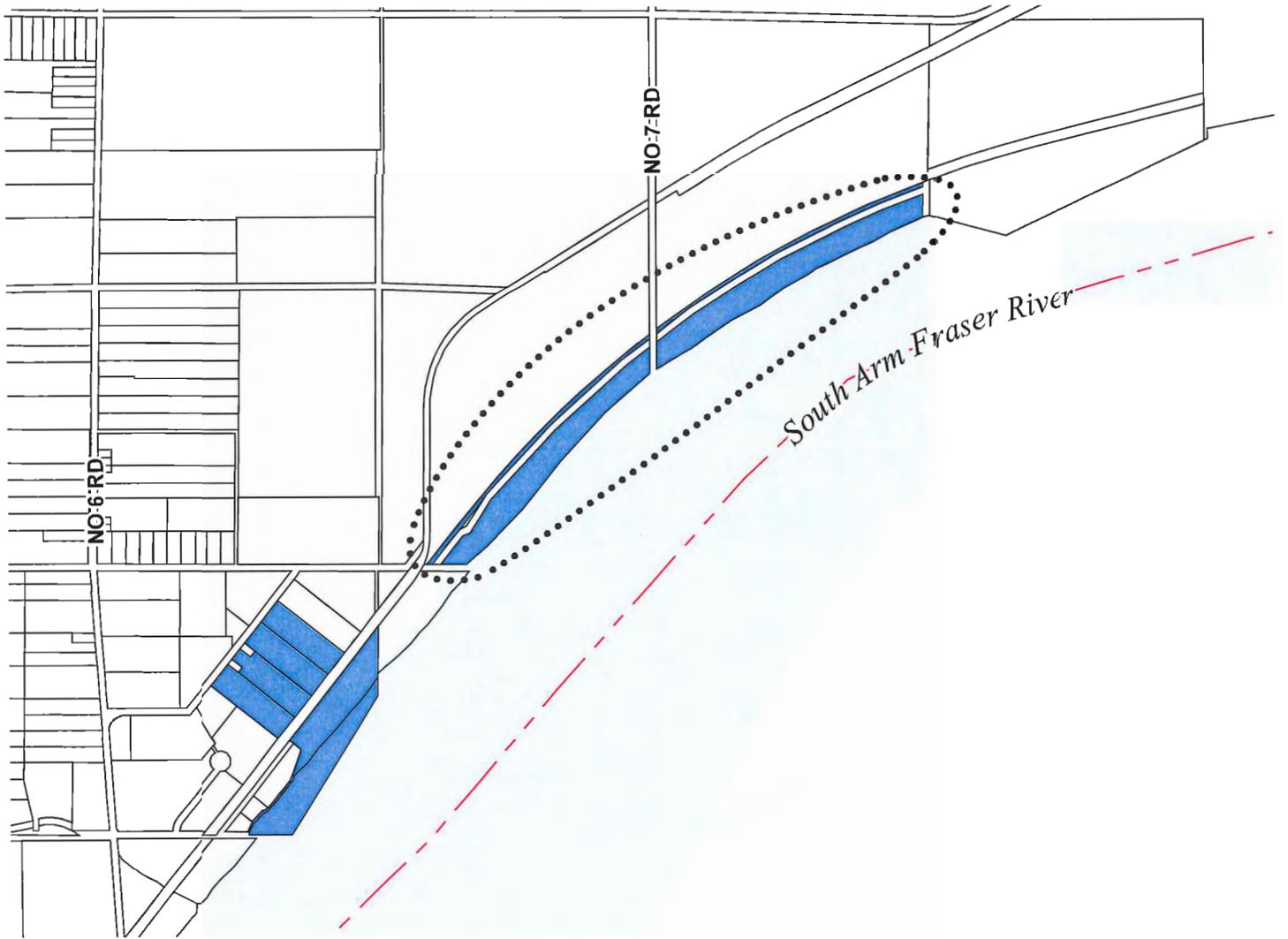
	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
<b>7.0 CASH FLOW</b>														
<b>7.1 Net Revenue</b>														
Gross Income all sources	3,733,715	3,827,058	3,922,734	4,020,802	4,121,323	4,224,356	4,329,964	4,438,214	4,549,169	4,662,898	4,779,471	4,898,957	5,021,431	5,146,967
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cash Equity--40% construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mortgage Principal Received	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>3,733,715</b>	<b>3,827,058</b>	<b>3,922,734</b>	<b>4,020,802</b>	<b>4,121,323</b>	<b>4,224,356</b>	<b>4,329,964</b>	<b>4,438,214</b>	<b>4,549,169</b>	<b>4,662,898</b>	<b>4,779,471</b>	<b>4,898,957</b>	<b>5,021,431</b>	<b>5,146,967</b>
<b>7.2 Project Costs</b>														
Construction + Development	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land Lease	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	3,050,445	3,126,706	3,204,874	3,284,996	3,367,121	3,451,299	3,537,581	3,626,021	3,716,671	3,809,588	3,904,827	4,002,448	4,102,509	4,205,072
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mortgage Payments	416,630	416,632	416,634	416,636	416,638	416,640	416,642	416,644	416,646	416,648	416,650	416,652	416,654	416,656
Total	3,467,075	3,543,338	3,621,508	3,701,631	3,783,758	3,867,938	3,954,223	4,042,664	4,133,317	4,226,236	4,321,477	4,419,100	4,519,163	4,621,728
	3,050,445	3,126,706	3,204,874	3,284,996	3,367,121	3,451,299	3,537,581	3,626,021	3,716,671	3,809,588	3,904,827	4,002,448	4,102,509	4,205,072
<b>7.3 CONSTRUCTION FINANCING</b>														
Annual Interest Rate	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Opening Balance	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plus Additional	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Less Payments	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Equals Closing Balance	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Interest Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>7.4 CASH FLOW</b>														
<b>7.4.1 Annual</b>	266,640	283,720	301,227	319,171	337,584	356,417	375,742	395,549	415,852	436,663	457,993	479,857	502,268	525,239
<b>7.4.2 Cumulative</b>	(5,365,499)	(5,081,779)	(4,780,553)	(4,461,382)	(4,123,817)	(3,767,400)	(3,391,658)	(2,996,109)	(2,580,257)	(2,143,595)	(1,686,601)	(1,205,744)	(703,476)	(178,237)
<b>8.0 RETURN ON PROJECT COST</b>														
Revenues	3,733,715	3,827,058	3,922,734	4,020,802	4,121,323	4,224,356	4,329,964	4,438,214	4,549,169	4,662,898	4,779,471	4,898,957	5,021,431	5,146,967
Construction and Operating Costs	3,050,445	3,126,706	3,204,874	3,284,996	3,367,121	3,451,299	3,537,581	3,626,021	3,716,671	3,809,588	3,904,827	4,002,448	4,102,509	4,205,072
Net Income	683,270	700,352	717,860	735,807	754,202	773,057	792,383	812,193	832,498	853,310	874,643	896,509	918,922	941,895
<b>8.1 Net present value @</b>														
<b>8.2 Indicated Internal rate of return (IRR)</b>														
<b>9.0 RETURN ON EQUITY INVESTMENT</b>														
Equity	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cash throw off	266,640	283,720	301,227	319,171	337,584	356,417	375,742	395,549	415,852	436,663	457,993	479,857	502,268	525,239
Cash flow	266,640	283,720	301,227	319,171	337,584	356,417	375,742	395,549	415,852	436,663	457,993	479,857	502,268	525,239
<b>9.1 Net present value @</b>														
<b>9.2 Indicated Internal rate of return (IRR) on equ+A361t</b>														

<b>7.0 CASH FLOW</b>			
<b>7.1 Net Revenues</b>	<b>2042</b>	<b>2043</b>	<b>2044</b>
Gross Income all sources	5,275,641	5,407,532	5,542,721
Other	0	0	0
Cash Equity--40% construction	0	0	0
Mortgage Principal Received	0	0	0
TOTAL	5,275,641	5,407,532	5,542,721
<b>7.2 Project Costs</b>			
Construction + Development	0	0	0
Land Lease	0	0	0
Operating Costs	4,310,199	4,417,954	4,528,403
Other	0	1	2
Mortgage Payments	416,658	416,660	416,652
Total	4,726,857	4,834,615	4,945,067
	4,310,199	4,417,955	4,528,405
<b>7.3 CONSTRUCTION FINANCING</b>			
	<b>2042</b>	<b>2043</b>	<b>2044</b>
Annual Interest Rate	6.00	6.00	6.00
Opening Balance	0	0	0
Plus Additional	0	0	0
Less Payments	0	0	0
Equals Closing Balance	0	0	0
Interest Costs	0	0	0
<b>7.4 CASH FLOW</b>			
<b>7.4.1 Annual</b>	<b>548,785</b>	<b>572,918</b>	<b>597,654</b>
<b>7.4.2 Cumulative</b>	<b>370,548</b>	<b>943,465</b>	<b>1,541,120</b>
<b>8.0 RETURN ON PROJECT COST</b>			
	<b>2042</b>	<b>2043</b>	<b>2044</b>
Revenues	5,275,641	5,407,532	5,542,721
Construction and Operating Costs	4,310,199	4,417,955	4,528,405
Net Income	965,442	989,577	1,014,316
<b>8.1 Net present value @</b>			
<b>8.2 Indicated Internal rate of return (IRR)</b>			
<b>9.0 RETURN ON EQUITY INVESTMENT</b>			
Equity	0	0	0
Cash throw off	548,785	572,918	597,654
Cash flow	548,785	572,918	597,654
<b>9.1 Net present value @</b>			
<b>9.2 Indicated Internal rate of return (IRR) on equ+A361:</b>			



Map Locations  
A: McDonald Beach







## Map Locations

PRCS - 83 D: Woodward's Landing Campsite



# City of Richmond

## Report to Committee

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

**Date:** June 27, 2016

**From:** Jane Fernyhough  
Director, Arts, Culture and Heritage Services

**File:** 11-7000-09-20-208

**Re:** 5460-5560 Moncton Street Sidewalk Public Artwork

### Staff Recommendation

That the concept proposal and installation of the artwork proposed for the 5460-5560 Moncton Street Sidewalk, "Poet's Promenade" by artist Jeanette G. Lee, as presented in the staff report titled "5460-5560 Moncton Street Sidewalk Public Artwork" dated June 27, 2016, from the Director, Arts, Culture and Heritage Services, be approved.

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

Att. 2

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Engineering Transportation Development Applications	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> DW	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

As part of the Am-Pri Developments (2013) Ltd. development at 5460, 5480, 5500, 5520, 5540 and 5560 Moncton Street, the developer made a voluntary cash contribution of \$44,468 to the Public Art Reserve. Staff, in consultation with the developer, recommend that these funds be used to develop the artwork for the Moncton Street sidewalk along the frontage of the new development. This report presents the proposed location, public artwork and artist for Council's consideration.

This report supports Council's 2014–2018 Term Goal #2 A Vibrant, Active and Connected City:

*Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.*

2.1. *Strong neighbourhoods.*

2.4. *Vibrant arts, culture and heritage opportunities.*

### Analysis

#### Richmond Public Art Program

The Richmond Public Art Program sets a framework for creating opportunities for people to experience art in everyday life, encourage citizens to take pride in public cultural expression and complement the character of Richmond's diverse neighbourhoods through the creation of distinct public spaces.

The City's Public Art Program Policy encourages the private sector to support the integration of public artworks in the community during the rezoning and development permit process through integration of artworks either on their development site or on a City controlled property. Where located on City controlled land, the artwork will become the property of the City.

#### Development Proposal

The Am-Pri Developments (2013) Ltd. development consists of a 30-lot single-family residential subdivision. It is located at 5460, 5480, 5500, 5520, 5540 and 5560 Moncton Street, to the east of Trites Road and to the west of No. 2 Road in Steveston. Council approved the development's rezoning application (RZ 14-674749) on June 13, 2016. In addition, the developer entered into a Servicing Agreement, including the design and construction of the Moncton Street frontage sidewalk and boulevard (SA 15-706298).

#### Heritage

Moncton Street's Japanese gardens were characterized with small-scale, elegant, and simple plantings located in the front yards of a row of modest residential homes along a two-block

length of Moncton Street (4600-5500 Moncton Street). Consisting mainly of foliage plants, with some flowering species and the occasional annual, the gardens expressed the character of traditional Japanese garden style. Through the rezoning process, the developer agreed to install Japanese themed gardens beside the sidewalk along the Moncton Street frontage of the site. The proposed public art installation will complement these gardens.

### Proposed Location

Due to the subdivision of the site into 30 lots, where maintenance of the work would need to be coordinated with individual property owners, the preferred location for public art associated with the development is on City lands fronting the site. The street frontage provides an opportunity for pedestrians to experience the art. As part of the Servicing Agreement (SA 15-706298), the developer agreed to integrate public art with the new sidewalk, fronting Moncton Street, mid-block between Trites Road and No. 2 Road.

### Terms of Reference

The Public Art Terms of Reference (Attachment 1), prepared by public art consultant Jan Ballard, Ballard Fine Art Ltd., describes the art opportunity, site description, theme, budget, schedule, artist selection process and submission criteria. The public art consultant has met with the Steveston 20/20 Group and Richmond Arts Coalition and has incorporated their feedback in the development of the Terms of Reference. The Terms of Reference were reviewed and endorsed by the Public Art Advisory Committee on April 19, 2016.

### Public Art Selection Process

Following the administrative procedures for artist selection of public artworks, an arm's length selection panel was engaged in a two-stage artist selection process. The three member selection panel consisting of two representatives from the Richmond/Steveston community and the developer's representative included:

- Joyce Kamikura, artist;
- Sarah Glen, artist; and
- Amit Sandhu, developer.

On April 28, 2016, the selection panel met to select three artists or artist teams from a list of artists recommended for the project by the consultant and the selection panel. The panel recommended that two additional artists be included on the short list. The five shortlisted artists were invited to develop a concept proposal for the project and were paid an honorarium of \$500 each to submit their proposals and attend an interview.

An artist orientation was held on May 10, 2016, at which time the consultant, developer and staff provided background on the goals and technical requirements for the project.

On June 6, 2016, the panel met again and reviewed the short-listed artist submissions and interviewed the artists. The concept proposal by Jeanette Lee was recommended for the commission (Attachment 2).

### Proposed Artwork

The proposed artwork, entitled *Poet's Promenade*, transforms the approximately 118-metre new sidewalk on Moncton Street into a contemplation of the four seasons through English translations of the poetry of the Haiku poet Matsuo Basho (Attachment 2).

The proposal is to prepare metal stamps to create low-relief impressions of the outline of paving stones in the sidewalk surface. The text will be fabricated from stainless steel and mounted flush with the sidewalk. The installation of the stamping and embedded text will be coordinated by the artist with the sidewalk construction.

According to the artist:

“The word ‘promenade’ in the English dictionary defines itself as a ‘walk in a public place for pleasure.’ The word ‘promenade’ in the Japanese context originally, always featured a pathway for strolling designed to complement the home and allow communal time with nature. The *Poets' Promenade* artwork is inspired by combining ideas of both the western and the heritage Japanese promenades.”

Jeanette G. Lee has been an artist for over 30 years, with a strong interest in the natural environment. Jeanette's previous public artworks in Richmond include *House of Roots* (2003) at Paulik Neighbourhood Park, *Green Symphony* (2011) at the Richmond Nature Park, and *Rising* (2014) located at the West Richmond Community Centre.

### Staff Comments on Proposed Artwork

Development Applications, Parks, Arts Services and Engineering staff have reviewed the proposed location in terms of urban design, maintenance and pedestrian safety and have no concerns with the concept proposal. Staff have also consulted with the Richmond Centre for Disabilities to review criteria for accessibility and safety and they have no concerns. Staff will continue to review the detailed design as it is developed to ensure that the artist addresses any technical or safety issues that may be identified.

The proposed low-relief stamping into the concrete is not anticipated to impact movement of wheelchairs or strollers. The small amount of stainless steel for the text to be flush mounted into the sidewalk is not anticipated to create a slipping hazard. Staff and the Richmond Centre for Disabilities will review the detailed design and provide comments to the artist.

The artwork will be designed so that it can be easily repaired or replicated with original concrete stamp forms if future utility or street work is required. The artist will be required to retain a structural engineer to sign off on the structural integrity of the proposed artwork, and confirm that it will not create any additional risks of cracking to the sidewalk.

### Cost of the artwork and Transfer of Ownership

Staff propose that the developer's voluntary cash contribution of \$44,648 to the Public Art Reserve Fund be directed towards the selection, fabrication and installation of the 5460–5560 Moncton Street public art project. Of this voluntary developer contribution, \$2,232 (5%) has been transferred to the Public Art Provision for City administration of the project. The artist

contract is for \$33,000. The remaining funds, \$9,416, will remain in the Public Art Reserve for public art consultant fees (\$4,465), administration costs of the selection process (\$2,000) and contingencies (\$2,951). Upon completion, the ownership of the artwork will be transferred to the City from the artist.

### **Financial Impact**

The artwork will require minimal periodic washing and maintenance at an approximate cost of up to \$1,000 per year, on average, for cleaning and sidewalk repairs should they be required. Funds would be allocated out of the Public Art Program's annual operating budget. The Public Art Program will be responsible for major repairs that may be required over the life of the installation and sidewalk.

### **Conclusion**

Funding of the proposed artwork by Jeanette G. Lee signifies a continuing show of support by developers for the importance of public art to Richmond neighbourhoods and the City. The inclusion of public art within the 5460–5560 Moncton Street sidewalk will enhance the public realm within a publicly accessible open space and support the vision of Steveston as a high-amenity, pedestrian-oriented community.



Eric Fiss  
Public Art Planner  
(604-247-4612)

- Att. 1: Detailed Public Art, Artist Call Terms of Reference  
2: Artwork Concept Proposal, *Poet's Promenade* by Jeanette G. Lee



# DETAILED PUBLIC ART PLAN 5460-5560 Moncton, Steveston BC

APRIL 11, 2016



SUBMITTED BY:

**Jan Ballard** | Ballard Fine Art Ltd.

W. 604 922 6843 | C. 604 612 6645 | E. [jan@ballardfineart.com](mailto:jan@ballardfineart.com)

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# INTRODUCTION



*Gulf of Georgia Cannery, Steveston*

The 5460-5560 Moncton Development, located in the heart of Steveston Village in Richmond, presents an exciting opportunity to feature an engaging public artwork. Ampri is committed to hosting a captivating public artwork that speaks to the spirit and character of this historic neighbourhood.

Ampri is looking forward to working with the City of Richmond, the community, and the chosen artist to facilitate an inspiring artwork that will contribute in a meaningful way to the existing City of Richmond public art conversation.

# PROJECT DETAILS

<b>PROJECT ADDRESS</b>	5460-5560 Moncton Street, Richmond, BC
<b>LEGAL DESCRIPTION</b>	5560 Moncton St 9 SEC 12 BLK3N RG7W PL 21084 5540 Moncton St 10 SEC 12 BLK3N RG7W PL 21084 5520 Moncton St 11 SEC 12 BLK3N RG7W PL 21084 5500 Moncton St 12 SEC 12 BLK3N RG7W PL 21084 5480 Moncton St 13 SEC 12 BLK3N RG7W PL 21084 5460 Moncton St 14 SEC 12 BLK3N RG7W PL 21084
<b>TOTAL FSR AREA</b>	56,517 SF
<b>PUBLIC ART BUDGET</b>	\$44,648.43

# PROJECT CONSULTANTS

## **PROJECT DEVELOPER | AMPRI CONSTRUCTION LTD.**

9751 No. 6 Road  
Richmond, BC V6W 1E5  
T. 604 277 8453  
F. 604 270 8457

**Amit Sandhu** | General Manager  
E. asandhu@ampri.ca

## **PROJECT ARCHITECT | LYNDE DESIGNS LTD.**

8171 Claysmith Road  
Richmond, BC V7C 2K9  
T. 604 275 8085

**Rod Lynde**

## **LANDSCAPE ARCHITECT | MARUYAMA AND ASSOCIATES LANDSCAPE ARCHITECTS**

680, Leg in Boot Square  
Vancouver, BC V5Z 4B4  
T. 604 874 9967  
F. 604 874 9931

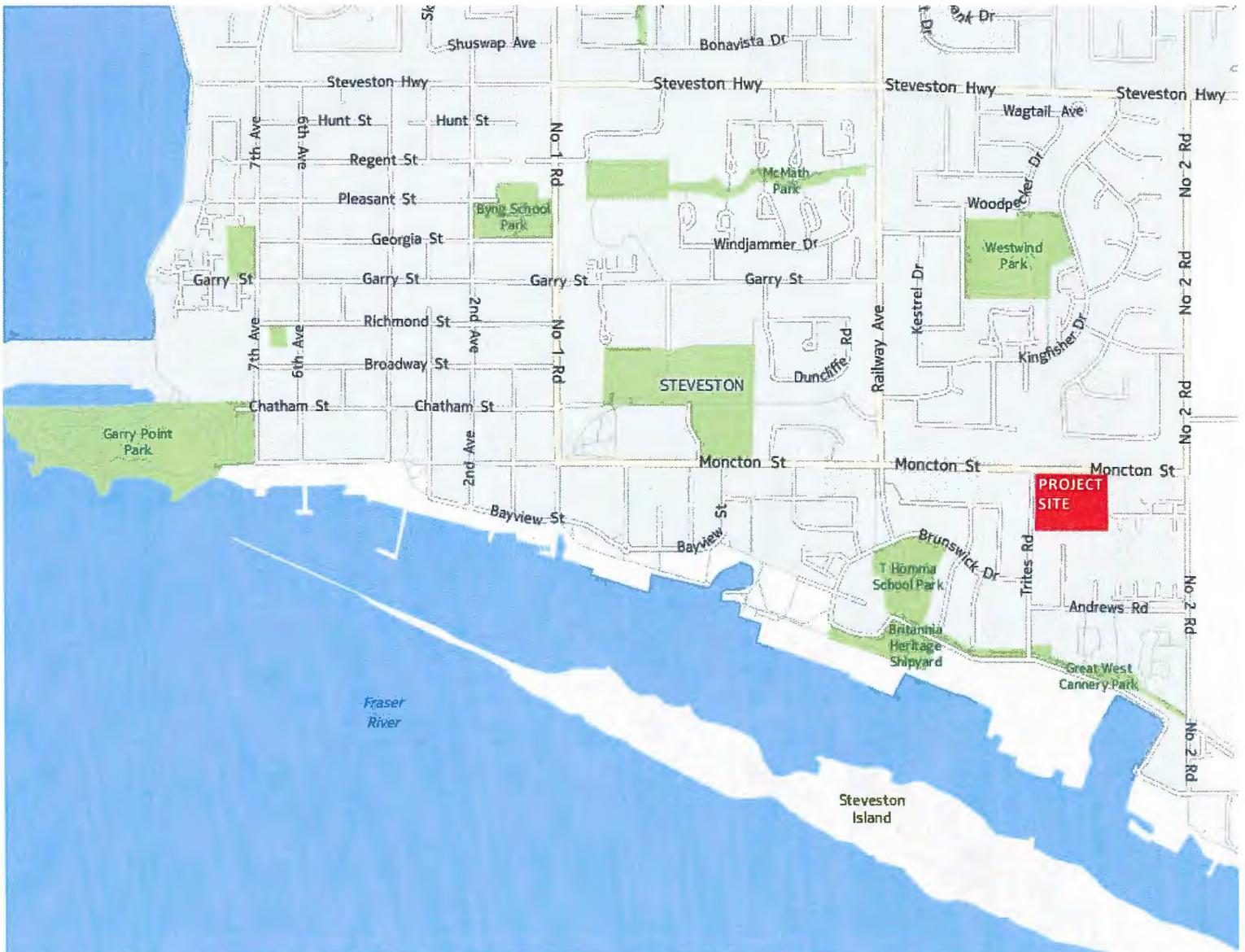
**Rod Maruyama** | Principal  
E. maruyama@telus.net

## **PUBLIC ART CONSULTANT | BALLARD FINE ART LTD.**

1243 Duchess Avenue  
West Vancouver, BC V7T 1H3  
T. 604 922 6843

**Jan Ballard** | Principal  
E. jan@ballardfineart.com  
C. 604 612 6645

# CONTEXT PLAN



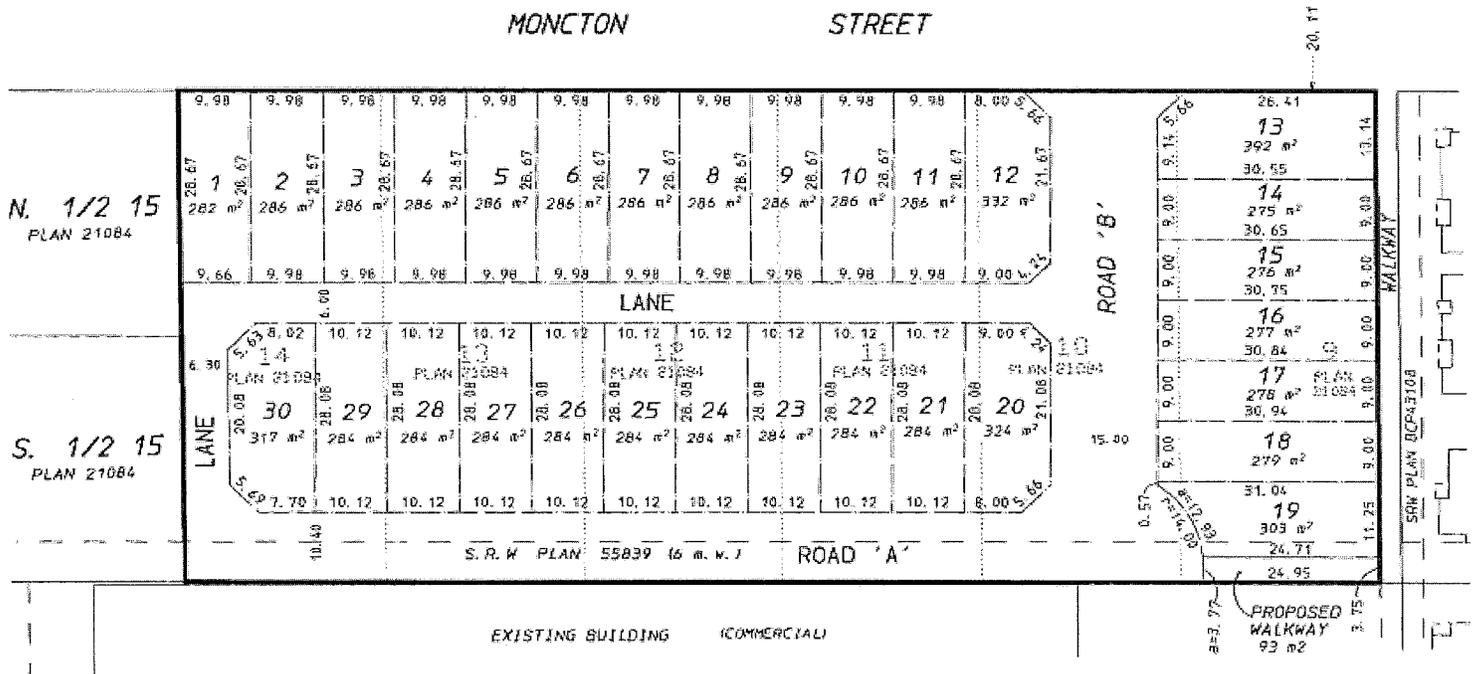
5460-5560 Moncton is located on the south side of Moncton Street, in the heart of Steveston

# PROJECT DESCRIPTION

5460-5560 Moncton is a unique single-family subdivision in Steveston, Richmond. The project consists of 30 single-family, freehold homes of approximately 1950 sf each. Located in a community with a rich and vibrant Japanese heritage, Moncton is a key historic street in the heart of Steveston. The project landscape design responds to this important cultural history with the unique inclusion of 500 ft. of Japanese gardens fronting the homes along Moncton Street.

5460-5560 Moncton is bordered by Trites Road to the west, Moncton Street to the north, Andrews Road to the south, and a newly built roadway "Road B" to the east. The addition of this street, located west of the last row of lots along the easterly limit of the site, will improve accessibility throughout development. Another new roadway, "Road A", running parallel to Moncton Street, as well as an internal laneway, will further increase community connectivity, enhancing the family-oriented atmosphere of the entire site.

A variety of developments surround 5460-5560 Moncton, adding to the character of the neighbourhood. To the North, across Moncton Street, is a seniors assisted living complex as well as a number of single-family homes. To the South, fronting onto Trites Road, is an older multi-unit light industrial warehouse development. To the East, across a public walkway and fronting Moncton Street, is a newer 28-unit two-storey townhouse development. To the West, fronting onto Moncton Street and Trites Road is a recent 3-lot single-family subdivision as well as a single family home.



5460-5560 Moncton, view of new Roads A + B and lot division



Precedent images of 5460-5560 Moncton's homes

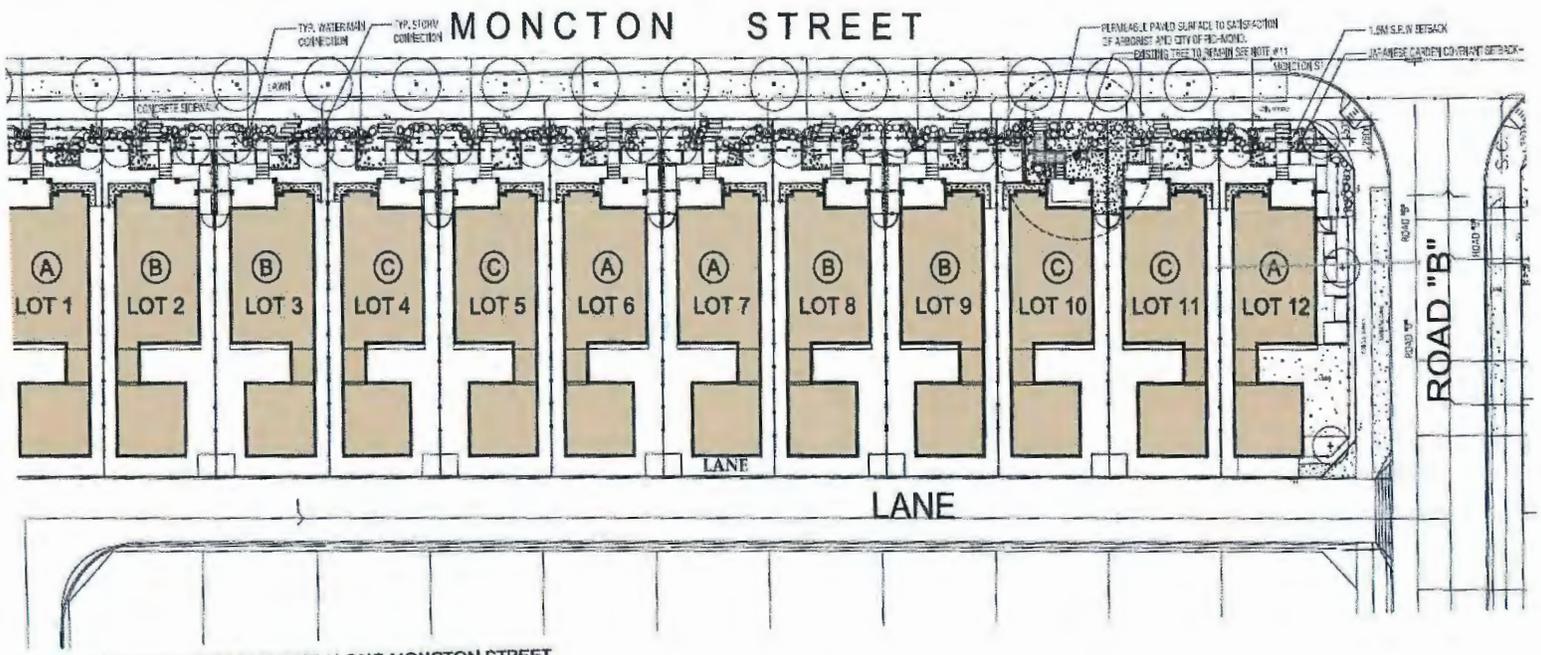
Located only minutes from Downtown Richmond and Vancouver, 5460-5560 Moncton will provide the community of Steveston with unique family residences in close proximity to a number of amenities, including Steveston's boardwalk, fisherman's wharf, and many shops and restaurants. Encouraging an active pedestrian experience that combines the close-knit qualities of small-town living with the ease of an urban environment, Ampri is committed to building homes and communities where families can dream, grow and inspire.



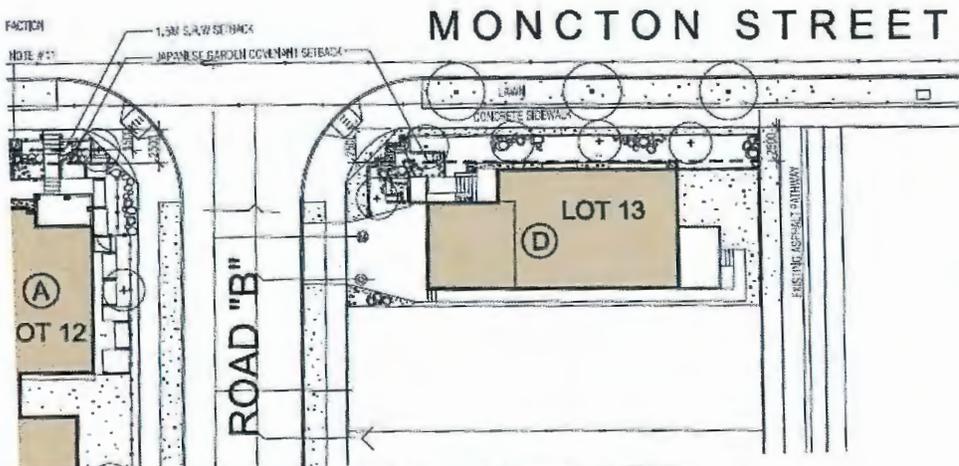
Sketches of 5460-5560 Moncton homes

# LANDSCAPE PLAN

5460-5560 Moncton is envisioned as a vibrant community environment. Benefitting from the unique historical context of Steveston, 5460-5560 Moncton's landscape plan will work in concert with the architecture to create a family-friendly and welcoming public realm. Responding to the rich social and cultural history of its surroundings, 5460-5560 Moncton will foster an inclusive space for living that acknowledges the past while celebrating the present.



NOTE PLAN: LANDSCAPE TREATMENT ALONG MONCTON STREET  
SCALE: 1:200 metric



NOTE PLAN: LANDSCAPE TREATMENT ALONG MONCTON STREET  
SCALE: 1:200 metric



Existing home on Moncton Street with Japanese Garden



# COMMUNITY CONTEXT



*Aerial view of Richmond, including the Fraser River*

5460-5560 Moncton is sited in the heart of Steveston, located in the southwest portion of Richmond along the South Arm of the Fraser River. Founded as a small town in 1880 by William Herbert Steves, Steveston's history is closely tied to the Fraser River. For thousands of years prior to European arrival, the Coast Salish peoples used the area for harvesting berries and fishing salmon, either setting up seasonal dwellings or permanent residences on the 17 islands at the mouth of the river.



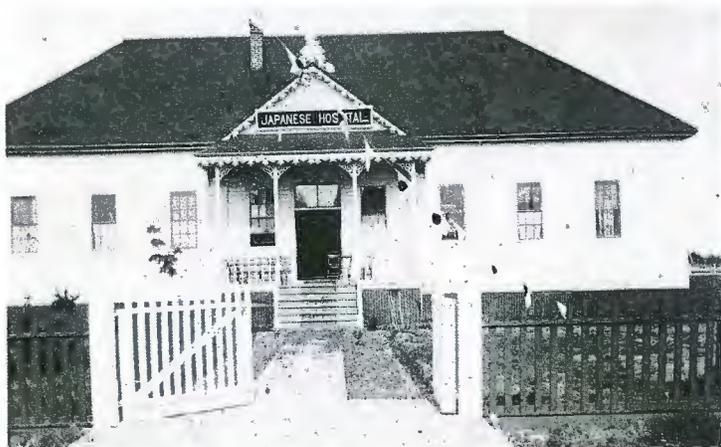
*Steveston, photo undated*



*'Cannery Land', Gulf of Georgia Cannery, Steveston, photo undated*

In the 1860s, drawn to the rich delta soil, pioneer farmers settled the area and began clearing, dyking and draining the land for agricultural purposes. In the 1870s, fishing and salmon canning emerged as a major industry for Steveston, encouraging the migration of many fishers, including those of First Nation, Japanese, Chinese and European heritage, to the area. By the 1890s, there were nearly 50 canneries, including the Gulf of Georgia Cannery, along the Fraser River, half of which were located in Steveston. Alongside the thriving fishing industry, boat-building also flourished. Many international ships made their way to Steveston to collect salmon, creating an abundant waterfront port community. As Steveston grew, so did surrounding Richmond. The first bridge to the mainland was built in 1889, creating an important linkage to neighbouring communities. The railway, built in 1902, created further opportunities for connection, as did the development of an airport on Sea Island in 1931, known today as Vancouver International Airport.

The Second World War was a challenging time for Richmond, as many of its Japanese citizens were unjustly sent to internment camps. Prior to the war, Steveston's Japanese community numbered about 2,000, making up more than two-thirds of Steveston. The Japanese people were a central part of Steveston's early history and played an integral role in bringing the community to life, with the Japanese Fisherman's Benevolent Society raising funds to build a school as well as Richmond's first hospital. After the war, the community began to grow again, and more Asian immigrants arrived in Richmond, including many people from China and Hong Kong.



*The Japanese Hospital, circa 1900*



*Japanese children on a Steveston dock, 1936*



*Pedestrians in the Street for the Annual Salmon Festival*



*Children play at the present day Georgia Cannery*

Today, Steveston remains an active fishing port with a lively, animated waterfront and charming heritage character. Steveston boasts a number of amenities, including local and independent shops, restaurants, cafes and historic buildings. Community amenities in the area of 5460-5560 Moncton include the Steveston Community centre and Pool, as well as Tomekichi Homma Elementary. 5460-5560 Moncton is also in close proximity to world-class greenspaces, trails and parks, including Garry Point Park, Imperial Landing Park, Great West Cannery Park, Westwind Neighbourhood School Park, and Steveston Square Park, currently being redeveloped. Steveston's diverse and culture-rich history is celebrated through a number of festivals, community activities, museums and National Historic Sites. These include the Salmon Festival and Maritime Festival, the Steveston Farmers Market and Asian Summer Nights Market, as well as the Gulf of Georgia Cannery Museum, housed in the original waterfront facility built in 1894, the Japanese Fisherman's Benevolent Society Museum, located in a newly-restored former office building from the 1890s, and the Britannia Shipyards. Community organizations such as the Steveston 20/20 Group and the Richmond Arts Coalition play a key role in celebrating the many important moments of Steveston's history, honouring diverse historic elements of the past while creating dynamic and inclusive plans for the future.

5460-5560 Moncton seeks to install an engaging public artwork that will work in tandem with the existing historic infrastructure of Steveston. The public art opportunity at 5460-5560 Moncton will improve the public realm and benefit the surrounding neighbourhood, supporting the close-knit and historically important community of Steveston.

# PUBLIC ART CONTEXT

The City of Richmond's Public Art Program is committed to offering public access to contemporary art and ideas, activating community participation within the city's public spaces. The Public Art Program's aim is to cultivate a public art collection that energizes public space, increasing connectivity while inspiring thought and dialogue. Richmond's public art collection currently includes over 100 artworks ranging in scope, size, medium, theme and acquisition dates. Transforming sites of work, live and play into welcoming, engaging and enjoyable environments, these artworks are a source of civic pride for the City, contributing in a meaningful way to the cultural fabric and identity of local communities.

Public artworks in the Steveston Waterfront Neighbourhood tell unique stories about the area's past and present, creating an interwoven dialogue and enlivening the public realm. Below is a brief summary of Steveston's existing works, in close proximity to the 5460-5560 Moncton development.

***Back on Track, Mia Weinberg (2013), 4011 Moncton Street***

*Back on Track* is a map integrated into the floor of the Steveston Interurban Tram Building entrance walkway. The map represents the 1956 BC electric interurban tram route, including station markers from Steveston all the way north along the Fraser River.

***Crossover, Carlyn Yandle (2011), Moncton Street and No. 1 Road***

*Crossover* is located at the crosswalk intersecting Moncton Street and No. 1 Road. Featuring a simple white netting pattern, *Crossover* has been abstracted to suggest both fish scales or schools of fish, referencing Steveston's rich fishing history.

***Japanese-Canadian Fisherman's Statue, Junichio Iwase (2002), Imperial Landing Park***

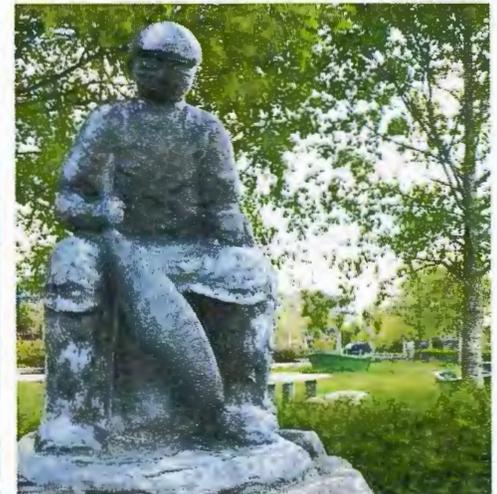
Dedicated to the pioneering Japanese fishermen of Steveston, this bronze memorial statue also commemorates the generations that followed and have continued to contribute the fishing industry in British Columbia.



*Back on Track, Mia Weinberg, 2013*



*Crossover, Carlyn Yandle, 2011*



*Japanese-Canadian Fisherman's Statue, Junichio Iwase, 2002*

**Steveston Community Centre "Bubbles" Mosaic, Bruce Walther (2008), Moncton Street at Easthope Avenue**

Located in the garden of the Steveston Community Centre, this artwork is a collaborative project between the artist and local youth. Depicting elements of Steveston's culture and history, this mosaic consists of 18 individual image "bubbles".

**Steveston's Fisherman's Memorial, G. Juhasz and G. Schemerholz (1996), Garry Point Park**

Located at Garry Point Park, this memorial is for fisherman lost at sea. A tall net and needle as well as a bronze mural depict fish boats and sea life, with the names of the lost listed on a nearby wall.



*"Bubbles Mosaic"*  
Bruce Walther, 2008



*Steveston's Fisherman's Memorial*, G. Juhasz and G. Schemerholz, 1996



*Steveston's Legacy*, Norm Williams, 2009



*Utility Box Art Wraps*, Andrew Briggs, 2015

**Steveston's Legacy, Norm Williams (2009), Georgia Cannery**

Supported by a number of local community members, groups and associations, Steveston's Legacy features a sculpture of three fishing industry workers in a typical 1930s scene.

**Utility Box Art Wraps, Andrew Briggs (2015), various locations**

Wrapped in historical Steveston images, these three utility boxes are located outside the Gulf of Georgia Cannery, at the intersection of No.1 Road and Moncton Street, and at the No. 1 Road Drainage Pump Station.

# GUIDING PRINCIPLES FOR PUBLIC ART

- Reflect the vision and spirit of the 5460-5560 Moncton Project
- Thoughtfully consider the historic, social, cultural and community contexts
- Integrate well to the site, public realm, architectural and landscape design
- Provide an artwork that is dynamic, energizes public space, and creates a welcoming and enjoyable environment for residents, visitors and passersby
- Offer maximum public accessibility, visibility and engagement

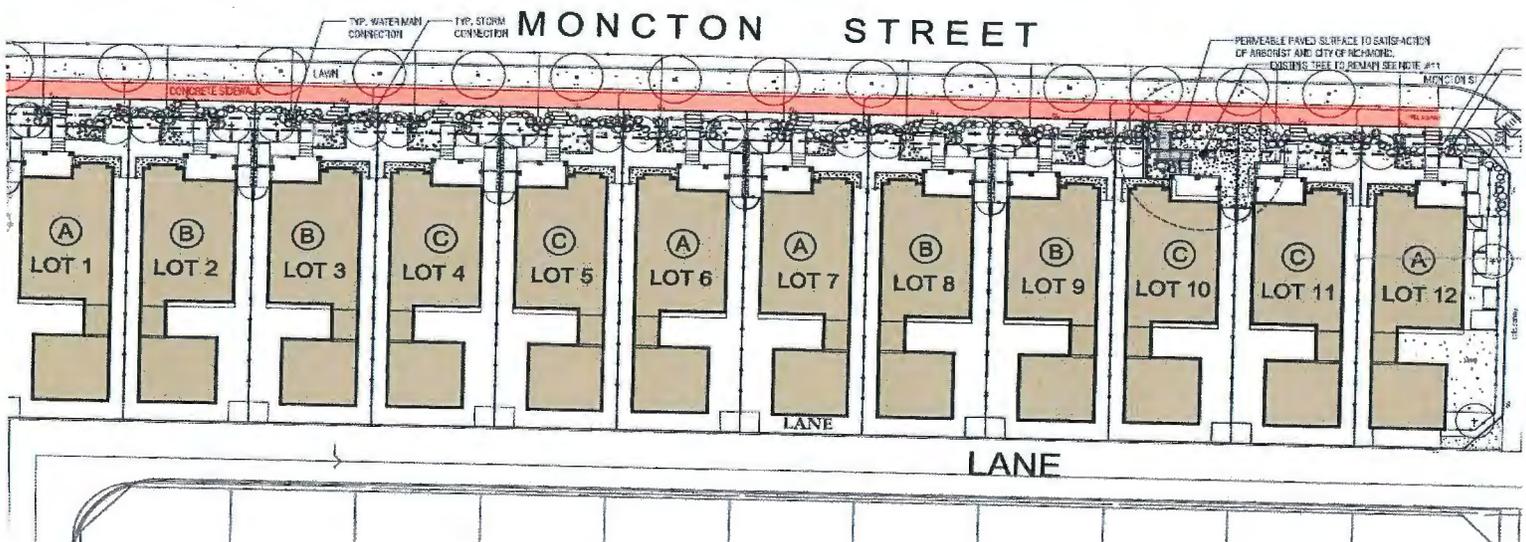


*Steveston Harbour*

# PUBLIC ART OPPORTUNITY

The public art opportunity for 5460-5560 Moncton Street has been identified as the sidewalk fronting Moncton Street. Allowing for a range of possible materials and approaches in 2D media, the public art will be developed on City lands. The length of the sidewalk fronting Moncton Street measures approximately 400 ft. The consideration of safety and maintenance will be of paramount importance. Responding to aspects of the social, historic and community contexts of the site and surrounding area, the public artwork will consider the building and landscape design, integrating into the site and offering maximum public visibility, engagement and enjoyment for residents and visitors to the site. Importantly, the development's location on the historic and ceremonial road of Moncton Streets offers the occasion for an artist to engage with the unique history of Steveston and surrounding Richmond, recalling the multi-faceted cultural history of the area.

In considering the surrounding contexts and site specificity of Steveston's legacy, the artwork will contribute to 5460-5560 Moncton's immediate public realm, enhancing the historic, cultural and aesthetic significance of the City of Richmond's public art collection overall. The artist selected for the project will be given as much creative license as possible to respond to the proposed public art opportunity, and will be selected early in the development process. As an integral member of the design team, the artist will also have the opportunity to consult with a number of Richmond's cultural organizations, including the Steveston 20/20 Group and Richmond Arts Coalition.



Public Art Opportunity along the sidewalk fronting Moncton Street

# PUBLIC ART BUDGET

The total public art budget for the 5460-5560 Moncton Development project adheres to the City of Richmond's Public Art Policy, calculated as \$0.79 for each residential buildable square foot. A total Public Art Contribution of \$44,648.43 is based on the project development of:

$$56,517 \text{ SF} \times \$0.79 = \$44,648.43$$

The total for the Public Art Project is **\$37,951.17** (85% of the Public Art Contribution) and includes the public artwork, selection process and honoraria costs, and a developer's contingency.

The amount designated for the artwork includes: the artist fee, artwork fabrication, artwork storage, artwork delivery, artwork installation to its approved stage by the city of Richmond, all consultant fees, engineering certificates, construction coordination and site preparation, lighting, insurance and all applicable taxes. The artist selected may be responsible for a general public liability insurance policy depending on the artwork.

Any unused funds remaining from the contingency fee will be put towards the artwork.

## **Total for Public Art Project (85% of the Public Art Contribution)**

Public Artwork .....	\$34,500.00	
Selection Process and Honoraria.....	\$ 2,000.00	
Developer's Contingency.....	\$ 1,451.17	\$37,951.17

## **Administration Allowance (15% of the Public Art Contribution)**

Public Art Program Administration (5%).....	\$ 2,232.42	
Public Art Consultation Fee (10%) .....	\$ 4,464.84	\$6,697.26

Public Art Contribution		\$44,648.43
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# TIMELINE

## PROJECT TIMELINE

All City Infrastructure will be built before the BP applications are submitted for each lot. Therefore the estimated dates provided below are for the road construction rather than the home building construction schedule. Public Art will be integrated within the construction of this public infrastructure as the homes will be built later.

Rezoning and Development Permit Approval..... March 2016  
BP/ Approval ..... n/a  
Construction Start ..... August 2016  
Completion of Project..... August 2016

## PUBLIC ART TIMELINE

Preliminary Public Art Plan Submitted ..... February 2016  
Detailed Public Art Plan Development ..... March/April 2016  
City Detailed Public Art Plan Presentation ..... April 19, 2016  
Review Long-list of Artists ..... April 2016  
Determine Short-list of Artists ..... late April 2016  
Short-listed Artists' Invitation ..... late April 2016  
Proposal Presentation by Short-listed Artists ..... late May 2016  
Final Artist Selection from Short-list ..... late May 2016 Artist  
Contract ..... June 2016  
  
Art Installation ..... August 2016

\* DATES ARE BEST ESTIMATED TARGETS AND SUBJECT TO CHANGE

# SELECTION PROCESS

All stages of the selection process will be facilitated by art consultant Jan Ballard. The selection process will be a two stage invitational to professional artists in Richmond/Steveston involving an artist selection committee.

The artist selection committee will consist of three members, with 1 representative from the developer, and 2 representatives from the Richmond/Steveston community. Members of the selection committee, excluding members from the design team, will be paid a \$250 honorarium for their participation.

In addition, the Steveston 20/20 Group and Richmond Arts Coalition will be invited to participate in an advisory capacity for the duration of the selection process. These organizations will play an integral role in the selection of public art, providing a voice for the community as well as guidance regarding opportunities for additional storytelling, education and celebration of the work upon completion.

## Proposed selection committee members are:

Sarah Glen, Executive Director, Steveston Historical Society

Joyce Kamikura, Japanese Cultural Society

Amit Sandhu, Developer Representative, CEO, Ampri Construction Ltd.

## Alternates:

Bud Sakamoto, Japanese Cultural Society

Chiyako Hirano, Nikkei Community

Linda Barnes, Vice President, Steveston Historical Society and Chairperson, Steveston 20/20 Group

## Stage One

In stage one of the selection process, the selection committee will be oriented to the 5460-5560 Moncton development project, the surrounding contexts and the public art opportunity. Jan and the selection committee will research and nominate a long list of 14-16 artists for consideration. The selection committee will collectively review the long list and develop a short list of 3 artists to present a Public Art Concept Proposal.

## Stage Two

In stage two, the 3 short-listed artists will be oriented to the development project, the surrounding contexts and public art opportunity. They will be invited to develop and present a Public Art Concept Proposal to the selection committee. The 3 short listed artists will be provided with an honorarium of \$500 for their proposal. The honorarium will be paid upon receipt and presentation of the Public Art Concept Proposal. Following the selection committee's review of the short listed artists' proposals, a final artist and artwork will be selected. Prior to notifying the final artist selected, the developer and project design team will have an opportunity to review the selected artist proposal. The final artist team selected will enter a contract agreement with Ampri Construction Ltd. to complete the proposed artwork on time and budget prior to the completion of public infrastructure.

# SELECTION PROCESS

## Artist Selection Criteria for Stage Two

- High quality and innovative concept with a clear vision of the final artwork
- Demonstrated understanding of the public space and the impact on the proposed site
- Understanding of the project architecture, history of the site and its cultural contexts
- Demonstrated feasibility in terms of a detailed budget, timeline, implementation, safety, maintenance and site consideration
- Artistic quality of artwork presented in the documentation of past work
- Availability

\*Please note: If no submission warrants consideration, the developer reserves the right not to award the commission.

Please direct any questions to:

Jan Ballard | Ballard Fine Art Ltd.

O. 604 922 6843 | C. 604 612 6645 | E. jan@ballardfineart.com

**Contemplation of the four seasons:  
A POETS' PROMENADE**

Jeanette G. Lee

ART CONCEPT PROPOSAL for 5460-5560 Moncton, Steveston, BC

The word “promenade “ in the English dictionary defines itself as a “walk in a public place for pleasure”. The word “promenade” in the Japanese context originally, always featured a pathway for strolling designed to complement the home and allow communal time with nature.

The Poets’ promenade artwork is inspired by combinational ideas of both the western and the heritage Japanese promenades.

Along the walkway on Moncton Ave, imaged into the sidewalk, are imprinted stepping stones–like open forms. These forms are created by imprinting hand made steel stamps into the pavement surface. They give the impression of a purposeful stone trail through a lovely garden, with their varying sizes and shapes bounded together with “root” like arms.

Some of the larger “stones”, forms hold text from one of the greatest haiku poets, Matsuo Basho. These thin open stamp forms along with the text, are created from high grade stainless steel sheets and embedded into the concrete sidewalk.

The poems are selected from the spring, summer, autumn and winter of Bashos’ journeys and the “four seasons” of thought bring the traveler on this trail symbolically through the many “seasons” of life. Below are examples of Basho’s haiku written in the Spring and in the Fall of his travels:

“ butterflies and birds  
    ceaselessly fluttering  
    clouds of blossoms....”

“on a withered branch  
    a crow has settled  
    autumn evening...”

Basho’s haikus will be translated by Keiko Kimura Parker, a credible and well known translator of three published Jane Austin novels in Japan .There are eight haikus selected with their stainless steel text offset from the centre of the walking path and highlighted from the imprinted “stone patterns” almost like wistful, ephemeral, contemplative thoughts as one moves along the sidewalk.

They have an intentional, syncopated spacing over the 387 ft. (118 m) sidewalk frontage as a metaphor for how thoughts move in and out of our minds as we stroll down a path.

Stainless steel was chosen as the embedded highlighted material because of its beauty and longevity. It requires little or no maintenance as next to the metal gold, it is the least corrosive metal to the elements. This metal compliments the “garden” frontage of the new homes, with its peaceful, tonal quality and yet its presence is noteworthy and elegant and because it offsets the imprinted “stone- liked pattern on the sidewalk. It does not compete with the natural beauty of the gardens but rather enhances the experience of this area. The rhythm of the inlayed steel and its spacing allows for moments of contemplation. There will be the random “leaf” life form falling around the path journey near the autumn haiku texts. This form too is inspired by the Japanese heritage plantings.

The stainless steel, with its natural colour properties is surfaced with an abraded finish (optional) giving it a non-slippery texture for the safety of pedestrian traffic. Please also note that the actual surface area of this metal for my concept is very minimal, and less than or equal to the surface area between bumps on the steel treads that are used on city sidewalks.

The embedded pieces are relatively thin, almost like drawing into the surface with steel. The imprinted stone- like forms are wider for clarity of image on the concrete sidewalk and will meet requested safety depth standards required. They may be enhanced with either stain or custom macro-epoxy paint. They are connected by “root-like” impressions. These “root-like” connectors are inspired by the root patterns of the Japanese iris and the Japanese crab apple tree and symbolically paying homage to the strong Japanese “roots” to this area. It is a thing of beauty and like the root imprints and steel, deeply embedded in this area of Richmond.

© Jeanette G. Lee  
May 2016

## POETS' PROMENADE



Rough chalk drawings on a sidewalk to illustrate the scale of the pathway design. The solid areas would hold the written words.

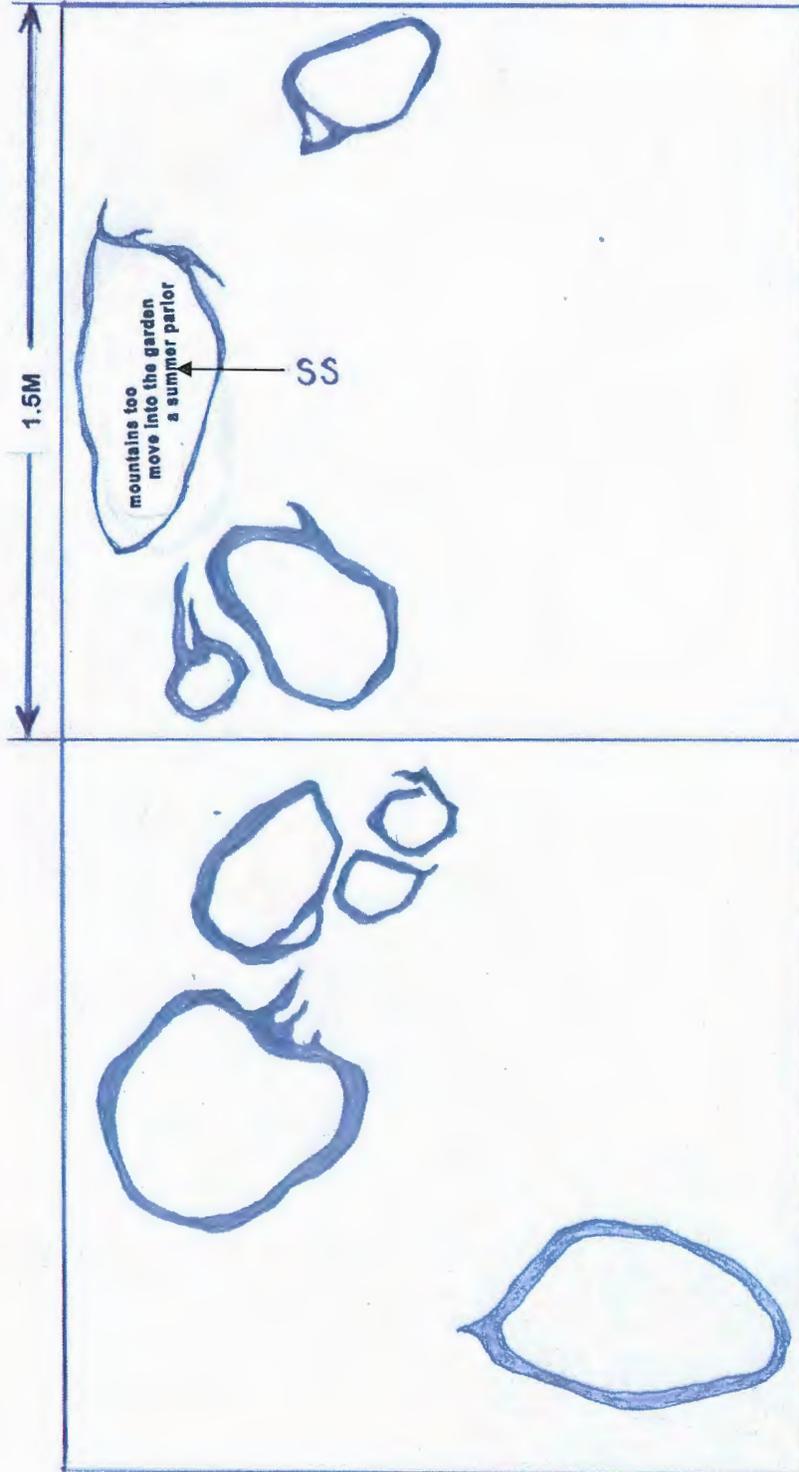
Left photo: forms over 10.5 metres

Right photo: forms over 9 metres

# A POETS' PROMENADE

2.

## POET'S PROMENADE



TOP VIEW OF SIDEWALK

SCALE  
1" = 30cm

**A POETS' PROMENADE - Detailed Budget**  
**Jeanette G. Lee**

**ARTIST FEE, DESIGN, REVISION, SCHEDULING,CONSULTATION**

Concept development, written proposal, sketches,  
detailed drawings, development meetings,  
Photo documentation \$2,500.00

**EXECUTION AND MATERIALS**

4'x 8' sheets of 3/16th" stainless steel 11,000.00

Surfacing(wheel abrading) to non-skid texture 1,500.00

Scan conversion drawings 1,000.00

Laser cutting and fabrication of design 5,000.00

Stainless steel concrete anchors 5,000.00

Welding and cutting and finishing of steel

**ADDITIONAL COMPREHENSIVE GENERAL LIABILITY**

**INSURANCE (2,000,000) if required by Richmond City Administrative**  
fee 100.00

Transportation and shipping of steel sheets to be  
surfaced and then cut. Delivery of pieces to the site 400.00

Installation 500.00

Contingency fee 3,000.00

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**TOTAL \$30,000.00**

## **A POETS' PROMENADE - PROJECT TIMELINE**

**Jeanette G. Lee**

July 2016: confirmation of artist by the City

August: consultation meetings to review details, open discussions, and complete contractual agreement. Commencement of project. Order stainless steel.

August 2016

Complete detailed scan conversion drawings and scale details.

Prepare abraded Stainless steel surface  
for cutting

Complete all preparation work for laser cutting. Order concrete  
Anchors.

August 2016

Laser cutting

Mid-August this is only an approximation. It is possible that the work may  
be completed earlier but I am being cautious.

Laser cutting completed. Concrete anchors to be welded by mid-August.

Installation

Construction coordination and site preparation. Plan date of concrete  
pouring to embed stainless steel artwork at end of the month-weather  
dependent: has to be a dry day.

September 2016

Project completed if weather at the end of September allows for the  
concrete pour of the sidewalk

## CURRICULUM VITAE

JEANETTE G. LEE, [artisticallyyours@hotmail.com](mailto:artisticallyyours@hotmail.com). Cell 778 888 2854

### Education

**Royal Conservatory of Music**, Toronto, ONT.

A.R.C.T. Associateship degree from the Royal Conservatory of Music

**University of British Columbia**, Vancouver,

B.C. Bachelor of Arts, Teaching certificate

**Arts Students League of New York**, New York City, NY, USA

4 Year Diploma Completed, Post Graduate study with Sculpture Major

**Sculpture Centre of New York**, New York City, NY, USA 1992, Artist in

Residence

**Studio School of the Aegean**, Samos, Greece

1995 Guest Artist

1989, Artist in

Residence

### Awards

**2013** Richmond City Arts Award for Artistic Innovation, Richmond City, B.C.

**1993** Edward and Rosalind S. Roberts Foundation Grant, New York City,

NY **1992** Samuel May Rudin Foundation Grant, Sculpture Centre, New

York City, New York

**1991** Samuel May Rudin Foundation Grant, Sculpture Centre, New York City

**1990** "Individual Artist" Grant from the Artist's Space of New York City,

NY Program sponsored by the New York State Ministry of Cultural

Affairs

**1988** Nessa Cohen Memorial Scholarship for Sculpture, New York City,

NY Purchase Prizes for Drawing and Sculpture, Concourse Gallery, Arts

Students League of New York, New York City, NY

**1987** Kimon Nicolades Scholarship, Art Students League of New York City

**1986** Merit Award for Drawing, Art Students League of New York, New York

**1984** Elmore Ozard Art Award, University of British Columbia, BC

### Commissions:

**2016** City of Vancouver, Big Print Project, art of woodblock printmaking as a public event and exhibition.

**2013** West Richmond Community Centre, Artwork in collaboration with the community entitled "RISING", City of Richmond

**2012** -ongoing, development phase, history inspired sculpture funded by H.A.M.P., DTE and City of Vancouver

**2010-2011** **Richmond Nature Park**, City of Richmond, B.C. Seven Sculptures entitled "GREEN SYMPHONY".

**2010** **Nanjing High School Campus, Nanjing China**, design only for two sculptures on Campus site entitled "NUCLEI" and "WORLD OF KNOWLEDGE".

**2005 Paulik Neighbourhood Park**, City of Richmond, B.C. Art entitled, "HOUSE OF ROOTS".

**2001 Savics Building**, West Vancouver, BC . 11 works entitled "STORIES" **1997 YWCA Building**, Vancouver, B. C. 100th year celebration. Sculpture created for the new site and entrance called "THE INNER WORLD"

**1995 The Diamond Center for Living**, Vancouver, B. C. Title of art: THE TREE OF LIFE

#### **Solo Exhibitions:**

**2000 Richmond Art Gallery**, Richmond, BC, New completed work" The Ringing Earth" installation

**1999 Third Avenue Gallery**, Vancouver, BC, The Ringing Earth, 1st Movement

**Third Avenue Gallery**, Vancouver, BC. Inaugural Exhibition

**Galaria Kunst, Chur**, Switzerland. New Works.

**1994 Richmond Art Gallery**, Richmond, BC

**1993 Galaria Kunst**, Chur, Switzerland. Exhibition opened by the Consulate General's Office of Canada, New York

**1990 Home: Contemporary Art Gallery**, New York City, New York

**1985 Langley Exhibition and Museum Centre**, Langley, BC

#### **Collections**

University of British Columbia, BC

Arts Students League of New York, USA

Sol Lewitt Collection, Connecticut, USA

Richmond Art Gallery & Museum Centre, BC

Fukuyama Museum of Art

#### **A Few Selected Articles**

"ART PROJECT A COMMUNITY AFFAIR" written by Alan Campbell, Richmond News, July 26, 2013

"2013 RICHMOND ARTS AWARDS", Congratulations to the Recipients of the 5th Annual Richmond Arts Award, The Richmond News, May 15, 2013

'GREEN SYMPHONY, SEVEN SCULPTURES AT RICHMOND NATURE PARK, written by Kari Huhtala, MCIP, Feature cover article.

"NATURE PARK IS ONE OF CITY'S GEMS BY SUE HALSEY-BRANDT, RICHMOND NEWS SEPTEMBER 7, 2011

"HOUSE OF ROOTS UNVEILING", Anthony Au, Singtao Newspaper, Richmond, June 26, 2005

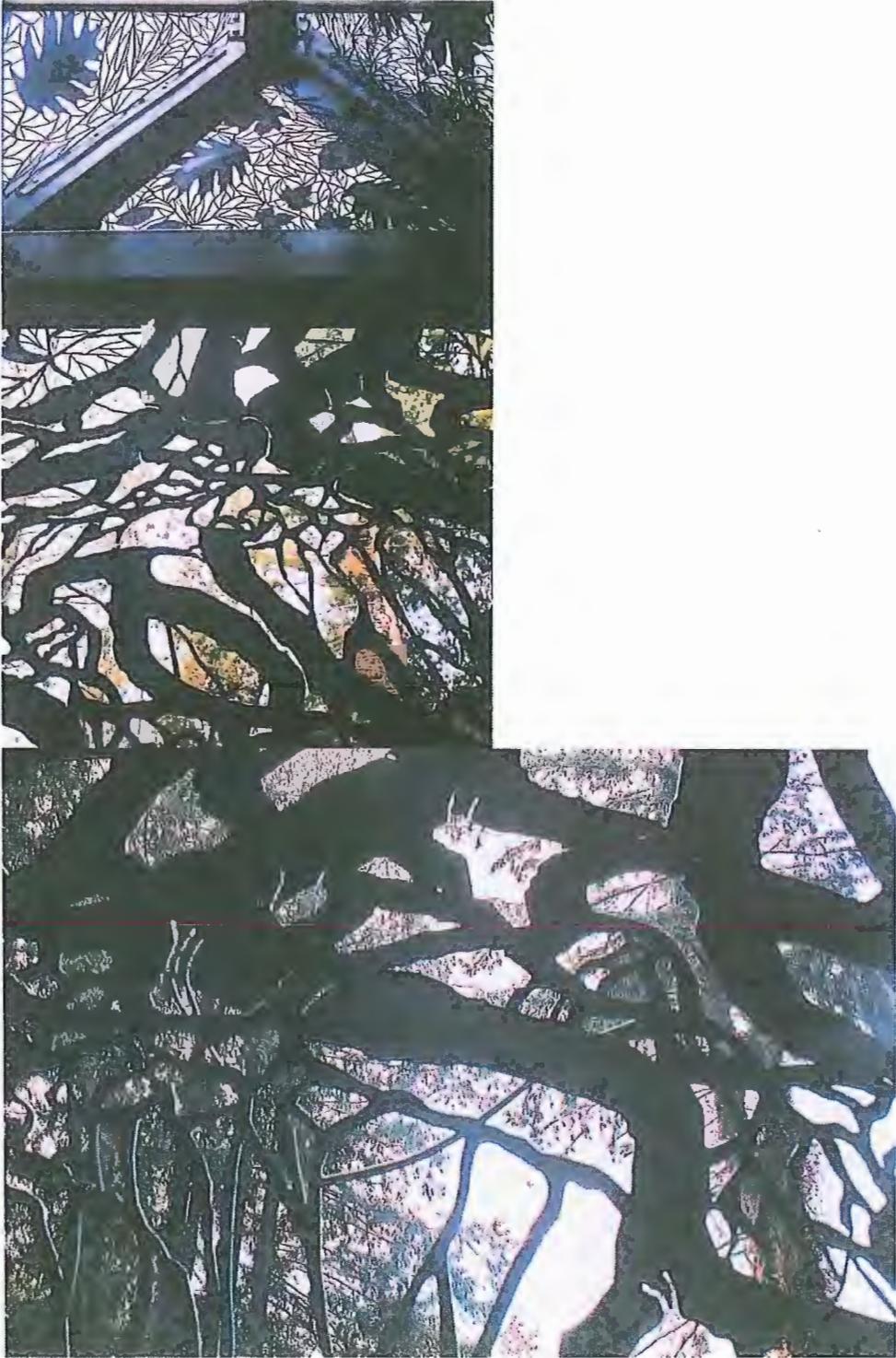
"NEW NEIGHBORHOOD PARK OPENS, by Marin van den Hemel, Richmond Community News, June 30, 2005

NEW McLENNAN SOUTH NEIGHBORHOOD PARK, by Sharon Doucette, Richmond News, June 29, 2005

Stories from a Ming Garden – Jeanette G. Lee



House of Roots- Jeanette G. Lee



Green Garden – Jeanette G. Lee



Rising – Jeanette G. Lee





# City of Richmond

## Report to Committee

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

**From:** Jane Fernyhough  
Director, Arts, Culture and Heritage Services

**Re:** **Hollybridge Way Plaza Public Artwork**

**Date:** June 29, 2016

**File:** 11-7000-09-20-086/Vol  
01

### Staff Recommendation

That the concept proposal and installation of the artwork proposed for the Hollybridge Way Plaza, "Flower Tree" by artist Choi Jeong Hwa, as presented in the staff report titled "Hollybridge Way Plaza Public Artwork" dated June 29, 2016, from the Director, Arts, Culture and Heritage Services, be approved.

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

Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW	APPROVED BY CAO 

## Staff Report

### Origin

As part of the application by Oval 8 Holdings Ltd. (Aspac) for the development of 6111 Pearson Way (Lot 9) the developer made a commitment for a voluntary contribution of \$550,000 to the Public Art Program. Staff, in consultation with the developer, proposed that these funds be used to develop the artwork for the Hollybridge Way Plaza on City lands along the frontage of the new development. This report presents the proposed public art location, artwork and artist for Council's consideration.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

*Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.*

### Analysis

#### Richmond Public Art Program

The Richmond Public Art Program sets a framework for creating opportunities for people to experience art in everyday life, encourage citizens to take pride in public cultural expression and complement the character of Richmond's diverse neighbourhoods through the creation of distinctive public spaces.

The City's Public Art Program Policy is to encourage the private sector to support the integration of public artworks in the community during the rezoning and development permit processes, through integration of artworks either on their development site or on a City controlled property. Where located on City owned land, the artwork will become the property of the City.

#### Development Proposal

The Oval 8 Holdings Ltd. (Aspac) development consists of two high-rise towers (currently under construction) which include approximately 173 dwelling units on a new lot at 6611 Pearson Way (Lot 9) in the Oval Village in City Centre. Council approved the development's rezoning application (RZ 09-460962) on October 24, 2011 and on July 22, 2013, approved the issuance of the Development Permit (DP 11-587954). A zoning text amendment (ZT 15-695231) was approved after Public Hearing on October 15, 2015, to permit changes to the approved subdivision plan. In addition, the developer entered into a Servicing Agreement including the design and construction of the extension of the Middle Arm Trail and Waterfront Greenway to the east from the Olympic Oval, a plaza at the north end of Hollybridge Way and a future pier.

#### Proposed Location

As part of the Detailed Public Art Plan, the developer agreed to provide public art on City controlled lands at the north end of Hollybridge Way (Attachment 1). Various sites in this location were considered, including locating artwork on the new pier. Given the complexities of

integrating the artwork structure with the pier and impacts on programming of the space on it, however, staff recommend that the artwork be located on land in an area of comparable prominence, namely the stairs leading to the dyke.

Integrating the artwork with the stairs leading up to the dyke is recommended as it avoids conflicts with vehicular movements on Hollybridge Way and the dyke, and does not conflict with event staging on the pier and road end turn-around. This is a high profile location with visibility from the dyke trail, and both Dinsmore and No. 2 Road bridges. It is the terminus for the proposed Lansdowne Road ceremonial route starting from the Garden City Lands to the Hollybridge Way plaza and Olympic Oval precinct. The location is also adjacent to primary bike and pedestrian routes from the City Centre to the waterfront park. A signature artwork at this location is anticipated to attract people to gather, pose for photos and create a sense of place.

### Terms of Reference

The public art associated with the development of Lot 9 is one of four public art opportunities within the River Green Village development (Attachment 2). The additional public art opportunities are as follows:

- Lot 12: The plaza to be located along River Road at Hollybridge Way.
- Lot 13–14: The Brighthouse boardwalk and park, and the child care facility outdoor play area along River Road.
- Lot 17: The children's play area in the large open space between Lots 9 and Lot 17, adjacent to the waterfront park.

The public art consultant has met with the Public Art Advisory Committee to review the Lot 9 Detailed Public Art Plan and has incorporated their feedback on selection panel composition and consideration of local artists for this commission in the development of the terms of reference for this location. The Terms of Reference were reviewed and endorsed by the Public Art Advisory Committee on November 17, 2015. The Public Art Terms of Reference for Lot 9, prepared by public art consultant Jan Ballard, Ballard Fine Art Ltd., describes the art opportunity, site description, theme, budget, schedule, selection process and submission criteria (Attachment 3).

### Public Art Selection Process

Following the administrative procedures for artist selection of civic public artworks, an arm's length selection panel was engaged in a two-stage artist selection process. The five member selection panel consisting of three art professionals, a community member and the developer's representative included:

- Nick Santillan, artist;
- Marian Penner Bancroft, artist;
- Ellen van Eijnsbergen, Director, Burnaby Art Gallery;
- Richard Wagner, River Green resident; and
- Chris Philips, project landscape architect.

On November 20, 2015, the selection panel met to shortlist four artists or artist teams from a list of 26 artists nominated for the project by the consultant and the selection panel. Local and international artists were eligible for consideration. The four shortlisted artists, including local and international artists, were invited to develop a concept proposal for the project and were each paid an honorarium of \$3,000 plus travel expenses to submit their proposals and attend an interview.

On February 25, 2016, the panel met again and reviewed the four artist submissions and interviewed the artists. City staff from Parks and Arts Services attended to respond to questions about the site from the selection panel and to raise any technical issues concerning the four artist proposals. The selection panel recommended the concept proposal by Choi Jeong Hwa for the commission.

### Proposed Artwork

The proposed artwork, entitled *Flower Tree*, by Korean artist Choi Jeong Hwa provides a colourful and playful meeting place at the terminus of Hollybridge Way at the Middle Arm waterfront park. The flowers, to include a selection of BC native and naturalised species, will be made from fibre-reinforced plastic on a steel framework, supported by a 2.5-metre to 3-metre mirrored steel column, for a total height of approximately 8.5 to 9 metres (Attachment 4).

According to the artist's biography:

“Choi Jeong Hwa playfully employs a variety of humble, non-traditional materials in his prolific practice. Upcycled plastics and ornaments are used to maximum effect as Choi alters scale and proportion to engage the viewer in his fantastical built environments and structures. Inspired by the harmony and chaos of urban life, ideas of artificiality versus permanence are central to Choi Jeong Hwa's work. Declining to categorize his mode of production, Choi Jeong Hwa leaves the audience to define his artwork on a personal level. His flower series expresses the universal human condition and a oneness with nature.”

*Flower Tree* is designed and built to withstand the outdoors and varying weather conditions including sun, snow and rain. The materials specified for the artwork are resistant to rust and corrosion when interacting with salt and water. Lighting for the artwork will be placed around the base to illuminate the artwork at night.

Choi Jeong Hwa has been an artist for 30 years, with a strong interest in the natural environment and finding inspiration in ordinary materials. Winner of numerous international awards, Choi Jeong Hwa's previous public artworks have been displayed all over the world, including Paris, Auckland, Hong Kong, Brisbane, Shanghai and Seoul. His work is currently featured at an exhibition of eleven contemporary Asian artists exploring the rise of Asian megacities at the Museum of Fine Arts Boston. His work attracts large viewership and is employed in a promotional campaign at the museum, encouraging people to post selfies with the artwork for free admission to the museum. His biography and examples of his artwork are provided in Attachment 5.

### Maintenance of the Proposed Artwork

The artwork will be designed so that it can be easily maintained. Flower elements will be detachable for maintenance. Heavy resin is used to provide anti-graffiti protection and scratch resistance. However, each graffiti incident will need to be assessed based on the type of marker or paint. Restoration may involve sanding and re-coating.

The *Flower Tree* will require repainting and UV coating approximately every five years. Between repaintings it will require an additional UV coating. In the artist contract Choi Jeong Hwa has included an initial UV coating two years after installation (a value of \$9,000 including air travel and accommodations for the artist and specialists). In addition, Choi Jeong Hwa will provide an extra five flowers with the artwork, each valued at \$1,200 (a total value of \$6,000), to be stored by the City.

In addition to the \$15,000 value of UV recoating and replacement flowers provided through the artist's contract, Aspac will contribute \$20,000 to the artwork's maintenance fund over and above the total developer's public art contribution amount of \$550,000. This additional contribution will not impact future River Green Village public art budgets. In addition, \$5,000 from the developer's contingency for the Lot 9 project, as per the Detailed Public Art Plan, will be added to the maintenance fund for a total of \$25,000. This contribution will be deposited in a reserve account specifically for this public artwork to ensure the funding is not used on other projects.

Based on the conservator's estimate for maintenance by local specialists, this fund will cover approximately two repaints (including UV recoating) and two interim UV recoatings for maintenance up to 15 years (years five and 10, \$8,000; and years seven and 13, \$4,500). After this time, the cost of further maintenance and operating budget impact will be re-evaluated.

It is important to note that the climate in Richmond is considerably more moderate than other geographical locations where similar works by Choi Jeong Hwa have been installed, including Shanghai and Yokohama, and therefore *Flower Tree* will potentially require less maintenance in Richmond.

Routine maintenance, to clean the work and remove dust and debris, should be scheduled more frequently than UV recoating and repainting. Choi Studio will warranty the artwork for a period of two years after completion of the artwork.

### Staff Comments on Proposed Artwork

Planning, Parks and Arts staff have reviewed the proposed location in terms of urban design, maintenance and pedestrian safety and have no concerns with the concept proposal. Based on comments from staff on the initial concept proposal, the height of the supporting column will be raised to reduce the potential of climbing onto the structure. Staff will continue to review the detailed design as it is developed to ensure that the artist addresses any technical or safety issues that may be identified.

### Cost of the Artwork

The developer has proposed a voluntary contribution of \$550,000 for the Phase 1 artwork, secured by a Letter of Credit (L/C) and cash payments as follows:

- \$437,500 (L/C) for the artist contract, including design, fabrication and installation
- \$55,000 (L/C) for public art consultant fees (10%)
- \$18,000 (L/C) for administration costs of the selection process
- \$12,000 (L/C) for contingencies
- \$27,500 (cash) to the Public Art Provision for City administration of the program (5%)

The developer will be responsible for all payments to the public art consultant and the artist and for managing the artwork installation. Upon completion, the ownership of the artwork will be transferred to the City from the artist and the Letters of Credit held by the City will be released. Attachment 6 provides a summary of the public art contributions for the four phases of the River Green Village development.

### **Financial Impact**

The artwork will require minimal annual washing and general maintenance by the City at an approximate cost of \$500 per cleaning each year. City funds would be allocated out of the Public Art Program's annual operating budget for this purpose. The developer's contribution of \$25,000 towards maintenance will be directed towards recoating approximately every two years and repainting every five years as required for a period of up to fifteen years.

### **Conclusion**

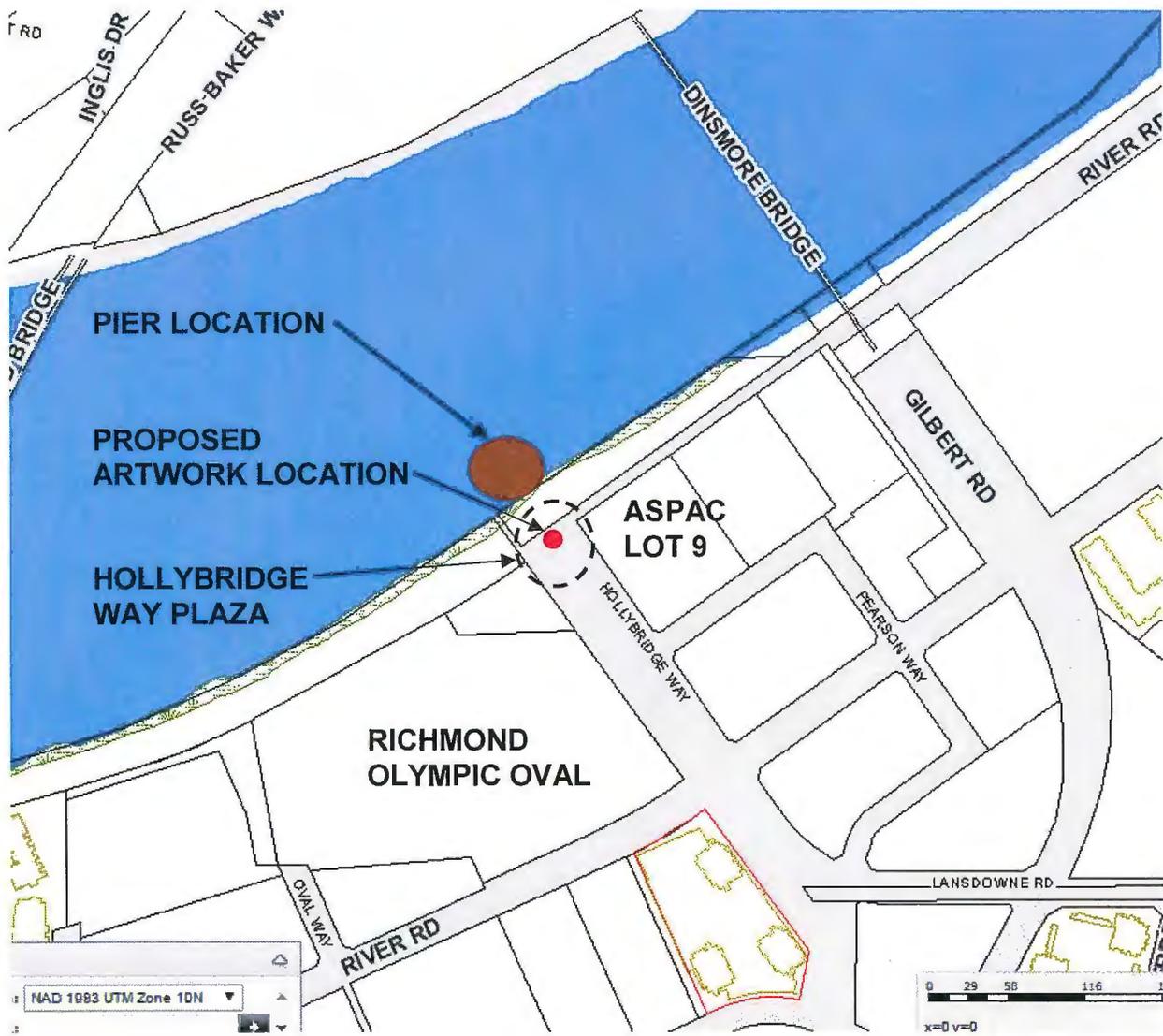
Provision by Oval 8 Holdings Ltd. of the proposed artwork *Flower Tree* signifies a continuing show of support by developers for the importance of public art to Richmond neighbourhoods and the City. The inclusion of public art within the waterfront park at River Green Village will enhance the public realm within a publicly accessible open space and support the vision of the Oval Village as a high-amenity, pedestrian-oriented, dynamic world-class waterfront.



Eric Fiss  
Public Art Planner  
(604-247-4612)

- Att. 1: Proposed Location for Artwork
- 2: River Green Village Public Art Locations
- 3: River Green Village Lot 9 Public Art Term of Reference
- 4: Recommended Artwork, *Flower Tree* by Choi Jeong Hwa
- 5: Artist Background, Choi Jeong Hwa
- 6: Summary of River Green Village Public Art Contributions

Proposed Location for Artwork



### River Green Village Public Art Locations



#### PUBLIC ART KEY MAP

Potential site locations for public art

- 1** Lot 9 (Pier) - Phase 1
- 2** Lot 12 (Plaza) - Phase 2
- 3** Lot 14 +13 (Boardwalk Entrance and Child Care Facility) - Phase 3
- 4** Lot 17 (Children's Play Area) - Phase 4

# DETAILED PUBLIC ART PLAN RIVER GREEN VILLAGE: PHASE 1 - LOT 9

NOVEMBER 17, 2015



**BALLARD FINE ART**  
PRIVATE ART ACQUISITION & ADVISORY

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# INTRODUCTION



Lot 9 of the landmark River Green Village development project, located in the heart of Richmond, presents a special opportunity for a legacy public artwork that will contribute to the vitality of this significant waterfront community. Aspac is committed to providing an iconic public artwork that speaks to the spirit and character of River Green and its surrounding contexts.

To ensure the highest quality and ingenuity of the public artwork, Aspac has chosen to engage the services of Ballard Fine Art Ltd. to provide public art consultation. The developer looks forward to working with the City of Richmond and the selected artist to facilitate a compelling public artwork that furthers Aspac's vision of creating a neighbourhood with a strong sense of place and a legacy of excellence. The artwork will strengthen and enrich River Green as an international destination, inspiring a unique cultural landscape for the city of Richmond.

# LOT 9 PROJECT DETAILS

**PROJECT ADDRESS**      6611 Pearson Way  
6633 Pearson Way

**LEGAL DESCRIPTION**      Lot 9 Section 6 Block 4 North Range 6 West New  
Westminster District Plan BCP 49385

**TOTAL FAR AREA**      297,663 sq. ft.

**PUBLIC ART BUDGET**      \$550,000



**PRCS - 133**

# PROJECT CONSULTANTS

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# CONTEXT PLAN



*River Green Village is located along the Middle Arm of the Fraser River in Richmond City Centre*

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# PROJECT DESCRIPTION

River Green Village is envisioned as an unprecedented luxury shoreline community, surrounded by a multitude of amenities and serene natural landscapes. Sited along the Middle Arm of the Fraser River in Richmond's downtown core, between the Dinsmore and No. 2 Road bridges, River Green is located adjacent to the Richmond Olympic Oval. With limitless sightlines to the Gulf Islands, North Shore mountains and Greater Vancouver, River Green is positioned to become Canada's most significant and refined waterfront destination. River Green Village is currently undergoing a zoning amendment to consolidate the site into 4 Lots with completion in January/February 2016, which will facilitate improvements to the urban design, open space areas and public realm.



*View of Lot 9 from the Fraser River*

Lot 9, to be developed during Phase 1, will be the urban focus of the development. In keeping with the concept of "complete communities" as outlined in the City Centre Community Plan (CCAP) of Richmond, River Green Village will feature a dynamic combination of residential, commercial, mixed-use and a childcare facility. Carefully considered open spaces including meandering pathways, a plaza, and a children's play area will further advance Aspac's vision for an interconnected and animated public realm. River Green Village strives for the inclusion of building typologies with a unique character and complexity, encompassing the best of urban living through the development of a contemporary, engaging and sustainable community.

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## PRCS - 136

A distinctive place within the fabric of the City of Richmond, the development of the pier at Lot 9 of River Green Village has been envisioned in accordance with 4 key principles as outlined in the CCAP of Richmond:

- Build a Complete Community  
Create an inclusive urban community designed to support the needs of a diverse and changing population.
- Build Green  
Foster a culture that uniquely supports and celebrates Richmond as an island city by nature.
- Build Economic Vitality  
Promote measures to attract, enhance and retain business, as well as achieve a superior competitive position in the region.
- Build a Legacy  
Establish the City Centre as a premier urban waterfront community and international meeting place.



*The Waterfront Park at the terminus of Hollybridge Way*

Bounded by Hollybridge Way and Pearson Way, fronting the Middle Arm of the Fraser River, Lot 9 at Green Village will include two slender high-rise towers of varying configurations and heights, with refined residential units. Positioned within the site plan to maximize spectacular views to the waterfront and beyond, the towers at River Green Village are envisioned as elegant and elongated to ensure a sleek look in consideration of the building height limit due to the proximity of the Vancouver International Airport's flight paths. The use of architectural glass and natural stone establish structural sophistication.

The current phase features low-rise townhome units within the podiums of the high-rise residential towers, supporting families with children and providing the opportunity for activity to take place on the street. Each townhome is fronted by a private patio separating the building face from the public sidewalk, with the opportunity for raised patios to enhance privacy.

A number of state-of-the-art amenities compliment the luxury residential experience of Lot 9 at River Green Village. A pool and whirlpool, sauna and steam room, as well as fitness centre provide areas of retreat and relaxation. A music room, games room, billiards room, club room and private theatre allow for social gathering among residents, increasing connectivity within the development.



*The Lot 9 townhomes featured within the podiums of the high-rise buildings*

On the ground level between buildings, a water garden courtyard with dramatic waterscapes and artfully designed stones enhances relaxation and tranquility. Several sundecks with contemporary seating, hedges and semi-transparent screens extend out from the private residences to provide access to magnificent panoramic views of the North Shore Mountains and the Fraser River while still maintaining privacy. A green roof atop the amenity and lobby buildings is planted with sedum that blooms in a variety of colours year-round, providing visual interest for the residences above and creating a welcoming space for residents to rest and gather.

A variety of key open spaces proposed for Lot 9 and throughout River Green Village will complement the surrounding buildings and increase connectivity through new and innovative paths and roadways. Consistent with the CCAP, Aspac will deliver both public and private open spaces, pedestrian and cycle-friendly throughways as well as urban parks and plazas. These open space initiatives will serve both residents and visitors of River Green Village, providing a wide range of interconnected zones that will transform this waterfront community into a diverse and dynamic destination.

The pier at River Green Village, located along the Middle Arm of the Fraser River, will be built in conjunction with Lot 9. Providing a front row to waterfront life, the pier, with floating dock, will feature high-visibility, functioning as the cornerstone to the Landsdowne corridor and forming a dynamic landmark at the end of Hollybridge Way. Surrounded by natural landscapes, wetlands and recreation areas, the pier will offer residents the opportunity for a variety of leisure options including the temporary mooring of boats.

Hollybridge Way, a mixed-vehicle/pedestrian zone immediately east of the Olympic Oval, is celebrated by the major node of the plaza and landmark pier at the end of the street. The plaza will provide opportunities for residents and visitors to gather and watch the activities of the river, while the pier will create a prime location for taking in the expansive views.

Running parallel to Hollybridge Way on the northeast edge of the site, the Brighthouse Trail will provide a greenway to link the dike trail to the corner of New River Road and Gilbert Road. While preserving cultural landscape resources, this boardwalk and path, lush with natural plantings, will serve as a pedestrian connector to and from the river, linking areas of social gathering and increasing connectivity.



*Hollybridge Way with the pier and plaza at terminus*



*The Brighthouse Trail at the corner of Gilbert Way and River Road*



Waterfront Park



Fronting Lot 9, another key open space integral to defining River Green’s public realm is the Waterfront Park, located along the Middle Arm of the Fraser River. With a variety of public amenities for both residents and visitors, including a children’s play area and vast lawn for families to interact and play, the Waterfront Park will enhance the riverfront character of the site through natural plantings and a variety of places to sit, pause, play and socialize.

In upcoming phases, Aspac will develop a retail plan supporting and underscoring River Green’s luxury village environment. River Green Village is set to include 20,000 sq. ft. of retail space, most of which can be described as boutique in character. Specialized retail, including either “niche” retail and/or restaurants and coffee shops, will also be included. Having been envisioned early in the development process, River Green’s retail plan will foster the impression of “critical mass”, adding to the place-making quality and desirability of this up and coming location. River Road, on the southern edge of the site, will feature buildings setback 3 metres from the property line with double rows of trees on each side. A tree-lined boulevard with a separate cycle lane will facilitate ease for cyclists and pedestrians while retail frontages and wide sidewalks will invite residents and passers-by to linger and pause. Benefitting from exposure to both drive-by and pedestrian traffic, River Green’s retail space will feature a multitude of amenities, including a pocket plaza with tables and seating to enhance social gathering.

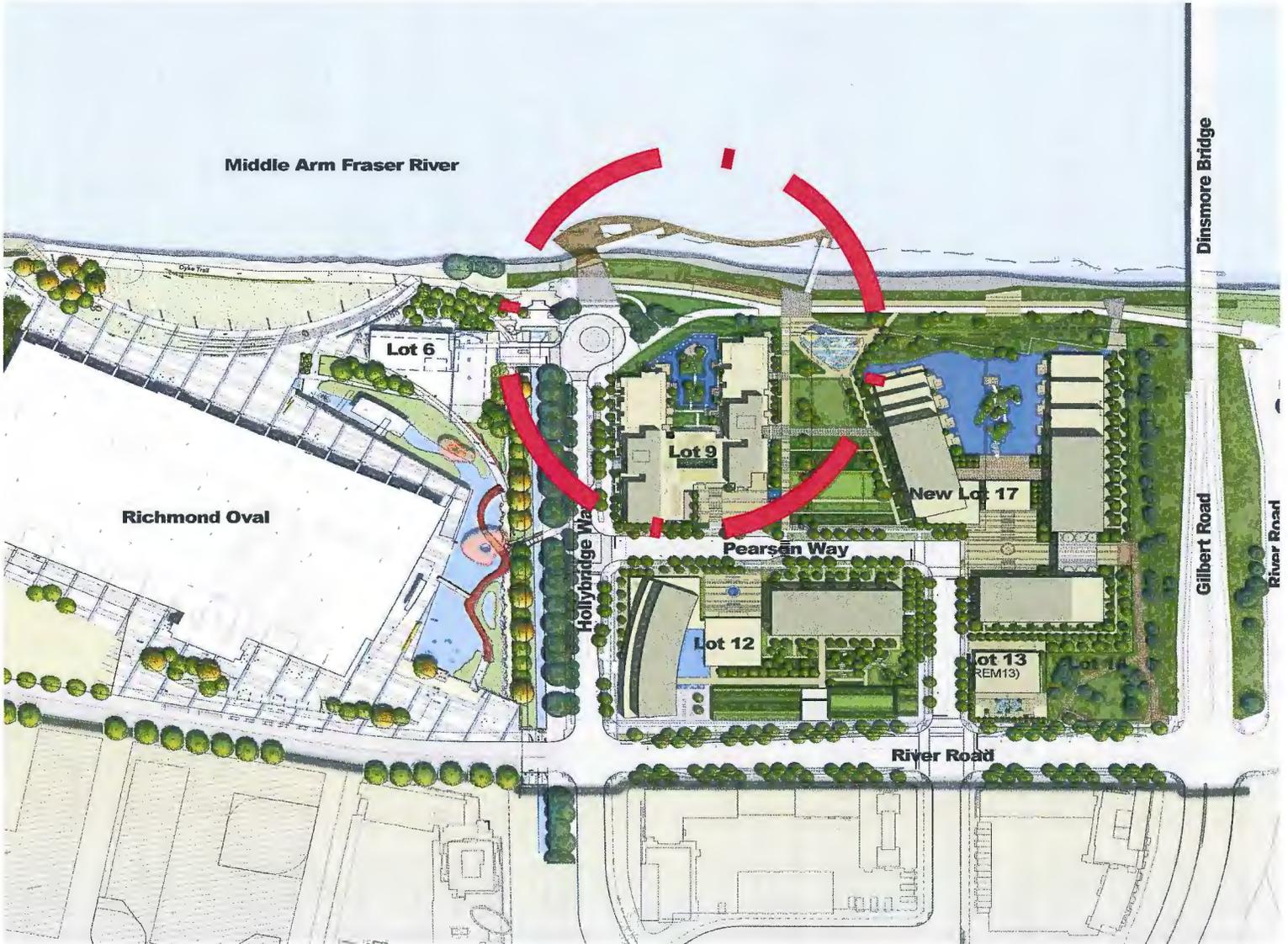


River Green Village will feature an animated retail environment



The Pocket Plaza, to be completed in the upcoming phase of Lot 12

# LANDSCAPE PLAN



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# PUBLIC REALM

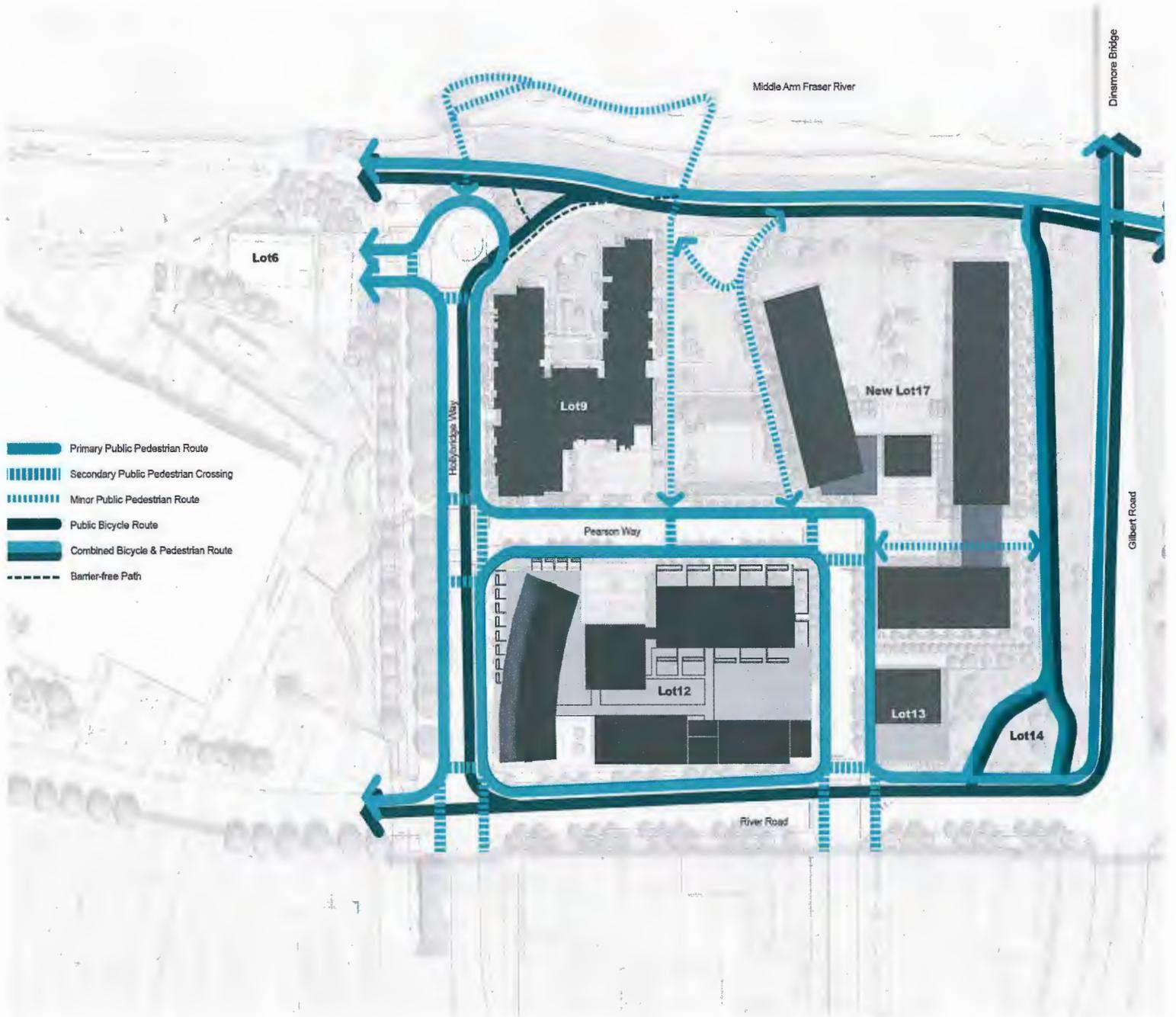
Lot 9 will be an integral part of the development of River Green Village's public realm. Ideally situated along the banks of the Fraser River's Middle Arm, River Green Village is part of a dynamic emerging neighbourhood in the City of Richmond. Surrounded by a wide network of amenities, from natural, waterside trails with extensive landscaping to cafes, restaurants, shops and gathering spaces set to enliven the reimagined roadways, River Green Village's public realm will foster a variety of social activity, increasing community connectivity and enhancing



Envisioned as a vibrant centre of sustainable urban excellence, River Green Village boasts an idyllic, central, accessible location, with the Richmond Olympic Oval just steps away, and in close proximity to the rapid transit system of the Canada Line. Working in accordance with the City of Richmond's pursuit of "Transit-Oriented Developments (TOD)" as outlined in the City Centre Area Plan (CCAP), River Green Village is imagined as a world-class destination "where all residents are within a 5-10 minute walk of quick, efficient public transit and can live, work, shop, learn and play in a pedestrian-friendly environment- one where the automobile is an option, not a necessity."

This mixed-use development with decided "Points of Difference" will create an open, animated backdrop for everyday life. Alongside River Green Village's residential townhomes, mid-rises and high-rises, "niche" and "national" retail opportunities, coffee shops, restaurants and a daycare will create attraction to the development, enhancing public attention and adding activity to the area's street-level programming. With attractive, pedestrian-oriented streetscapes and accessible street frontages, these features will contribute to River Green's "village" feel and provide residents and visitors places to gather, stay and linger within the framework of the day-to-day.

# PEDESTRIAN AND BICYCLE ROUTES



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The CCAP identifies the potential for the riverfront to be a signature feature of Richmond’s public realm. River Green’s vision for a landmark design of the pier at Lot 9 located at the terminus of Hollybridge Way aligns with this vision. The pier will serve as an identifiable and memorable element of River Green Village and the surrounding developments, trails, paths, parks and waterways, increasing connectivity and engagement among community members and visitors alike. The pier and adjacent developments will have a distinct identity accommodating a diverse range of people, providing a node of pedestrian oriented pathways to foster social contact and community building. The development’s carefully considered pedestrian and cycling circulation paths, as well as a variety of seating options, will establish limitless occasions for social engagement and recreation, creating opportunities to pause and enjoy the spectacular vistas and views of the Fraser River.



*Pedestrians enjoy the Waterfront Park*



*Precedent image*

Aspac’s River Green Village will realize the City of Richmond’s priorities as identified in the CCAP of Building Community, Building Green, Building Economic Vitality and Building Legacy, providing a village gateway to the city and establishing a new and desirable public environment, especially for pedestrians. The public artwork at Lot 9 will play an integral role in many of these priorities for residents and visitors of the neighbourhood alike, particularly the creation of a memorable and animated social space with a landmark artwork that sparks curiosity, dialogue and contributes to the enjoyment of this important public realm. In enriching the cultural and aesthetic character of public spaces, the artwork will shape and enliven the pier, building civic pride and community identity.

# COMMUNITY CONTEXT

The City of Richmond is uniquely situated on Lulu Island at the mouth of the Fraser River. Made up of a total of 17 islands, including Sea Island and numerous other smaller islets, Richmond is an area rich with a diverse cultural and social history. For thousands of years prior to European arrival, the Coast Salish peoples used the area for harvesting berries and fishing salmon, establishing seasonal dwellings and permanent residences. In the 1860's, drawn to the rich delta soil, pioneer farmers settled the area and began clearing, dyking and draining the land for agricultural purposes. Fishing and salmon canning emerged as a major industry in the 1870's, encouraging the migration of fishers of First Nation, Japanese, Chinese and European heritage, as well as supporting related industries such as boat-building. Richmond was incorporated as a municipality on November 10, 1879 and designated as a City on December 3, 1990.



*View of the Fraser River from Deas Island, Richmond*



*First Nations women fishing in shallow water with nets in the Fraser River*

## Fraser River

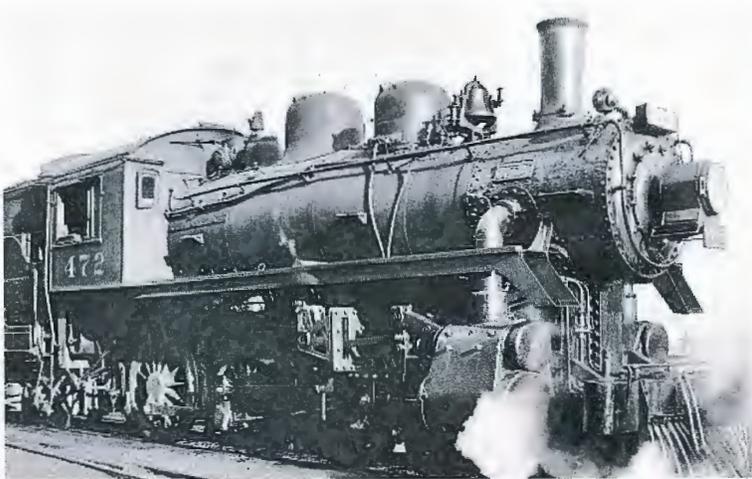
The Fraser River runs 1,325 km from its headwaters in eastern British Columbia to its mouth at the Strait of Georgia in the City of Vancouver. Named for Simon Fraser of the North West Company, the first European to follow the entirety of its course to its mouth in 1808, the Fraser River has long been a major provincial transportation corridor between the West Coast and the rest of Canada.

Historically significant in early exploration expeditions and development of the province, such as the Gold Rush, the Fraser River was also the site of many First Nations settlements, including the Musqueam, Stó:lo, St'at'imc Secwepemc and Nlaka'pamux. Significantly, the river has supported salmon populations for millennia, providing food and nourishment for surrounding communities. Today, the river also provides many recreational opportunities including rafting, boating and sports fishing. In recognition of the Fraser River's importance to Canada, it has been designated nationally as a Canadian Heritage River.

## Musqueam

For thousands of years the Musqueam people have inhabited the Fraser River Delta and surrounding areas. Musqueam (QΣmufΣium) means People of the River Grass and relates back to the grass (m-uh-th-kwi) that grows in the Fraser River estuary in the tidal flats and marsh lands. An ecologically vital gathering ground rich with shellfish and young salmonids, the Fraser River was a critical living and food-gathering place, and offered the Musqueam a life of abundance prior to European settlement.

The Middle Arm of the Fraser, now fronted by River Green Village, was a key salmon-gathering site for the Musqueam. Salmon fishing was an integral part of everyday life and influenced the development of Musqueam culture, stories, and mythology. Identifying themselves as a fishing people, the Musqueam are still closely aligned with the Fraser River today.



Canadian Pacific Railway Engine 472



Fishing Weir

## Canadian Pacific Railway

The Canadian Pacific Railway, founded in 1881, was created to physically unite Canada and Canadians from coast to coast. In 1902, the Interurban line, owned by the Canadian Pacific Railway was built on Lulu Island in Richmond, contributing greatly to the development of Richmond's city centre. Today, cultural remnants of this important transportation legacy remain visible within the city, at Moncton Street and No. 1 Road in Steveston. These trace elements include the presence of utilitarian tracks and electric poles, which function as artifacts of an important historic time.

## Samuel Brighthouse

One of the most recognizable names in the municipality, Samuel Brighthouse (1836-1911) once raised thoroughbred horses and grazed cattle on what is now the downtown core of Richmond. In 1864, Brighthouse purchased 697 acres on Lulu Island, stretching from the Middle Arm of the Fraser River to present day Granville Avenue, establishing himself as one of the key landowners in the area. Instrumental in helping Richmond form a municipality in 1879, 7 years ahead of Vancouver, Brighthouse also served on City Council in 1883. In 1880, Brighthouse sold five acres of his property at the price of \$400.00 to the municipality for the construction of a town hall, to be located on the corner of No. 3 Road and Granville Avenue. The present City Hall, Minoru Park, and Richmond Centre Shopping Mall were eventually built on land that he once owned. Today, the downtown area of Richmond is often still referred to as Brighthouse.

The Brighthouse homestead site was located on River Road and included expansive tree plantings in distinct grid patterns, creating both woodlots and perimeter planting. Brighthouse used seedlings transported to Canada from Europe and the United Kingdom to fill his property, including willow, elm, cedar, oak, ash and pine.



*Dragon boating*



*Samuel Brighthouse*

## Dragon Boat

The John M.S. Lecky Boathouse, located on the Middle Arm of Fraser River north of the Dinsmore Bridge, opened in 2006. This 11,000 sq. foot, two-tiered floating structure houses four boat bays and services the UBC Thunderbirds rowing program, St. George's school, as well as both high performance and community rowing, dragon boat and paddling programs. Named for John Lecky, a former UBC rower who won a silver medal in the men's eight at the 1960 Rome Olympics, the Boathouse presents numerous opportunities for both novice and elite recreation, set against the backdrop of the Fraser River's spectacular natural surroundings.



*Richmond Olympic Oval*



*Richmond Night Market*

In recent years, Richmond has undergone many vast and exciting changes. Today, Richmond is characterized by its strong sense of community, with an ethnically diverse and growing population of 207,500 people. Contributing to the rich cultural fabric of this growing city, much of Richmond's recent population growth has been comprised of Asian immigrants, with people of Chinese and South Asian ancestry representing more than 60% of the city's residents. Richmond's vibrant social profile is reflected in its commitment to improving quality of life for all of its citizens, through acknowledgement and celebration of both past and present.



*Celebrations for Chinese Lunar New Year*

# PUBLIC ART CONTEXT

The public art at River Green Village has the potential to converse and engage with the wider public art context in the Richmond area and surrounding communities, activating and energizing the public realm. The area's vibrant cultural heritage and unique history provide an exciting context for public art. With a number of recent developments and their related public art planned in the vicinity, together with community art initiatives and programming, the public art at River Green Village will contribute to shaping this destination neighbourhood. Aspac will reiterate the City of Richmond's commitment to art in public spaces, which includes providing greater access to artistic expression, and enhancing public awareness and appreciation of the visual arts.



Rebecca Bayer, "Motif of One and Many", 2015

Jacqueline Metz & Nancy Chew, "Made in China", 2013

The existing public artworks located in the surrounding areas of River Green vary in medium, subject matter and acquisition dates. Engaging with the thematic framework of connectivity, exploring ideas of ecology, infrastructure and history, they respond to the rich multi-cultural make-up of the Richmond area. A secondary prominent theme deals with environmental concerns and the rich biodiversity of the city's green spaces as well as the Fraser River.



Two public artworks previously installed by Aspac, as part of the first phase of the River Green Development located in close proximity to the Olympic Oval, are *Fish Trap Way* (2014) and *stillness & motion* (2013). Created by renowned Coast Salish artists Susan A. Point and her son Thomas Cannell, *Fish Trap Way* represents spawning salmon and their importance to Musqueam culture. Located along the Middle Arm of the Fraser River, this site was chosen for these works as it was once an area of supreme abundance for fishing. Created in four parts, the installations include 2 Salish 'Markers' made out of basalt as well as a sculptural work made out of aluminum and a Medallion inlay. Representing the journey salmon must make to ensure their survival, the markers depict both juvenile and adult fish at various stages of their lives. The elegant aluminum structure is an interpretation of a fish trap that Coast Salish people would have used to harvest while the Medallion depicts salmon waiting for the full moon before spawning begins.

Also dealing with notions of habitat native to the region is Jacqueline Metz and Nancy Chew's *stillness & motion*. This striking artwork is integrated into a pedestrian bridge that crosses River Green's East/West Promenade, providing a dynamic experience as the viewer moves through it. Portraying another iconic animal, *stillness & motion* features life size images of the Great Blue Heron nesting, as well as an abstraction of the fluttering of a heron's wings in continuous loop. Powerful yet gentle, *stillness & motion* is informed by the mythologies and culture of Richmond's natural landscape.



Susan A. Point and Thomas Cannell, "Fish Trap Way", 2014



Jacqueline Metz and Nancy Chew, "stillness & motion", 2013

Farther east along the River, a number of exciting artworks enliven the space surrounding the Olympic Oval. Janet Echelman's Water Sky Garden, sited adjacent to the Olympic Oval, is a landmark artwork that transforms the experience of the plaza. Installed in 2009, Water Sky Garden creates an immersive and contemplative environment that uses site specific materials such as rock, wood, water, air bubble fountains, steel, netting and light, engaging the space surrounding the viewer. Water Sky Garden is inspired by Richmond's cultural communities, with the bright, red, giant net-form, a material that Echelman often engages, in this case reminiscent of the fishing and canning industry that once dominated the area. The net undulates in the wind and becomes illuminated at night. Purifying aerators draw shapes with bubbles on the surface of a pond beneath the artwork, the water from which is collected from runoff gathered by the Olympic Oval's 5-acre roof. The red-stained cedar boardwalk that leads viewers through the artwork is suggestive of a curving path similar to the choreography of the Dragon Dance, a performance frequently seen at Chinese Festivals, while the "sky lanterns" recall celebration.



Janet Echelman, "Water Sky Garden", 2009, Day



Janet Echelman, "Water Sky Garden", 2009, Night

Fronting the Olympic Oval, along the banks of the River, is Elspeth Pratt and Javier Campos' Sight Works (2010). Made cast-in-place concrete, the pouring of Sight Works reflects the sedimentary nature of the alluvial flood plain. Integrated into the landscape, the artwork serves as a walkway, a seating area and a platform for viewing the environs of the Oval and the river, inviting passers-by to pause, rest, play and reflect.



Elspeth Pratt and Javier Campos, "Sight Works", 2010

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Buster Simpson, "Ice Blade", 2008



Pat Talmey, "Spawning", 2000

Ice Blade, installed in 2008 by Buster Simpson on the Richmond Hollybridge Canal Bridge, creates an illuminated marker and serves as a processional civic entry to the Olympic Oval. Consisting of LED light columns in the shape of skate blades, Ice Blade asserts a tipping stance, echoing the position taken by a speed skater at the starting line. Diffracting ambient, natural and artificial light sources, Ice Blade mirrors the surrounding landscape. During the day, the sun creates a kinesthetic interpretation of the light spectrum. At night, the LED light source activates the reflective and diffractive glass elements in the columns and provides an illuminated interpretation of an "aurora borealis" along the blades' edges.

At the end of Hollybridge Way, also dealing with notions of the surrounding ecology is Pat Talmey's Spawning (2000). A waterfall feature that highlights Richmond's strong relationship to river life, Spawning depicts male salmon, with the hooked nose or 'kype' that develop when the fish enter fresh water to spawn, facing up river.



Sonny Assu, "Authentic Aboriginal", 2010



Dinah Anderson et al, "Achieving a Dream", 2009

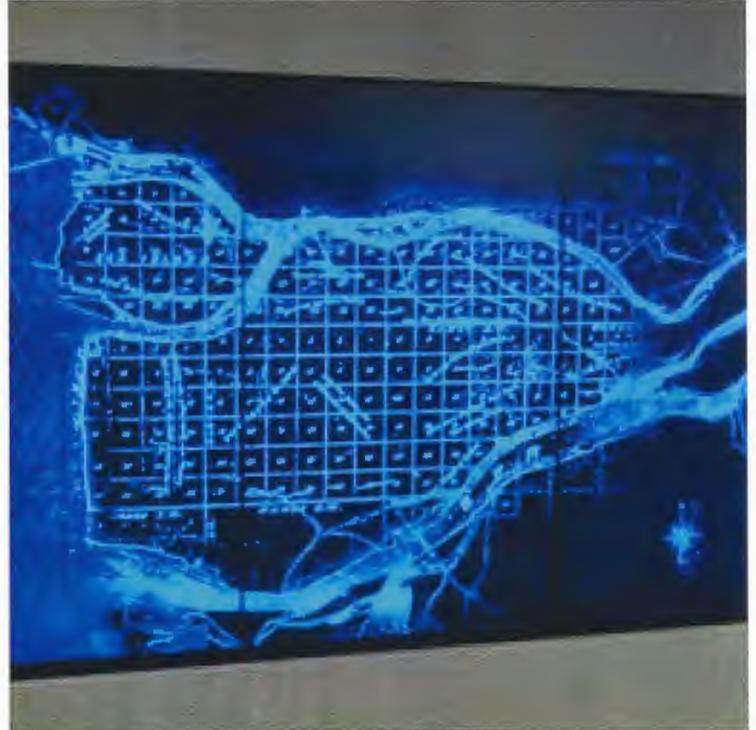


Patrick Amos et al, "Hupakwanum: The Chief's Treasure Box", 2009

Sited at the Olympic Oval, a number of artworks sponsored by the VANOC Venues Aboriginal Art Program significantly connect to the rich history of First Nations people in Canada. Authentic Aboriginal (2010) by Sonny Assu, Hupakwanum: The Chief's Treasure Box (2009) by Patrick Amos, Tim Paul, Tom Paul and Rodney Sayers, and Achieving a Dream (2009) by Dinah Anderson, Sammy J. Kudluk, Mabel Nigiyok, Louise Nigiyok and Andrew Qappik use traditional and non-traditional means to tell stories of Aboriginal experience, both past and present.



Deanne Achong and Faith Moosang, "Lulu Sweet: A Goldrush Tale in 8 Acts", 2014



Deanne Achong and Faith Moosang, "Lulu Suite: 17 Films for 17 Islands", 2013

Another theme explored through several public artworks surrounding River Green Village is that of Lulu Island, named for 19th century entertainer Lulu Sweet, a visiting singer from San Francisco, California. Lulu Sweet was a favourite performer of Colonel Richard Moody, a member of the Royal Engineers who developed much of the Lower Mainland on behalf of the British Empire. After her arrival in British Columbia in 1861, they travelled on a voyage together from New Westminster to Victoria, where Moody named Lulu Island after Miss Sweet. Lulu Sweet: A Gold Rush Tale in 8 Acts (2014) by Deanne Achong and Faith Moosang is a location aware walking tour app situated along the Fraser River that chronicles Sweet's many Journeys between 1850 and 1863. Lulu Suite: River Road Land (2014) and Lulu Suite: 17 Films for 17 Islands (2013) also by Achong and Moosang are films located within the Olympic Oval that look at the history of Lulu Island both past and present.

Public art plays an integral role in enriching social environments, with the celebration of local culture and diversity, the involvement of its citizens and the enhancement of neighbourhood identity. With a distinguished collection already in place in the River Green Village area and a number of upcoming public artworks set to further enliven the community including installations by Evan Lee at Intracorp's River Park Place and Rebecca Belmore at Onni's Riva, the public artwork at the Pier will foster significant dialogue, connection and engagement within the community and public art context.

# GUIDING PRINCIPLES FOR PUBLIC ART

- Provide a legacy artwork that is dynamic and engaging, facilitating excitement befitting the pier's unique public art opportunity
- Reflect the vision and spirit of the River Green Village project
- Integrate well to the site, architectural design and public realm
- Thoughtfully consider the historic, social, cultural and community contexts
- Offer maximum public accessibility, visibility and engagement
- Strive for the highest quality of artistic expression and standards
- Provide a front row to waterfront life
- Distinguish River Green Village as an international destination



# PUBLIC ART OPPORTUNITY

River Green Village will have a unique aesthetic presence in the heart of Richmond, celebrating this new community's extraordinary setting and contributing to the vitality of the public realm. The public art opportunities for this development are designed to be unique and innovative, engaging audiences in unexpected ways and responding to the rapid changes of 21st century contemporary life.

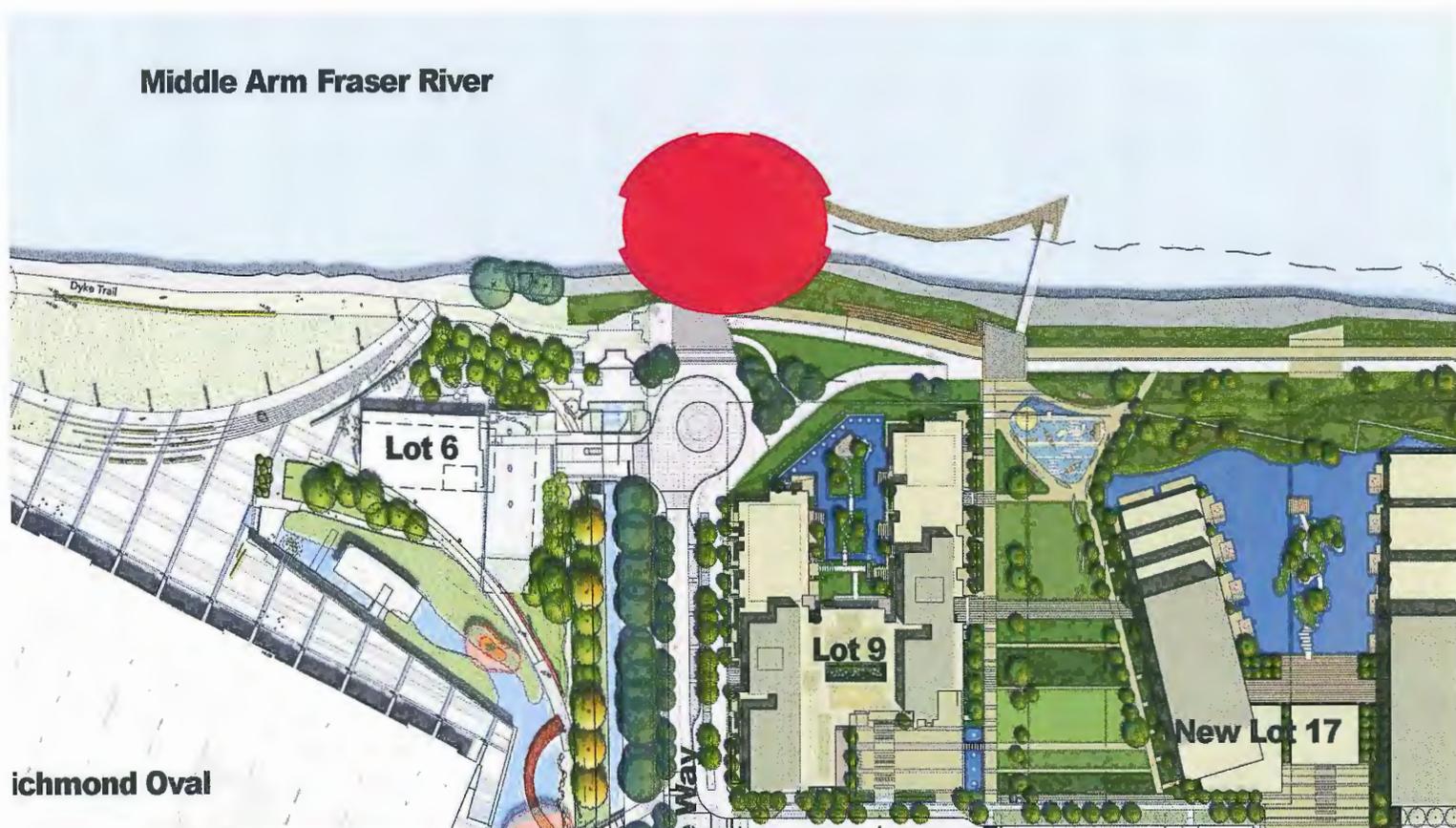


Fig. 1 | Public art opportunity highlighted in red, the pier fronting the Middle Arm of the Fraser River

Lot 9 is the first phase of River Green Village in the northwest corner of the development. Currently under construction, Lot 9 will front the new waterfront park and pier, becoming a key destination for residents and visitors as they traverse the waterfront and arrive via Hollybridge way. The future pier, located on City property, will be completed within this phase of the development.

The public art location identified for Lot 9 is the pier fronting the Middle Arm of the Fraser River at the north end of Hollybridge Way. Contributing to the distinctive energy and function of this site, the public art opportunity will support the flow and integration between the sequence of public spaces, activating and energizing the public realm. This site location at the pier offers a unique opportunity for public interaction on a multitude of levels, supporting quiet, intimate interludes as well as fast-paced, bustling moments. Significantly, this site location creates the occasion for high public visibility and engagement with pedestrians, cyclists and boaters traversing the high quality parks, open spaces and surrounding amenities of River Green Village.

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Fig 2 | *Public art opportunity circled in red*

The high-profile, prominent location of the pier befits a landmark artwork that will significantly contribute to the place-making of River Green Village and the surrounding public realm. Located at dike level, the pier will function as an anchor to the Landsdowne corridor and as such demands a signature artwork with a bold and dynamic presence. Within this public art opportunity, a wide range of possibilities exist for potential approaches and materials, including integrated, 2D, 3D and other innovative media, as well as a way-finding light work. There is great potential to establish River Green and the Oval Village area as an international destination, with the development of an outstanding public artwork by a leading contemporary artist with an international reputation.

In keeping with the social use of the Waterfront Park, the public art opportunity at the pier will present the occasion to create a commanding, legacy artwork that will contribute to the public realm in a lasting and meaningful way.



The artist/artist team selected will be given as much creative license as possible to activate this space, integrating art into the site and public context in a way that is innovative and vibrant. The artist/artist team will be selected early in the development process and will have an opportunity to become an integral member of the design team. Aspac is committed to hosting a work of artistic excellence that compliments the River Green Village project, and enhances the historic, cultural and aesthetic significance of the City of Richmond's public art landscape.

# PUBLIC ART BUDGET

The total Public Art Contribution for the artwork at the pier at Lot 9 is **\$550,000.00**.

The Total for Public Art Project is **\$467,500.00** and adheres to the City of Richmond's Public Art Policy, calculated as 85% of the Public Art Contribution. This amount includes the public artwork, selection process and honoraria costs, and the developer's contingency.

The amount designated for the artwork is **\$437,500.00** and includes the artist fee, artwork fabrication, storage, delivery, installation, all consultant fees, engineering certificates, construction coordination and site preparation, lighting and insurance. The artist selected will be responsible for a general public liability insurance policy. Premium for this coverage will be assumed as a cost of doing business and part of the studio overhead.

The Administration Allowance is **\$82,500.00** (15% of the Public Art Contribution) and includes the Public Art Program administration fee and the public art consultation fee.

## Total for Public Art Project (85%)

Public Artwork .....	\$437,500.00	
Selection Process and Honoraria .....	\$18,000.00	
Developer's Contingency .....	\$12,000.00	\$467,500.00

## Administration Allowance (15%)

Public Art Program Administration (5%).....	\$27,500.00	
Public Art Consultation Fee (10%) .....	\$55,000.00	\$82,500.00
Public Art Contribution.....		\$550,000.00

# TIMELINE

## PROJECT TIMELINE

LOT 9 Development Permit (DP 11-587954) . . . . . Issued July 2013  
LOT 9 Construction Completion . . . . . Fall 2017  
LOT 9 Pier Completion . . . . . Fall 2017

## PUBLIC ART TIMELINE

Detailed Public Art Plan Development . . . . . October/November 2015  
City Detailed Public Art Plan Presentation. . . . . November 17, 2015  
Review Long-list of Artists . . . . . late-November 2015  
Determine Short-list of Artists . . . . . late-November 2015  
Short-listed Artists' Invitation . . . . . late-November 2015  
Proposal Presentation by Short-listed Artists . . . . . mid-January 2016  
Artist Contract. . . . . February 2016  
  
Art Installation . . . . . Fall 2017

\* DATES ARE BEST ESTIMATED TARGETS AND SUBJECT TO CHANGE

# SELECTION PROCESS

All stages of the selection process will be facilitated by Jan Ballard of Ballard Fine Art Ltd.

The selection process will be a two stage invitational to professional artists/artist teams with a selection committee. Members of the selection committee, excluding members from the Aspac design team, will be paid a \$1,200 honorarium for their work.

The proposed selection committee will consist of five (5) members:

- Two (2) members from the Lower Mainland Art Community:  
Marian Penner Bancroft, Senior Artist  
Ellen Van Eijnsbergen, Director/Curator, Burnaby Art Gallery
- Two (2) members from the Aspac design team:  
Chris Phillips, Principal, PFS Studio  
Jeff Skinner, Senior Development Manager, Aspac
- One (1) community member from the City of Richmond:  
Nick Santillan, Richmond Community Member

## Stage One

- The selection committee will be oriented to Lot 9 and the greater River Green Village development project, the surrounding contexts and the Lot 9 public art opportunity. Jan and the selection committee will research and nominate a long list of 15-20 artists/artist teams for consideration.
- The selection committee will collectively review the artist long-list and nominate a short-list of 3-4 artists/artist teams to present a Detailed Public Art Proposal.

## Stage Two

- The 3-4 short-listed artists/artist teams will be oriented to Lot 9 and the greater River Green Village development project, the surrounding contexts and the Lot 9 public art opportunity. They will be invited to develop and present a detailed artwork proposal to the selection committee.
- The 3-4 short-listed artists/artist teams will be provided with a \$2,500 honorarium for their work. The honorarium will be paid upon receipt and presentation of the detailed public art proposal.
- Following the selection committee's review of the short-listed artist/artist team proposals, a final artist/artist team and artwork will be recommended for selection. Prior to the final artist/artist team selection, Aspac will have an opportunity to review the recommended artist proposal.
- The final artist/artist team selected will enter a contract agreement with Aspac to complete the proposed artwork on time and budget prior to development occupancy permits.

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## PRCS - 160

### **Artist/Artist Team Selection Criteria for Stage Two**

- i) High quality and innovative concept with a clear vision of the final artwork
- ii) Demonstrated understanding of the public space and the impact on the proposed site
- iii) Understanding of the project architecture, the site and its contexts
- iv) Demonstrated feasibility in terms of a detailed budget, timeline, implementation, safety, maintenance and site consideration
- v) Artistic quality of artwork presented in the documentation of past work
- vi) Availability

\*Please note: If no submission warrants consideration, the developer reserves the right not to award the commission.

Please direct any questions to:

Jan Ballard | Ballard Fine Art Ltd.

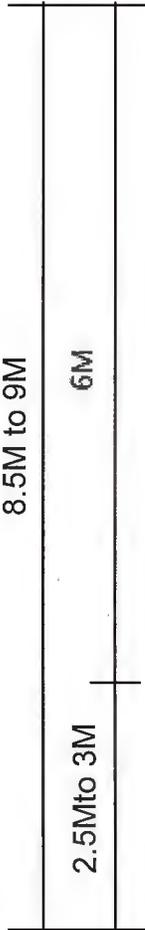
O. 604 922 6843 | C. 604 612 6645 | E. [jan@ballardfineart.com](mailto:jan@ballardfineart.com)

## River Green Village Lot 9 | Public Art Proposal Choi Jeong Hwa



Bridging the gap between art and everyday life, Korean artist Choi Jeong Hwa playfully employs a variety of humble, non-traditional materials in his prolific practice. Upcycled plastics and ornaments are used to maximum effect as Choi alters scale and proportion to engage the viewer in his fantastical built environments and structures. Inspired by the harmony and chaos of urban life, ideas of artificiality versus permanence are central to Choi Jeong Hwa's work. Declining to categorize his mode of production, Choi Jeong Hwa leaves the audience to define his artwork on a personal level. His flower series expresses the universal human condition and a oneness with nature.

**8M FLOWER TREE**





View of *Flower Tree* from Hollybridge Way, looking north



View of *Flower Tree* from Hollybridge Way Plaza, looking north



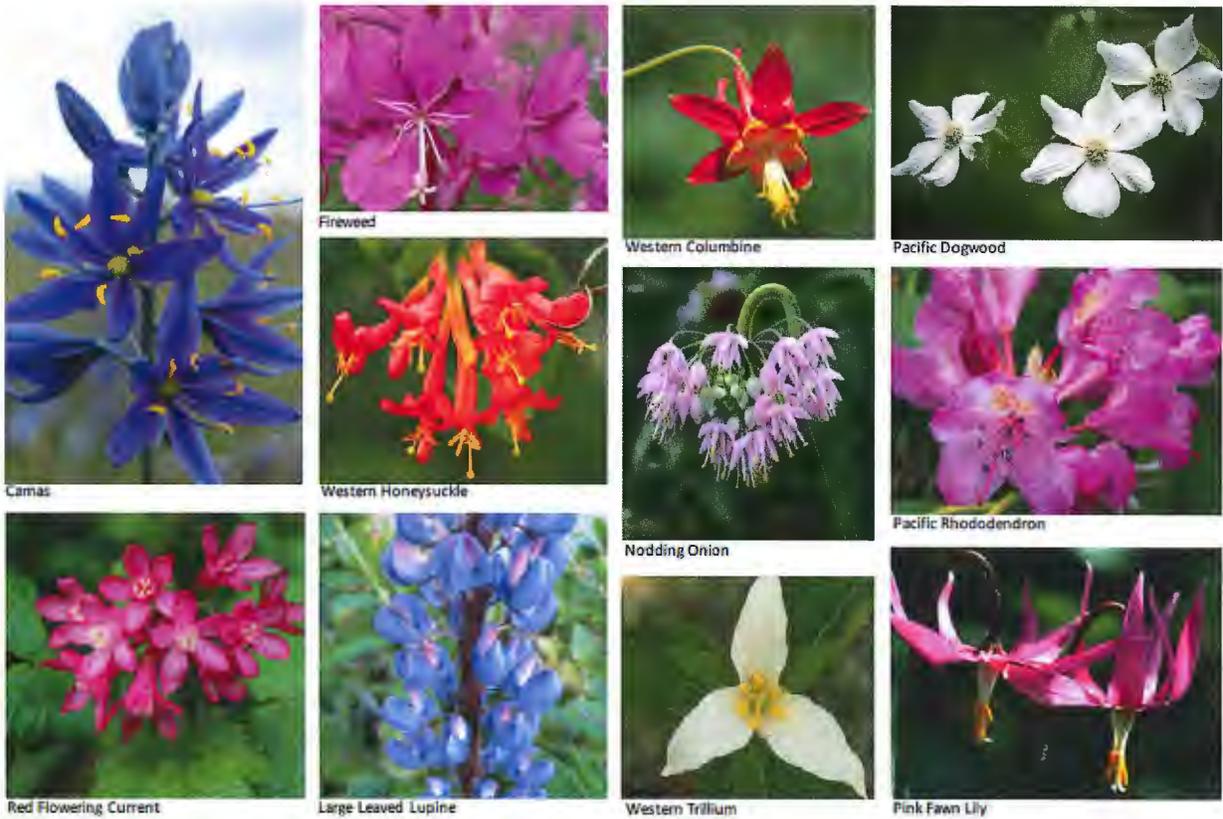
View of *Flower Tree* from Hollybridge Way Plaza, looking northeast



View of *Flower Tree* from waterfront dyke, looking south

## BC Native Flowers

Choi Jeong Hwa will include a selection of BC Native Flowers into the artwork as it relates to the site location

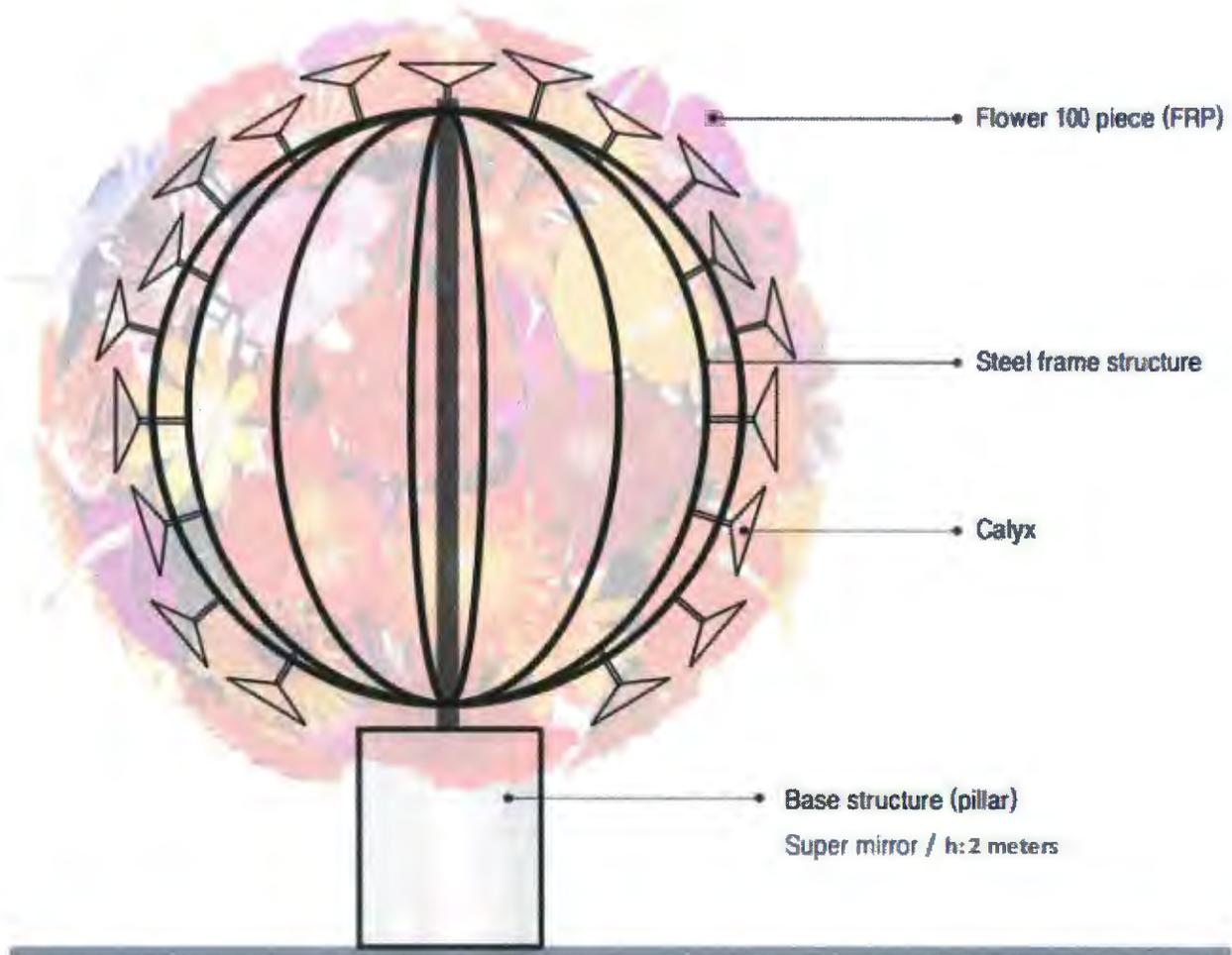


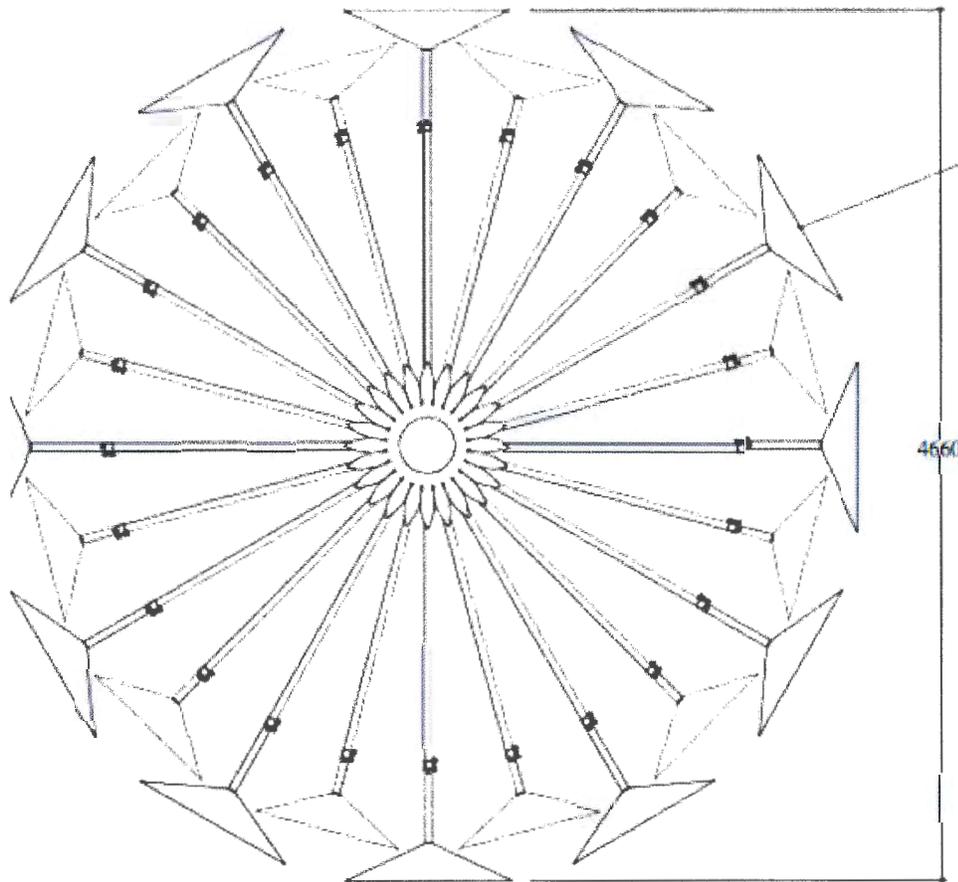
## Human and Nature are One

Choi Jeong Hwa draws inspiration from Yin-Yang and five elements as shown below in the diurnal cycle on the left:



## Flower Tree Interior View





FLOWER - D 900, 800, 700  
H 200-250  
Variable installation

4660

 FLOWER CONSTRUCTION PLAN - TOP VIEW  
SCALE 1/40

# Flower Tree Specifications and Maintenance

## Artwork Specifications

- Flowers are made of Fibre-Reinforced Plastic (FRP\*)
- Internal Frame is made of steel
- Base is made of mirror finished steel
- Total Height is 8 Metres
- Base Height is 2 Metres
- Width is 6 Metres
- Weight is 1.8 Tonnes (1632.93 kg)

Outer layer covered with paint & UV coating

Artwork will feature up-lighting

\*FRP is one of the most durable materials in the world. Listed below are strength and performance qualities of FRP:

lightweight  
high strength  
corrosion resistant  
impact resistant  
dimensional stability  
electrically non-conductive  
non-magnetic  
non-sparking  
low thermal conductivity  
Insect mold and mildew resistant  
fire retardant  
UV protection

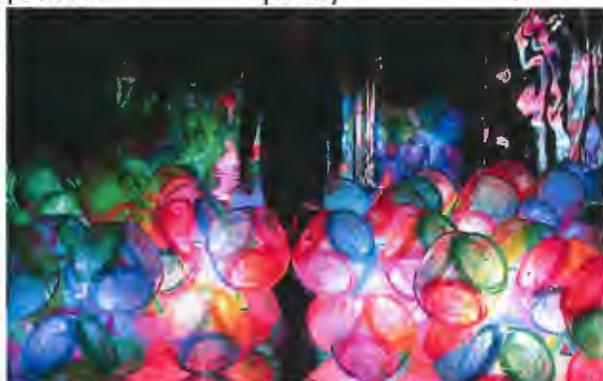
## Artwork Maintenance

- Regular Maintenance will involve light power washing with soap and water.
- Flowers will require repainting once every 5 years and UV recoating every 2 years.
- Choi Studio will provide 2 year warranty to include UV protection for 2 years from date of artwork completion.
- 5 extra flowers will be supplied at no added cost
- Vancouver Artwork Conservator: Nadine Power

## ARTIST BIOGRAPHY AND PAST WORKS

### CHOI JEONG HWA

**CHOI JEONG HWA (Seoul)** is an artist, a designer and an architect. One of the most dynamic and well-known of Korean contemporary artists, he creates work from a variety of everyday materials, finding inspiration in mundane objects from everyday - soda bottles, shopping bags, plastic dishes and ornaments. Choi Jeong Hwa is inspired by the harmony and chaos of the urban environment, installing works in discreet spaces and historically cultural sites. *1000 Doors*, a 10-story structure composed of once discarded doors is an example of Choi Jeong Hwa's artistic values. His work has been presented internationally at numerous exhibitions and biennales in Singapore, Japan, South Korea, France, England, Italy, Australia and the US. His permanent and temporary works have been celebrated around the world for over 20 years.



*Love Me!* Vanessa Quang Gallery, Paris, 2013  
Center, Japan, 2009



*Lighting Baskets*, Towada Art



*Dream Tower*, Daegu, South Korea, 2009  
Church, Prague, 2012

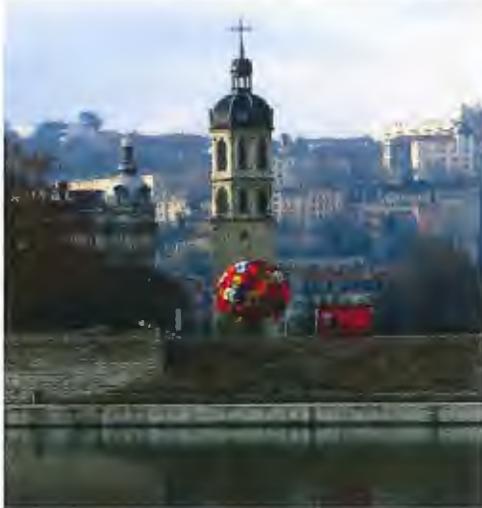


*Flower Tree*, Tainan, Taiwan, 2015



St. Salvator

**CHOI JEONG HWA'S (Seoul)** flower works range from plastic inflatables to steel frame sculptures painted in a multitude of colors. These large scale sculptural works are for public audiences in outdoor spaces around the world from fountains, to small lakes, gardens, museums, plazas, facades and parks. Choi Jeong Hwa is known for work that presents a contrast between the natural and the manmade. He takes a superficial rendition of a flower and invites a public to be captured by the blown up, vibrant and playful qualities in his work. Flower works can be found sparking interest in public audiences around the world.



*Flower Tree, Lyon, 2013*



*Taoyuan, 2013*



*Flower Horse, Towada Art Centre, Japan*



*Red, Auckland Art Gallery, 2011*



*Flower Tree, Lyon, France 2004*



# CV

## CHOI JEONG HWA

Born in 1961, Seoul, Korea  
1987 B.F.A., College of Fine Arts, Hong-Ik University, Seoul, Korea

### Awards

1986 Second Prize, JoongAng Fine Arts Prize  
1987 Grand Prize, JoongAng Fine Arts Prize  
2005 Ilimin Arts Award, Ilimin Cultural Foundation, Korea  
2006 Korea Artist Prize, the National Museum of Modern and Contemporary Art, Korea

### Selected solo shows and projects

2016

Yuejin Lantern Festival, Taiwan, 2016

2015

Transformers, MAXXI Museo nazionale delle Arti del XXI secolo, Rome, 2015  
RENAISSANCE 2015, Lille 300, Lille, France, 2015  
Alchemy, Peninsula hotel, Chicago, United States of America, 2015  
L'air des géants a La Villette, Paris, France, 2015  
Les Folies de Maubeuge 2015, Cities of Jeumont and of Maubeuge, France, 2015  
'ON'-Choi Jeong Hwa Solo Exhibition, Parkview Green, Beijing, China, 2015 With, Onyang Museum, Onyang, 2015

2014

Tathata, Park Ryu Soak Gallery, Seoul  
Natural color, multiple flower show, Culture Station Seoul 284, Seoul Fukuoka Triennale, Fukuoka, Japan  
Leeum 10th Anniversary Exhibition '(Beyond and Between)', Leeum, Seoul

2013

Playground 2013, Kota Kinabalu, Malaysia  
321 Art Community Project, Tainan, Taiwan  
Life, Life, Leeahn Gallery, Daegu, Korea  
Thank You!, Taoyuan Landscape Art Festival, Taoyuan, Taiwan Breathing Flower, Very Fun Park 2013, Taipei, Taiwan  
KABBALA, Daegu Art Museum, Daegu, Korea  
Present of the Sun, Setouchi Triennale 2013, Shodojima, Japan  
Iro Iro Iro, Kunisaki Art Project, Kunisaki, Japan

2012

Love. Sweet. Life., K11, Hong Kong  
Peace of Everyone, the MOTHER of DESIGN, Marunouchi HOUSE, Tokyo, Japan Venue design for World Biennial Forum, Gwangju, Korea  
TINA B project, San Salvatore, Prague, Czech Republic  
Phantoms of Asia, Civic Center Plaza, Asian Art Museum of San Francisco, USA Wish, Krasnoyarsk Museum Centre, Krasnoyarsk, Russia  
Festival of the World, Hayward Gallery, London, UK Arsenale 2012, Kyiv Biennale, Kyiv, Ukraine

Perth International Art Festival, Perth, Australia  
Jean Preuve X Choi Jeong Hwa, Vitra, Seoul, Korea

2011

Live Live, Kotakinabalu, Malaysia  
Lingua franca, St. Moritz Art Masters, St. Moritz, Switzerland  
Whatchamacallit, Gwangju, Korea  
Cosmos, Oulim Art Gallery, Goyang Oulim Nuri Arts Center, Goyang, Korea  
The REDCAT Gala, REDCAT, Los Angeles, USA

2010

17th Biennale of Sydney, Sydney, Austria  
By Day By Night, Rockbund Art Museum, Shanghai, China  
In the Mood for Love, Aando fine Art, Berlin, Germany SH Contemporary 10, Shanghai, China  
Roppongi Art Night, Mori Art Museum, Tokyo, Japan

2009

'Your Bright Future', The Museum of Fine Art, Houston, USA  
'Your Bright Future', LACMA, Los Angeles, USA 'Shine a Light', Korea Culture Center, London, UK 'O.K!' Towada Art Center, Towada, Japan

2008

Opening Exhibition, Bangkok Art and Culture Center, Bangkok, Thailand  
Piactic Paradise', Point Ephemera, Paris, France  
Arcadia, Chteau d 'Oiron, Oiron, France  
The REDCAT Gala, REDCAT, Los Angeles, USA

2007

Peppermint Candy, Santiago, Chile  
Welcome, Wolverhampton Art Gallery, Wolverhampton, UK  
Trace Root, Area, Madrid, Spain  
Elastic Taboo: Within the Korean World of Contemporary Art, Kunsthalle Wien, Austria  
Truth, REDCAT (Roy and Edna Oisney/Cai Arts Theater), Los Angeles, USA

2006

Gwangju Biennale-The First Chapter: Trace Root, Gwangju, Korea Special Project, Vivacity, Singapore  
Biennale, Singapore  
Art & Industry, SCAPE Biennial, Christ Church, New Zealand  
Open-Air Exhibition, Middleheim Museum, Antwerp, Belgium

2005

Dressing Ourselves, Milan Triennale, Milan, Italy Design Edge, Korean Pavilion, Suntec City, Singapore  
Seoul: Until Now!, Kunsthall Charlottenborg, Copenhagen, Denmark Secret Beyond the Door, Venice Biennale-  
Korean Pavilion, Venice, Italy CP Biennale, CP Center, Jakarta, Indonesia

2004

Liverpool Biennial, Lime Station, Liverpool, UK  
Happy Happy Project, Kirkby Gallery, Liverpool, UK  
Public Communications with GASUM, Melbourne Art Fair, Melbourne, Australia

2003

Happiness, Mori Art Museum, Tokyo, Japan  
Lyon Biennale, Lyon, France  
Flower Power, Palais des Beaux-Arts, Lille, France  
Yang Gwang Chan Ran. Biz Art Center, Shanghai, China  
Time after Time, Verba Buena Center for the Art, San Francisco, USA

2002

Happy Together, Kagoshima Open Air Museum, Kagoshima, Japan  
The 8th Baltic Triennial of International Art, Contemporary Art Center, Vilnius, Lithuania  
Orient. Extreme, Le Lieu Unique, Nantes, France  
Korean & Japanese Contemporary Prints Exhibition, Gallery OM, Osaka, Japan  
Gwangju Biennale, World Cup Art Soccer Korea and Japan, Gwanju, Korea

2001

Yokohama Triennale, Yokohama Station, Yokohama, Japan  
Lunapark/Contemporary Art from Korea. Württembergischer Kunstverein, Germany

2000

Bar Epicurus, Mitsubishi-Jisho Atrium, Hukuoka, Japan  
Let's Entertain, Walker Art Center, Minneapolis, USA / Pompidou Center, Paris, France  
AIR AIR, Grimaldi Forum, Monaco

1999

Lord of the Rings, Hasselt Museum, Hasselt, Belgium  
Tachigawa Festival, Tachigawa Station, Tokyo, Japan  
Hot Air, Grandship Convention and Art Center, Shizuoka, Japan  
Slowness Speed, National Gallery of Victoria, Melbourne, Australia  
Between the Unknown Straits, Korean Culture & Arts Foundation, Seoul, Korea

1998

Sao Paulo Biennial, Cecilio Matarazzo Pavilion, Sao Paulo, Brazil  
Seamless. De Appel Center, Amsterdam, Netherlands  
Taipei Biennial - Site of Desire, Taipei Fine Arts Museum, Taipei, Taiwan

## River Green Village Public Art Contributions

### River Green Lots 9-17 Public Art Master Plan: Implementation Contribution Schedule

Art Phase	Prior-to Conditions	Required Developer Contributions			Implementation Notes
		Total	LOC*	Cash*	
#1	Prior to Lot 9 DP issuance (DP 11-587954)	\$176,874	\$176,874	Nil	<b>Complete</b> /LOC submitted to City
	Prior to Lot 12 DP issuance (DP 11-587896)	\$256,000	\$256,000	Nil	<b>Complete</b> /LOC submitted to City
	Prior to ZT Amendment adoption (ZT 15-695231)	\$117,126	\$89,626	\$27,500	<b>Prior to adoption of ZT 15-695231</b> , the City shall release LOCs received with respect to Lot 9 & Lot 12 & the developer shall submit \$550,000 in a combination of LOC (\$522,500) & cash (\$27,500).
	<b>Artwork #1 Sub-Total</b>	<b>\$550,000</b>	<b>\$522,500</b>	<b>\$27,500</b>	
#2	Prior to Lot 12 BP issuance	\$100,000	\$95,000	\$5,000	<b>If the developer submits a second DP application for Lot 12</b> , the required contribution shall become a prior-to condition of that second Lot 12 DP.
#3	Prior to Lot 13 ESA DP/HAP issuance	\$41,000	\$38,950	\$2,050	<b>The developer's heritage interpretation contribution (\$42,000)</b> shall be combined with the Artwork #3 LOC contribution (\$38,950) for a "heritage themed" public art project with a combined value of \$80,950.
	<b>Artwork #1 - #3 Sub-Total</b>	<b>\$691,000</b>	<b>\$656,450</b>	<b>\$34,550</b>	N/A
#4	Prior to Lot 17 DP issuance	\$41,000 max	\$38,950 max	\$2,050 max	<b>The required total Lot 17 contribution</b> shall not exceed the lesser of: a) \$41,000; or b) \$6.46/m <sup>2</sup> of approved buildable floor area (excluding parking) for Lots 9 & 12 & proposed buildable floor area (excluding parking) for Lot 17 <u>LESS</u> the "Artwork #1 - #3 Sub-Total" of required developer contributions
	<b>Artwork #1 - #4 Total</b>	<b>\$732,000 max</b>	<b>\$695,400 max</b>	<b>\$36,600 max</b>	<b>The required total Lot 9 – 17 contribution</b> may vary from the "max" based on the required total Lot 17 developer contribution (as indicated above).

\* As per City policy, the developer contribution shall include:

- 95% (Letter of Credit/LOC) for the creation of the proposed artworks and related consultant fees; and
- 5% (cash) for public art operations & administration.



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

**Date:** June 27, 2016

**From:** Jane Fernyhough  
Director, Arts, Culture and Heritage Services

**File:** 11-7000-01/2016-Vol  
01

**Re:** **Phoenix Net Loft Feasibility Study**

**Staff Recommendations**

1. That a feasibility study be completed for the Phoenix Net Loft for future use as an artist creation and support space, and other uses as outlined in the report titled "Phoenix Net Loft Feasibility Study" dated June 27, 2016 from the Director, Arts, Culture and Heritage Services;
2. That the City's 5 Year Financial Plan (2016-2020) be amended to include the feasibility study in the amount of \$100,000, to be funded from the Rate Stabilization Account;
3. That an application for the feasibility study for the Phoenix Net Loft be submitted to the Canada Cultural Spaces Fund through the Department of Canadian Heritage; and,
4. That the Chief Administrative Officer and the General Manager of Community Services, be authorized to enter into funding agreements with the Government of Canada for the above mentioned project should it be approved for funding by the Government of Canada.

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

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	
Intergovernmental Relations and Protocol	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Project Development	<input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	INITIALS: DW	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

At the Parks, Recreation and Cultural Services Committee on July 18, 2013 the following referrals were made:

*That the following be referred to staff:*

*1) Potential use of the Phoenix Gillnet Loft Building as an Arts Centre and other uses, including a restaurant, with potential funding from the newly established \$4.3 million Statutory Reserve Fund for Arts, Culture and Heritage Capital purposes; and*

*2) Potential moorage from the Phoenix Net Loft to Phoenix Pond and possibly new deck construction on old piles in the adjacent area, outside of any red zone habitat, immediately west of the Phoenix Gillnet Loft to where the Phoenix Cannery once stood.*

This report responds to part one (1) of this referral. Part two (2) of the referral will be the subject of a subsequent report to Council.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

*Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.*

### Background

In April 2016 Council received a memo regarding the Phoenix Net Loft (Attachment 1) with background information on the historical significance of the Net Loft as well as an update on the status of the report to Council regarding its' repair and restoration. Staff are waiting for the Province to conclude the consultations with First Nations and for the Province to enter into a longer term agreement before bringing a report forward on future repair and restoration of the Net Loft.

In addition to the referral above, staff were also requested by the Steveston Historic Sites Building Committee (SHSBC) to consider the future use of the Phoenix Net Loft as outlined in the Phoenix Net Loft Artists' Market concept report done by Mark Glavina in 2001 (Attachment 2). The concept document contains a list of types of creation and support spaces that could be considered such as; artists' studios, performance, entertainment and exhibition space, artists market, education and lecture hall, cultural interpretive centre, supplies and frame shop.

### Analysis

A feasibility study and program plan will first analyse the viability of the concept proposal in this location and, if viable, outline the program and conditions that will accomplish the concept proposal and lead to a design and costing of the tenant improvements required. A program plan

will help inform the detailed design of the repair and restoration phase so any peculiarities can be built into the design and construction to realize any cost savings in the tenant improvement phase at a later date. The feasibility study and program plan will also provide a cost for the tenant improvements and identify and address any potential limitations of the building for future uses. A report will be brought back to Council with the results of the feasibility study for direction on future uses of the Phoenix Net Loft.

As the City is awaiting confirmation that the Province will grant a long term agreement for the water lot, it is recommended that the feasibility study and program plan for the artist market concept and other uses be commenced immediately in order to be ready to inform the detailed design of the repair and restoration phase. The implementation (construction) phase would start upon receiving Council approval on the recommendation(s) of the feasibility study. The anticipated durations for the implementation phase are shown in the table below:

<b>Activity</b>	<b>Duration (months)</b>	<b>Comments</b>
Feasibility Study	5	
Design Development	5	May overlap with Facility Study
Permitting, Tender	2	
Construction	14	
<b>Total</b>	<b>26</b>	

The cost to complete the feasibility study and program plan for the Phoenix Net Loft is estimated to be \$100,000.

#### Potential Grant Opportunity

The Canada Cultural Spaces Fund (CCSF), through the Department of Canadian Heritage, supports the improvement of physical conditions for artistic creativity and innovation. The fund supports the improvement, renovation and construction of arts and heritage facilities, as well as the acquisition of specialized equipment. As part of the 2016 budget, the Federal Government announced an increase in funding for cultural infrastructure through the Canada Cultural Spaces Fund and as of May 1, 2016, public art and feasibility studies are now eligible for support. This fund will pay up to 50% of the feasibility study. The projects approved in 2016 must be completed by March 31, 2017. Should the grant application be successful, the funding would be returned to the Rate Stabilization Fund.

A successful application for a feasibility study could be the basis for a submission in 2017 for the tenant improvements. The CCSF will only fund specialized construction components which support the work of professional artists and museums, with the objective of increasing opportunity and access by the public. The heritage restoration and other construction components of this building do not qualify for CCSF funding. The intention, once the feasibility study and program plan is completed and approved by Council, would be to apply for capital funding to the

June 27, 2016

- 4 -

CCSF, as well as to other senior government programs. The Federal Government, from multiple funding programs, can pay up to a maximum of 50% of all eligible capital cost of this project.

It is recommended that an application be submitted for the feasibility study for the Phoenix Net Loft for the Artist Market Concept.

Should the submission be successful, the City would be required to enter into funding agreements with the Government of Canada. These agreements are standard forms, provided by the Federal Government, that include an indemnity and release in favour of the Federal Government.

### **Financial Impact**

\$100,000 from the Rate Stabilization Account is to be allocated for the feasibility study and program plan for an "Artists Market" concept and other uses.

### **Conclusion**

A feasibility study and program plan for future uses of the Phoenix Net Loft is required to inform the detailed design and restoration in order to ensure that Phase 1, restoration and repair work, does not compromise, and in fact advances if possible, any tenant improvements required for Phase 2, future uses. An application to the Canada Cultural Spaces Fund to fund up to 50% of the feasibility study for the Phoenix Net Lot is recommended.



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

- Att. 1: Memo to Council, dated April 21, 2016 re: Phoenix Net Loft
- 2: Phoenix Net Loft Artists' Market Concept Plan



**City of  
Richmond**

**Confidential**  
**Memorandum**  
Community Services Division

**To:** Mayor and Councillors  
**From:** Dave Semple  
General Manager, Interagency Programs and  
Steveston Waterfront Major Initiatives  
**Date:** April 21, 2016  
**File:** 01-7000-01/2016-Vol 01  
**Re:** **Phoenix Net Loft**

Staff have been preparing a report for Council's consideration on the restoration of the Phoenix Net Loft. The Phoenix Net Loft is on a Provincial Water Lot which is currently leased to the City from the Province. Given some new information on the provincial water lot lease process, staff will be delaying the report. The information below provides some background.

#### Background

The heritage value of the Phoenix Gillnet Loft is found in its historical association to the canning and fishing industries in Steveston. Constructed circa 1943, a later date than the original cannery buildings, the Net Loft was part of the Phoenix Cannery built by Marshall English in 1882 and provides an understanding of the evolution of the cannery site.

The Net Loft is one of the last surviving structures associated with the Phoenix Cannery. The use, repair and storage of fishing nets was an integral part of the fishing industry, and the Net Loft has aesthetic value as a good example of a structure constructed solely as a net mending and storage facility. Its massive size, large internal space, and wood piling foundation as a response to its location on the riverfront represent its use as a net loft. It operated as a net storage and repair facility until the early 2000's when the City acquired the building from BC Packers as part of the rezoning considerations.

The Steveston Historic Sites Building Committee (SHSBC), whose mandate was expanded by Council in February 2016, is to advise and provide input into the development of the program for the Seine Net Loft facilities and the stories to be told in the exhibits, and guide the focus of the development of the program for the restoration and future use of the Japanese Duplex, the First Nations Building, the Phoenix Gillnet Loft and the Interurban Tram.

In March 2016, the SHSBC examined options for the restoration of the Phoenix Net Loft and reviewed a comprehensive engineering report that was completed in April 2015 for the Net Loft. The report indicated that conservation work is required in order to maintain the integrity of the building.

The Building Committee requested and received a further report from the City's Project Development Department on options for conserving the Phoenix Net Loft along with options for future use.

After considering options, the SHSBC had recommended that the Phoenix Net Loft be restored to a similar quality as the Seine Net Loft and that staff proceed with a feasibility plan to identify options for uses including an Artists Market and other public uses.

#### Water Lot

As a part of this process, staff were requested by the SHSBC to investigate the water lot licence over which the Net Loft is situated. The water lot, which includes the Phoenix Net Loft, begins at the south foot of No. 1 Road, runs east to the south foot of Railway Avenue, and fronts City owned property.

The term of the current License of Occupation is two (2) years commencing January 1, 2015 until January 1, 2017. On January 1, 2015, the Ministry of Forests, Lands and Natural Resource Operations (FLNR) became responsible for the administration of Crown land in the Lower Fraser River estuary after the expiration of the long standing head leases held by Port Metro Vancouver. Staff have recently received a tenure replacement application from the Province for an additional term. Staff are investigating the willingness of the Province to enter into a longer term agreement as staff have concerns of committing significant capital dollars without a longer term water lot agreement.

According to the letter received from the Province dated March 24, 2016 the First Nations consultation process is anticipated to be in its final stages in the summer of 2016 and at this point, a long term extension seems favorable. The replacement application includes a section for period of projected use and the maximum option identified is 'more than thirty years'.

The use identified in the current License of Occupation is for boat moorage and concrete pier purposes and staff will work to obtain approval from the Province to amend such purpose as necessary. A renewal of the License will be the subject of a future report to Council.

At this point, staff are reluctant to recommend any funding or restoration of the building until we have further confirmation from the Province on the water lot and the First Nations consultation period is concluded. Staff will be taking this concern back to the SHSBC for information and further discussion.

#### Next Steps

If a positive outcome on the water lot lease is confirmed, staff will promptly proceed with forwarding the SHSBC recommendations on the Phoenix Net Loft for Council consideration.

I will be ready to discuss with Council, before the Closed Council on Monday, April 25, 2016, to answer any questions arising from the memo.

Thank you,

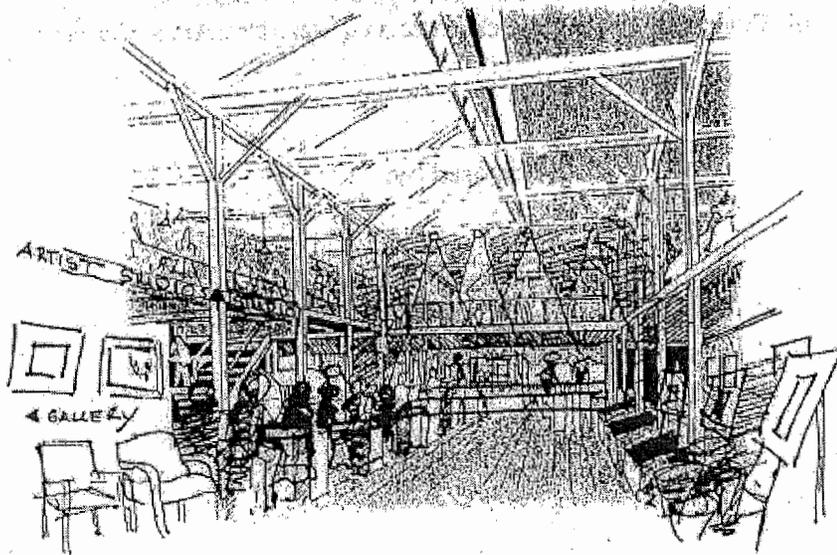
Dave Semple  
General Manager, Interagency Programs &  
Steveston Major Initiatives

pc: SMT  
Kirk Taylor, Senior Manager, Real Estate Service  
Jane Fernyhough, Director, Arts, Culture and Heritage Services  
Mike Redpath, Senior Manager, Parks

Phoenix Net Loft Artists' Market  
Concept Proposal

# Phoenix Net Loft Artists' Market

*"Self supporting multi-purpose Art Center"*



*During World War 2, Prime Minister Winston Churchill was told to cut the budget for the arts. To his credit, he refused saying "Then what are we fighting for?"*

**2337P Waterlots Proposals - Expression of Interest**

Expression of interest to develop, manage and maintain the Phoenix  
Net Loft Portion of the B.C. Packer site as a Maritime Artist Center

Proposed by:

**Mark Glavina & Associates**

Friday, August 17, 2001

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## Introduction

Accept this proposal as an expression of interest for the development, operation and management of the Phoenix Net Loft. This is a brief outline of a strong concept ensuring the legacy of the only surviving historic Building on the BC Packers 47 acre site. This Concept has been planned in harmony with the recently adopted Official Community Plan for the Steveston Area ensuring that *"In the Year 2021, the Steveston Waterfront Neighbourhood will serve as a major home port for the commercial fishing fleet around which will exist a unique community, rich in heritage, in which people will live, work and play, and many others will come to shop and enjoy the recreation, heritage and natural amenities of the area"*.

The major benefits of this proposal are enhanced and unrestricted public access to the waterfront; it will encourage the mixed use of an integrated waterfront and a vital link on the heritage trail between Britannia Shipyards and the planned residential community, ensuring compatibility between land uses. The Phoenix Net Loft will become the historical framework for contemporary use, with a commercial vein, to ensure economic viability for the Arts, Heritage and Culture; as well this will respond to the City of Richmond interests' of economic sustainability and quality of life.

A very strong team has been put together to develop this project with a wide variety of backgrounds to ensure success and compatibility with the city's objectives. The development team varies in experience from architectural, business, marketing, arts, culture and financial.

*"Why should you support the arts? It is an economically sound investment. For every dollar that we invest in the arts, we generate seven"*

Susan Stern - The Toronto Star

# Phoenix Net Loft

## Artists' Market

### CONCEPT

Think of Granville Island under one roof.....an arts umbrella

The existing Net Loft with imaginative and strategic renovations would become a vital link on the Steveston Heritage Trail, celebrating and encouraging Richmond's Arts and Culture. The proposed use of this facility would include a performance, entertainment and gallery space, a number of working artists' studios, Co-operative Artists' Market for participating artists, drama and dance studios, and a possible cultural interpretative center.

Naturally, emphasis will be placed on maritime themes, with a local flavour for the participating artists such as print makers, glass blowers, potters, fabric artists, painters, sculptors, jewelers, wood carvers, metalsmithing and even the performing arts participants. The opportunity for working artists to share their knowledge as mentors to young aspiring artists would be facilitated through the facility making workshop and studio space accessible to the public.

The facility will incorporate working artist studios retail gallery, entertainment and performance area, education and lecture hall, supplies, frame shop. The application is based on subletting smaller units to professional artists and artisans, as working studios for individuals and groups, guilds or co-operatives. Emphasis will be placed on maritime art with a local flavour encouraging multiple use, such as print makers, glass blowers, potters, fabric artists, painters, sculptures, jewelers, woodworkers and carvers, metalsmithing, dance studio and performing art studio. The facility would provide, all under one roof, a much needed grass root infrastructure to the Artist community, inclusive of cultural and artistic endeavors.

Finally our proposed use insures that this last remaining structure from the BC Packers 47 Acre site will continue to exist as a legacy for our children and grand children. It ensures and encourages public access and participation and, combined with the activities at Britannia Heritage Shipyard, creates a critical mass on the waterfront that would benefit both endeavors

This facility is planned as a for-profit, private endeavor, partnering with the city of Richmond as the property owner. An experienced development team has been put together to ensure credibility, profitability and viability of the concept.

## Background

Project lead  
Mark Glavina

My experience as a leader in the art community dates back to 1993 when I completed a mural and a sold out Exhibition "River Harvest 1913" at Shady Island Restaurant. I own and operate Phoenix Coastal Art at 3891 Moncton Street in Historic Steveston Village. My business is art!

Our original location is dedicated to promoting and selling a variety of local Art from hand made crafts, ceramic sculpture, woodwork and jewelry to paintings by renowned Richmond artist like Dan Varnals, Adrienne Moore, Donna Baspaly. Excellent commercial success and the demand for art related services have allowed us to expand our current services to a second location The Phoenix Art Workshop. Our new facility will permit us to finally offer an array of art classes and workshops. A two-year waiting list for the children's classes and extensive adult demand for programs demonstrates the need for this type of resource in our community. Our new location will be home to our very popular picture framing service, as well as a new 1000sq foot gallery space. This new endeavor will allow our first location to expand its art supply inventory to meet the growing needs of the community. The need for additional classroom space and workshop facilities is anticipated for the year 2003.

I have been always been involved with local heritage groups, believing that they are a key link to our cultural ties and identity as a community. My strong belief in the survival of our community's identity has been demonstrated through my commitment to the planning process over the past five years. My understanding of sustainable communities, balancing the community's need and economic viability is the strongest asset I bring to this process.

In 1995 I was commissioned to paint a mural of Fin Slough at Broadmoor Mall and have recently completed a mural at Homma Elementary with the co-operation of the student body as an educational experience. For the Past five years I have co-curated the exhibitions at the Gull of Georgia Cannery, drawing artists to Steveston from all over the lower mainland. And in 1998 I opened Phoenix Coastal Art as part of my commitment to the arts in this amazing community.

I am confident I have put together an excellent project development team with a strong and creative concept.

## Benefits

- Unrestricted Public Access to the Waterfront
- Heritage legacy accessible to the public
- Creates a economically viable Cultural Legacy
- Adheres to the O.C.P.
- Lends itself to the village atmosphere with an integrated waterfront
- Long term retention of the unique character of a waterfront building
- Co-existence with maritime activity along the water's edge
- Creates a critical mass of unique activity complementing Britannia Heritage Shipyards
- Promotes local visual and performing arts in a variety of disciplines
- Meets and exceeds the city's objective of economic viability and re-use of our heritage resource
- Permits educational opportunities for our community
- Stimulates the local economy
- Enhances the Steveston's business center rather than competes
- A vital link on the heritage trail between Britannia Shipyards and the planned residential community, ensuring compatibility between land uses
- It ensures and encourages public access and participation
- Is sensitive to the local environment and river habitat
- The Benefits of Granville Island under one roof in our own community

## Development team

**Mark Glavina**  
Phoenix Coastal Art  
3891 Moncton Street  
V7E 3A7

Local Business owner and operator  
Steveston resident, artist and educator

**John Uren**  
11931 Fourth Ave  
Richmond BC  
V7E 3H4

Marketing consultant, founder and  
president of Cannery Channel Tours and  
former Marketing consultant for the  
Stratford Festival and Expo 67

**Royal Bank of Canada**  
6400 #3 Road  
Richmond BC  
V6Y 2C2

**Al Hailey**  
Loans Officer, Business development

**Mary Gazetas**  
6911 #3 Road  
Richmond BC  
V6Y 2C1

Graduate of Montreal's National Theater  
School and 16 years working for the  
City of Richmond in the Cultural and  
Heritage Field

**Hotson Baker Architects**  
Bruce Haden  
604-255-1169

Project developer for Granville Island  
Lonsdale Quay and Richmond City Hall  
and National Heritage Advisors with  
extensive experience in heritage  
development of this kind

**Rob Smith & Co**  
Structure Consultants Ltd  
303-1226 Homer St  
V6B 2Y5

Structural Engineers with particular  
experience with Steveston's waterfront  
properties

**Don Pepper & Associated**  
6-3555 Westminster Hwy  
Richmond BC  
V7C 5P6

Steveston Fisherman, Economist and  
retired educator and Author

**Peter Findlay**  
CFD Investments  
Venture Capital  
19 B Fourth Ave.  
Ottawa, K1S 2K5

Venture Capital

**Attachment 3**  
**B.C. Packers**  
**Land Use Map**

	Residential
	Maritime Mixed Use
	Commercial
	Public Open Space
	Unretained Continuous Public Access <sup>a</sup>
	Public Road
	Approximate Shoreline
	Approximate Line of Buildings and/or Structures
	Heritage (Proposed)
	Community Billboard Use
	Parking associated with maritime mixed uses and limited public parking

<sup>a</sup> Note: The trail should be located on the water side of any structures which extend over the water.

**Steveston**  
 Official  
 Community Plan

Original Adoption: March 15, 1999

