



Parks, Recreation and Cultural Services Committee

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

**Thursday, July 23, 2015
4:00 p.m.**

Pg. # ITEM

MINUTES

PRCS-5

*Motion to adopt the **minutes** of the meeting of the Parks, Recreation and Cultural Services Committee held on June 23, 2015.*

NEXT COMMITTEE MEETING DATE

September 29, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

COUNCILLOR CAROL DAY

- PUBLIC ART**
(File Ref. No.)

PRCS-11

See Page PRCS-11 for full report

COUNCILLOR CHAK AU

2. **BC MARITIME MUSEUM**

(File Ref. No.)

PRCS-24

See Page **PRCS-24** for full report



COMMUNITY SERVICES DIVISION

3. **STEVESTON CHANNEL SHEER BOOMS**

(File Ref. No. 11-7200-01) (REDMS No. 4593379 v. 10)

PRCS-26

See Page **PRCS-26** for full report

Designated Speaker: Mike Redpath

STAFF RECOMMENDATION

- (1) *That the staff report titled “Steveston Channel Sheer Booms,” dated June 25, 2015, from the Senior Manager, Parks, be received for information; and*
- (2) *That a letter be sent to the British Columbia Provincial Minister of Forest, Lands and Natural Resources Operations, to the Federal Minister of Transportation, Richmond’s Members of Parliament, and Richmond’s Members of the Provincial Legislative Assembly to raise awareness of the Steveston Cannery Channel floating debris issue, the continued hazards to navigation posed by it and to seek support to remedy the issue.*



4. **TAIT RIVERFRONT PARK CONCEPT PLAN**

(File Ref. No. 06-2345-20-TRIV1) (REDMS No. 4629225 v. 8)

PRCS-35

See Page **PRCS-35** for full report

Designated Speaker: Mike Redpath

STAFF RECOMMENDATION

That the Tait Riverfront Park Concept Plan, as outlined in the staff report titled “Tait Riverfront Park Concept Plan,” dated June 29, 2015, from the Senior Manager, Parks, be approved.



5. **PUBLIC PARKS AND SCHOOL GROUNDS REGULATION BYLAW NO. 8771 REFERRAL – JUNE 2015**

(File Ref. No. 11-7000-01; 12-8060-20-008771) (REDMS No. 4600713 v. 11)

PRCS-66

See Page **PRCS-66** for full report

Designated Speaker: Marie Fenwick

STAFF RECOMMENDATION

- (1) *That Manoah Steves Park be designated for model aircraft use under the code of conduct outlined in Attachment 1, in the staff report titled “Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015,” dated June 29, 2015, from the Senior Manager, Parks; and*
- (2) *That Garry Point Park be designated for permit only – recreational power kite usage through the development and implementation of a permit system as detailed in the staff report titled “Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015,” dated June 29, 2015, from the Senior Manager, Parks.*



6. **CANADA 150 ACTIVITIES**

(File Ref. No. 11-7000-01) (REDMS No. 4620635 v. 6)

PRCS-77

See Page **PRCS-77** for full report

Designated Speakers: Jane Fernyhough, Marie Fenwick, & Bryan Tasaka

STAFF RECOMMENDATION

That:

- (1) *the vision for Richmond’s Canada 150 activities, events and infrastructure be endorsed, as outlined in the staff report titled, “Canada 150 Activities”, dated June 19, 2015, from the Director, Arts, Culture and Heritage Services;*
- (2) *the guiding principles for determining Richmond’s Canada 150 activities, events and infrastructure be endorsed;*
- (3) *staff be authorized to engage the community for input into Richmond’s Canada 150 activities, events and infrastructure; and*
- (4) *staff report back with options for Council’s consideration.*



Pg. # ITEM

7. **DISCONTINUANCE OF FEE PAYING PROGRAMS BY RICHMOND SCHOOL DISTRICT**

(File Ref. No. 01-0155-02) (REDMS No. 4625496 v. 6)

PRCS-82

See Page PRCS-82 for full report

Designated Speaker: Serena Lusk

STAFF RECOMMENDATION

That the staff report titled, “Discontinuance of Fee Paying Programs by Richmond School District,” dated June 29, 2015, from the Senior Manager, Recreation and Sport, be received for information.

8. **MANAGER’S REPORT**

ADJOURNMENT



Parks, Recreation and Cultural Services Committee

Date: Tuesday, June 23, 2015
Place: Anderson Room
Richmond City Hall
Present: Councillor Harold Steves, Chair
Councillor Carol Day (entered at 4:01 p.m.)
Councillor Bill McNulty
Councillor Linda McPhail
Absent: Councillor Ken Johnston
Call to Order: The Chair called the meeting to order at 4:00 p.m.

AGENDA ADDITION

It was moved and seconded
That Steveston Harbour Authority Lands be added to the agenda as Item No. 4A.

CARRIED

MINUTES

It was moved and seconded
That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, May 26, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Thursday, July 23, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

Parks, Recreation & Cultural Services Committee
Tuesday, June 23, 2015

Cllr. Carol Day entered the meeting (4:01 p.m.).

DELEGATIONS

1. With the aid of a PowerPoint presentation (copy on file, City Clerk's Office) James Gates, Executive Director, accompanied by Norm Goldstein, Henry Pietraszek, and Pietro Widmer, Directors, Richmond Sharing Farm Society, updated Committee on the Society's activities.

In reply to queries from Committee, Mr. Gates provided the following information:

- to date, production has increased and harvesting is earlier due to the warm spring weather;
- the Society plans to formally have the community barn named after Mary Gazetas, founder of the Richmond Sharing Farm; also, a plaque will be considered as part of the her commemoration;
- the proposed barn is designed to accommodate expansion should the need arise in the future; and
- the Society is working with staff to examine green building options for the barn, such as solar power and a self-contained grey water system.

Mike Redpath, Senior Manager, Parks, advised that staff would work with the Society to bring forward a report to Council which meets the criteria of *Policy 2016 - Naming Public Buildings – Parks or Places*.

Discussion ensued regarding the drier climate and Committee suggested that staff consider opening the drainage ditches for irrigation purposes.

Committee then thanked the Society for the successful operation of the Richmond Sharing Farm.

COMMUNITY SERVICES DIVISION

2. **ORIS DEVELOPMENT THE PIER AT LONDON LANDING - DONATION OF PUBLIC ARTWORK**

(File Ref. No. 11-7000-09-20-116) (REDMS No. 4592981 v. 3)

It was moved and seconded

- (1) *That the artwork donation by Oris Development to the City of Richmond, as presented in the staff report titled "Oris Development The Pier at London Landing - Donation of Public Artwork", dated June 12, 2015, from the Director, Arts, Culture and Heritage Services, be approved; and*

2.

Parks, Recreation & Cultural Services Committee
Tuesday, June 23, 2015

- (2) *That an amendment to the City's Five Year Financial Plan (2015-2019) to include \$59,897 for the cost of the artwork with funding coming from the Oris Development's contribution as part of the rezoning application to the Public Art Reserve Fund be brought forward for Council's consideration.*

CARRIED

3. **INTRACORP RIVER PARK PLACE DONATION OF PUBLIC ARTWORK**

(File Ref. No. 11-7000-09-20-163) (REDMS No. 4588298 v. 2)

Discussion ensued regarding the merits of the selected artwork and Committee expressed concern with regard to whether the piece was timeless, engaging, and appropriate for such a significant gateway to the city.

Eric Fiss, Public Art Planner, commented that the proposed concept was considered by the selection panel and they were of the opinion that the public would find the artwork engaging.

It was moved and seconded

That the artwork donation by Intracorp River Park Place to the City of Richmond, as presented in the staff report titled "Intracorp River Park Place Donation of Public Artwork," dated June 2, 2015, from the Director, Arts, Culture and Heritage Services, be approved.

The question on the motion was not called as discussion ensued regarding the timelessness and appropriateness of the artwork and whether the piece was reflective of the city.

The question on the motion was then called and it was **DEFEATED** with Cllrs. Day, McPhail, and Steves opposed.

Discussion continued related to (i) the potential to re-evaluate the public art fund, (ii) the selection panel's review process and recommendation, and (iii) the appropriateness of the proposed artwork. As a result of the discussion the following **referral** was introduced:

It was moved and seconded

That the artwork donation by Intracorp River Park Place to the City of Richmond be referred back to staff for further review.

CARRIED

Parks, Recreation & Cultural Services Committee
Tuesday, June 23, 2015

4. **STEVESTON TOWN SQUARE PARK CONCEPT PLAN**

(File Ref. No. 06-2345-00) (REDMS No. 4586522 v. 10)

Mr. Redpath provided background information on the Steveston Town Square Park Concept Plan and in response to queries from Committee, commented that the Park could be renamed at Council's discretion and funding for the project could be achieved by transferring \$250,000 from other completed projects approved as part of the 2015 Capital Program.

Discussion ensued regarding the infusion of Steveston and Japanese heritage in the concept plan and that a portrayal of the site's history complete with a map of the various buildings (i.e., hospital, gambling den, saloon, and brothel) be included in the plan.

It was moved and seconded

- (1) *That the Steveston Town Square Park Concept Plan as described in the staff report titled "Steveston Town Square Park Concept Plan," dated June 3, 2015, from the Senior Manager, Parks, be approved; and*
- (2) *That \$250,000 from the following completed projects, McLennan South (\$23,000), McLennan North (\$119,000), and Woodward's School (\$55,000), and Parks General Development (\$53,000) be transferred to fund the Steveston Town Square Park Concept Plan project and that this project be included in the 5 Year Financial Plan (2015–2019) amendment.*

CARRIED

4A. **STEVESTON HARBOUR AUTHORITY PARAMOUNT SITE**

The Chair circulated information related to the Steveston Harbour Authority's (SHA) paramount site (copy on file, City Clerk's Office). Discussion took place and the following **referral** was introduced:

It was moved and seconded

That Parks and Public Works staff consider:

- (1) *continuing Westwater Drive as far northeast as possible and connecting it directly with No. 2 Road;*
- (2) *moving the fence around Paramount Pond far enough north to consolidate SHA properties and allow internal SHA access around Paramount Pond; and*
- (3) *any future opportunities to exchange lands (e.g., road and dyke right-of-way) in order to acquire additional land east of the Britannia Shipyard.*

Parks, Recreation & Cultural Services Committee
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The question on the referral was not called as discussion ensued regarding the possible acquisition of land required to extend Westwater Drive to No. 2 Road and that staff report on the feasibility and associated costs for the proposed works.

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

5. MANAGER'S REPORT

(i) Community Services Division Updates

Marie Fenwick, Manager, Parks Programs, advised that the 20th Anniversary of the Rivershed Society of BC 2015 Fraser River Swim Relay has been cancelled; however, the Society is organizing a series of paddles on the Fraser River between Prince George and Vancouver. Staff is working with the Society and the Richmond Blue Dot team to organize an event for Friday, September 24, 2015.

Dee Bowley-Cowan, Britannia Site Supervisor, commented on the upcoming Ships to Shore Steveston 2015 event scheduled from June 29 to July 1, 2015, noting that the Canada Day parade will commence at 10 a.m. and fireworks at the Imperial Landing site will begin at 10 p.m.

Mr. Redpath noted that the credentials, caps and event details for Ships to Shore Steveston 2015 would be provided to Council in the near future and that the King George Park Rugby Field upgrades have been completed.

Serena Lusk, Senior Manager, Recreation and Sport Services, provided information on the public and stakeholder consultation process related to the community needs assessment update and advised that the results would be forwarded to Committee in fall 2015.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:46 p.m.).

CARRIED

Parks, Recreation & Cultural Services Committee
Tuesday, June 23, 2015

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 23, 2015.

Councillor Harold Steves
Chair

Heather Howey
Committee Clerk

'Urban Reef' wooden street furniture unveiled at Robson Street (PHOTOS)

BY [KENNETH CHAN](#)

1:21 PM PDT, THU JUNE 26, 2014

[Comments](#)



A new summertime street furniture installation, dubbed the 'Urban Reef', was unveiled earlier today at Robson Square.

The project is part of the the municipal government's VIVA Vancouver program that activates downtown Vancouver's Granville and Robson Streets with seasonal events, activities and installations.

'Urban Reef' was amongst [the 78 entries submitted](#) for the Robson Redux competition and [selected through a public vote](#). The seating installation was created by Kaz Bremner, Jeremiah Deutscher, Michael Siy and Kenneth Navarra – a local team of architects, designers, and carpenters. Upon selection in late-April 2014, the team was given a \$40,000 honorarium to cover the costs of materials, fabrication, construction, installation, and de-installation for their projects.

Although this is the fourth installation for the 800 block of Robson Street, this marks the first time the design selection process was open to public competition.

The wooden furniture will be a fixture of Robson Street until September 1 when it is scheduled to be dismantled.

Do you like the 'Urban Reef' wooden street furniture design?

Yes No Undecided

Vote [View ResultsPollDaddy.com](#)

Conceptual Rendering

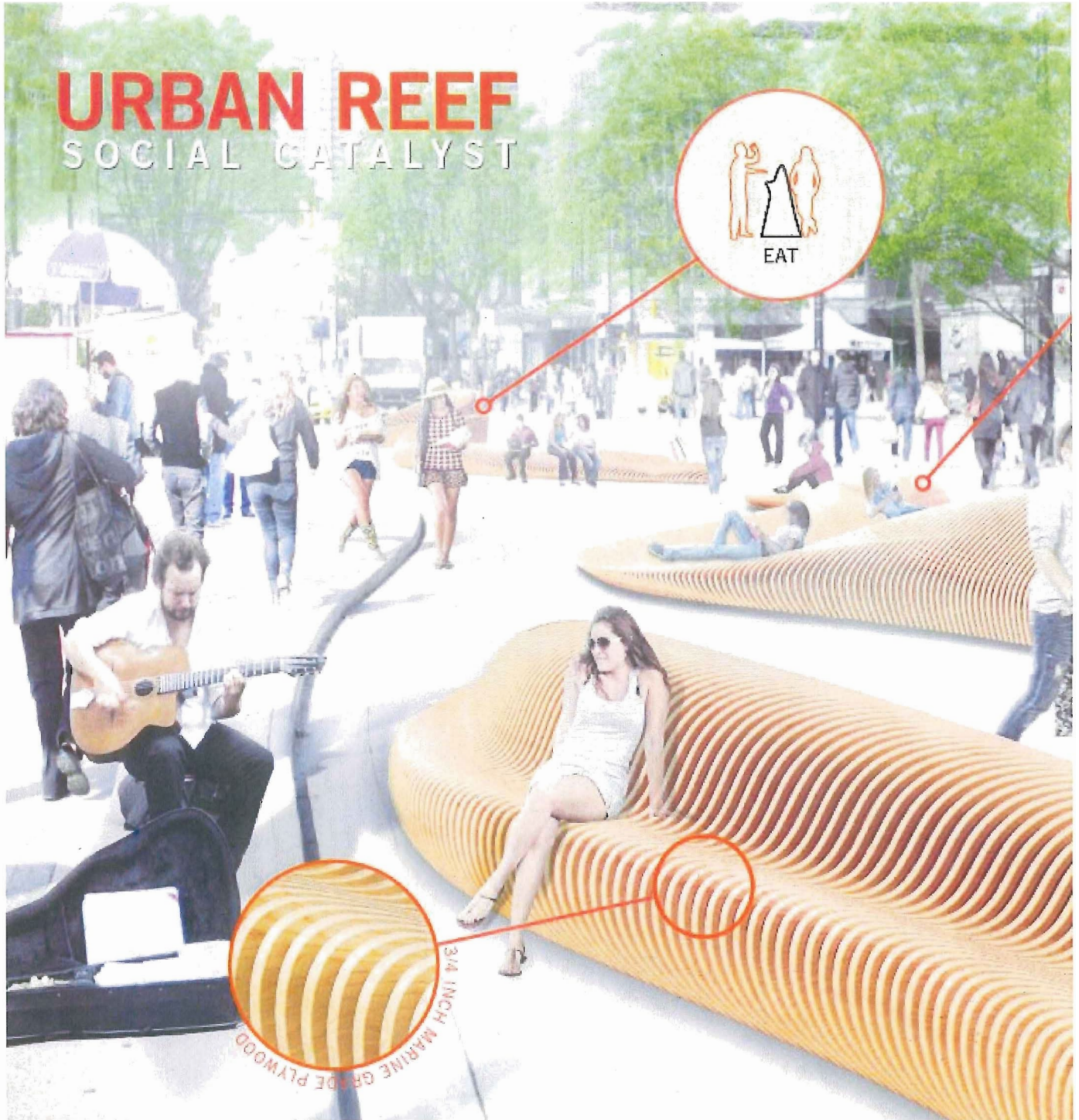


Image: City of Vancouver

Actual finished installation



Image: Kenneth Chan/Vancity Buzz



Image: Kenneth Chan/Vancity Buzz



Image: Kenneth Chan/Vancity Buzz

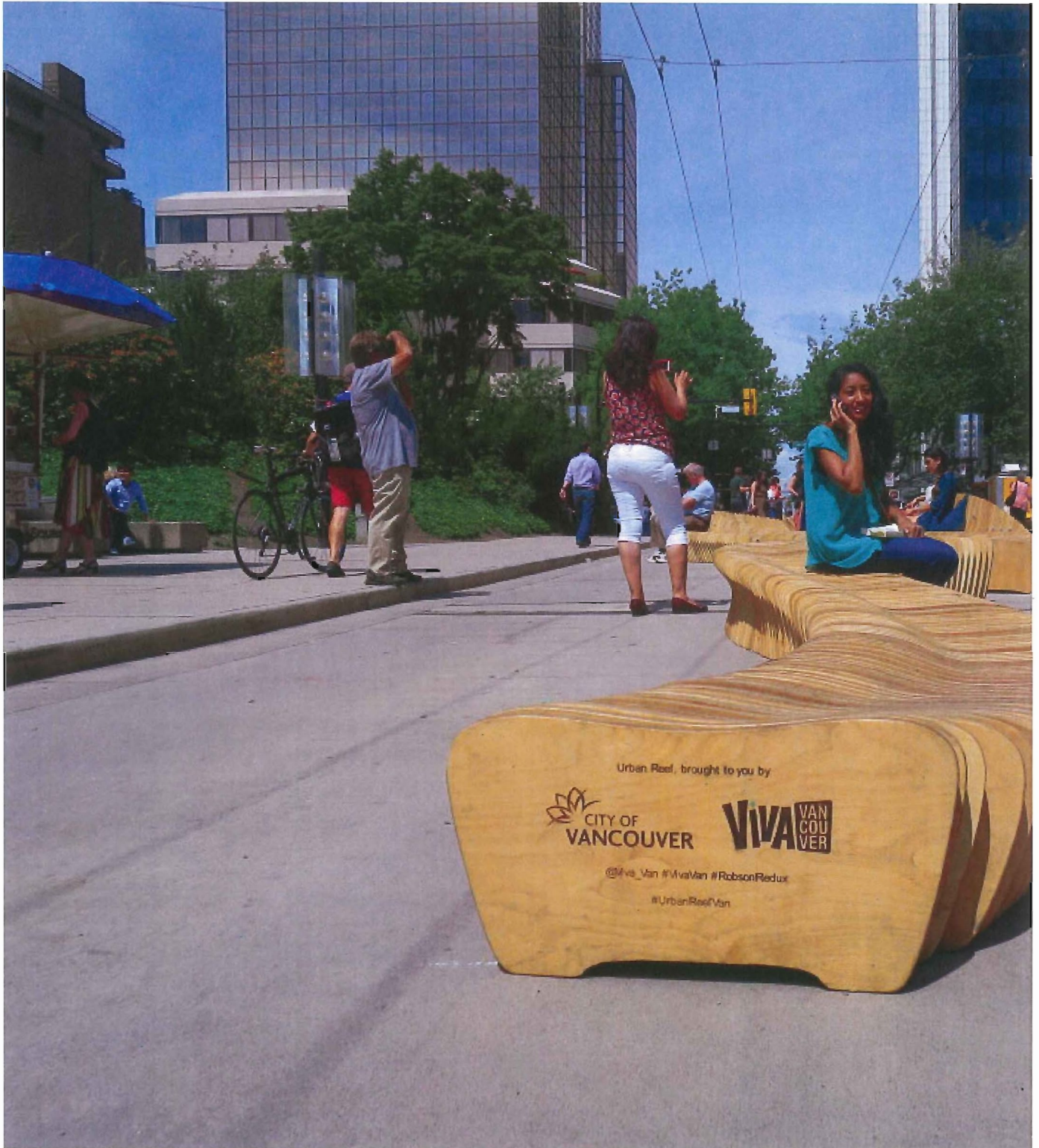


Image: Kenneth Chan/Vancity Buzz



Image: Kenneth Chan/Vancity Buzz

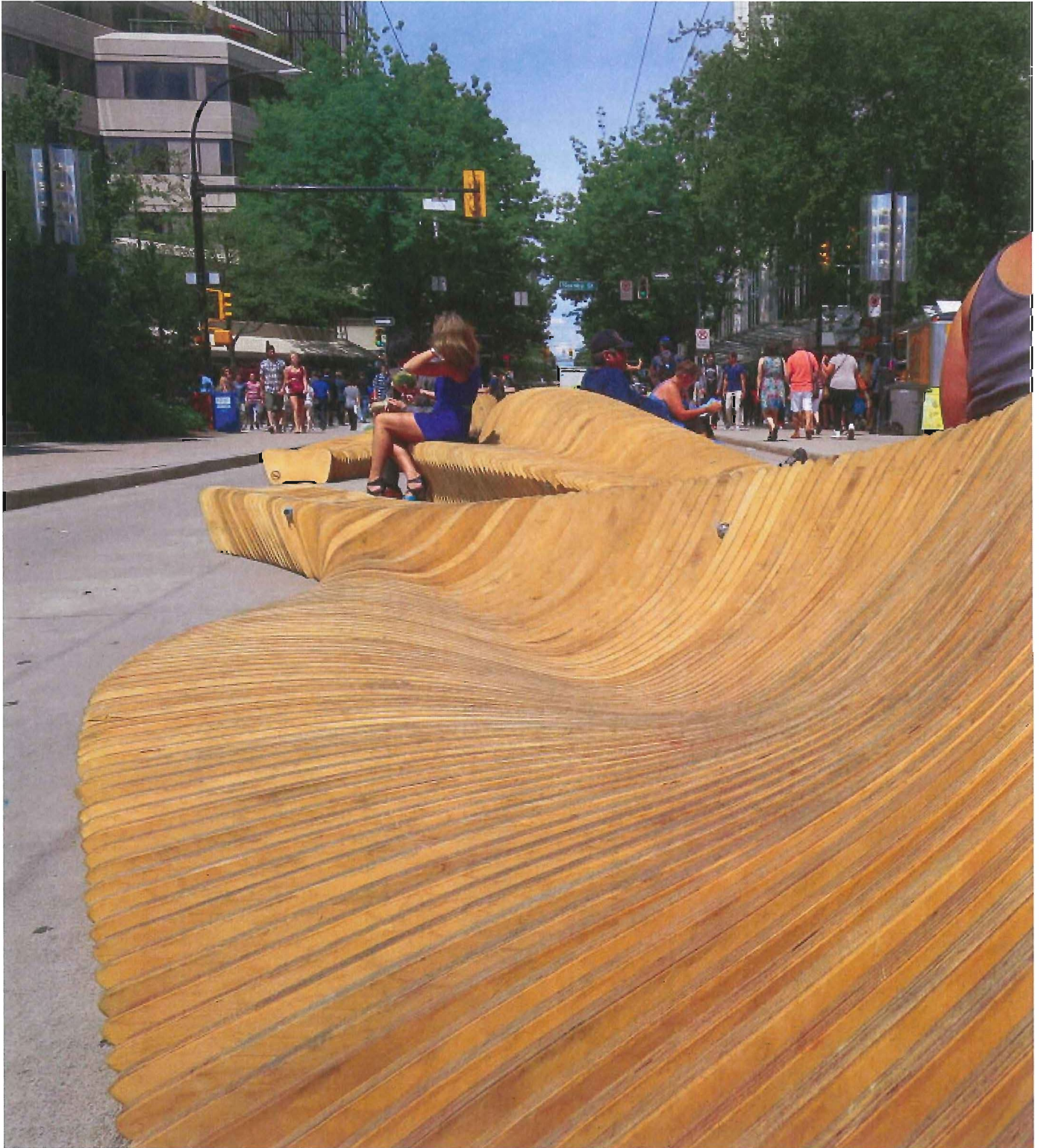


Image: Kenneth Chan/Vancity Buzz

2011: Picnurbia



Image: City of Vancouver

2012: PopRocks

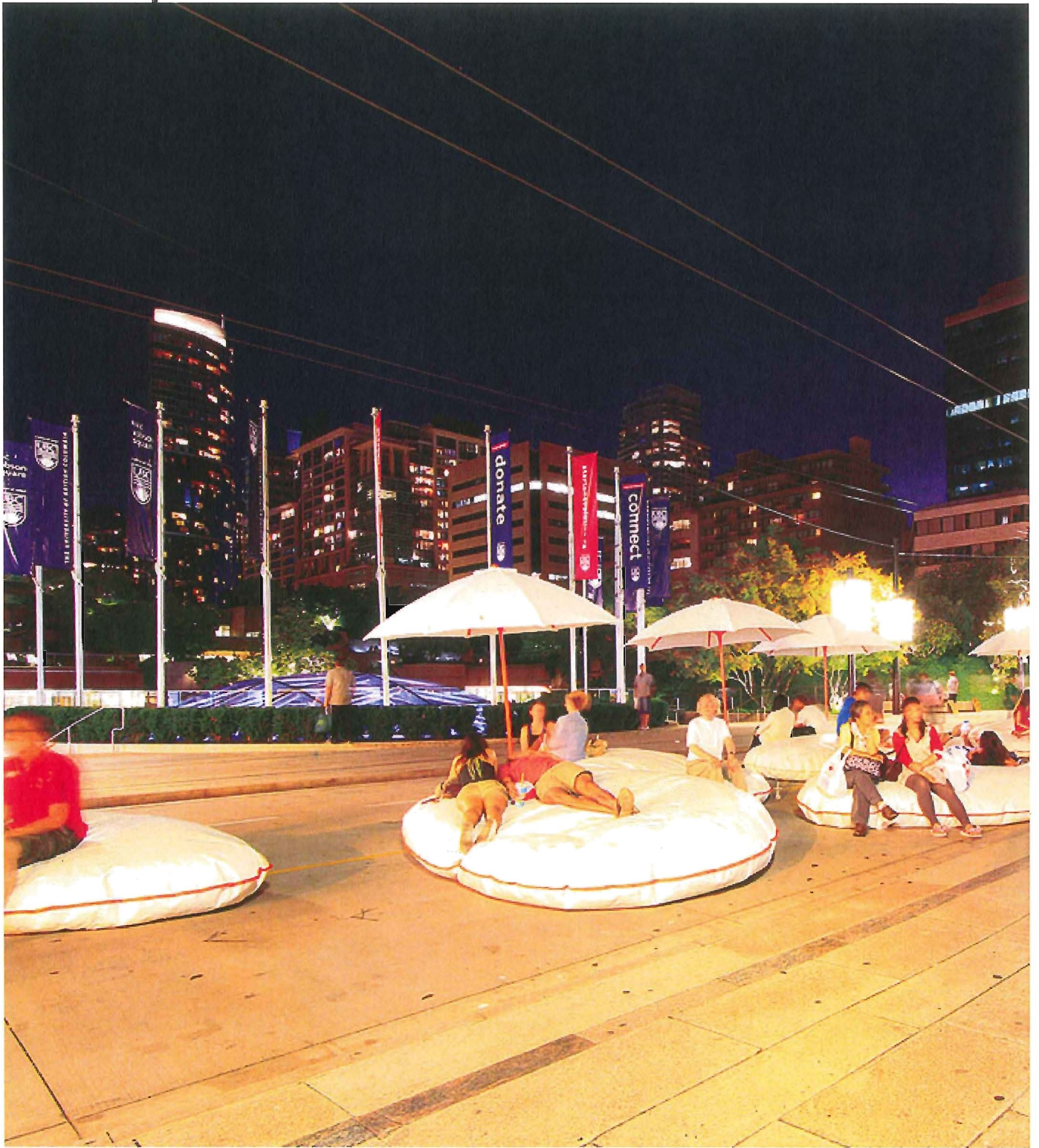


Image: krista jahnke kristajahnke.com

2013: Corduroy Road



Images: City of Vancouver

Featured Image: Kenneth Chan/Vancity Buzz



About the author



Kenneth Chan is Vancity Buzz's Deputy Editor and Social Media Manager. He covers stories pertaining to local architecture, urban issues, business, retail, economic development, infrastructure, politics or anything that makes a difference in the lives of Vancouverites. Kenneth is also a Co-Founder of [New Year's Eve Vancouver](#). Connect with him at [kenneth\[at\]vancitybuzz.com](mailto:kenneth[at]vancitybuzz.com)

[@iamkennethchan](#)

[More from Kenneth Chan](#)

Subject:

FW: [Canadian Navy List] Esquimalt adds name in hat to house maritime museum

Esquimalt adds name in hat to house maritime museum

- by Kendra Wong - Victoria News

- posted Jul 13, 2015 at 12:00 PM

The Maritime Museum of B.C. may have an opportunity to stay local and return to its original home in Esquimalt, says Mayor Barb Desjardins.

Desjardins said the township is interested in starting discussions with the Maritime Museum of B.C. Society Board to bring the currently homeless collection back to the place it was born.

“It has a lot of opportunity when you think of combining the maritime museum and the military museum. There’s a lot of opportunity for that kind of facility in Esquimalt,” she said.

“We are a maritime community, we have the navy and we have the First Nations history as well. It would be a fit with Esquimalt and we’re not far away from Victoria and we’re well connected to tourists. It seems to make sense to me.”

Municipal archivist Gregory Evans said the museum originally opened its doors in Esquimalt in 1957 where it stayed for roughly seven to eight years before moving to Bastion Square in the mid 1960s.

“It was opened by the navy so that artifacts that were important to both the Royal Navy and Royal Canadian Navy could be saved and displayed somewhere, so they set up in that building that was a married officer’s quarters,” he said.

Desjardins started the process of bringing the museum back roughly a year ago, before it set up shop in the Steamship Terminal.

“In the past, we’ve had some preliminary discussions that was before they opted to go to the Steamship building. Since that has now fallen through and they’re looking for another building, certainly we would be open to having discussions,” she said.

The next step is to set up a meeting with the museum board to see if they’re interested, something board chair Clay Evans said they’re open to doing.

“We are willing to consider all viable options, particularly if they are on Victoria’s Harbour,” said Evans, noting that with limited staff, they are focused on moving the rest of the collection to a space on Seymour Street and setting up the new office in the Inner Harbour.

“We have had a multitude of enquiries from other municipalities, from property owners and agents as well as suggestions for alternative approaches such as ex B.C. Ferry and RCN vessels . . . As it stands we are reviewing options but have not seen any that are viable enough to provide the museum with a successful venue and keep the entire collection together.”

Dave Shirlaw
Publishers of SeaWaves Press, RCN News and SeaWaves Magazine
T: 778-968-7447 F: 778-338-4074

Posted by: "Dave Shirlaw" <djshirlaw@shaw.ca>

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In memory of our dear friend John (Jack)Arrowsmith December 21, 1927 - April 21, 2005. His love of naval history was an inspiration to us all.

Please ensure you cite a source if posting a news article.

Members are encouraged to post ship movement information under "Calendar."
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City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: June 25, 2015

From: Mike Redpath
Senior Manager, Parks

File: 11-7200-01/2015-Vol
01



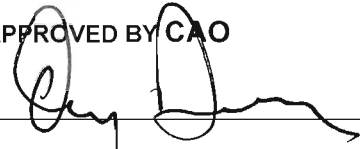
Re: **Steveston Channel Sheer Booms**

Staff Recommendation

1. That the staff report titled "Steveston Channel Sheer Booms," dated June 25, 2015, from the Senior Manager, Parks, be received for information; and
2. That a letter be sent to the British Columbia Provincial Minister of Forest, Lands and Natural Resources Operations, to the Federal Minister of Transportation, Richmond's Members of Parliament, and Richmond's Members of the Provincial Legislative Assembly to raise awareness of the Steveston Cannery Channel floating debris issue, the continued hazards to navigation posed by it and to seek support to remedy the issue.

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

Att. 6

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The purpose of this report is in response to the March 24, 2015, Parks, Recreation & Cultural Services Committee referral:

That staff examine the repair of the sheer boom in the Steveston Channel and report back.

This report supports Council's 2014-2018 Term Goal #6 Quality Infrastructure Networks:

Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.

6.1. Safe and sustainable infrastructure.

6.2. Infrastructure is reflective of and keeping pace with community need.

Analysis

There are two sheer booms located within the Steveston Harbour Channel east of No. 2 Road. These booms were installed to redirect and collect the flow of deadheads (abandoned floating logs) and other large floating debris from coming onto the harbour's shorelines and damaging waterfront amenities such as piers, piled buildings and floats (Attachments 1 and 2).

The main sheer boom located south of London Farm's waterfront is a series of piles/dolphins connected to a line of floating logs (booms). They were installed by Public Works Canada and previously managed by the Canadian Coast Guard and now fall under the review of the Crown Province's Forest, Lands and Natural Resources Operations (FLNRO) and Transport Canada.

The sheer booms are in poor condition and have been abandoned due to the lack of maintenance funding from the Crown Province (Attachment 1 – Area A). With its current condition, the accumulation of log debris has increased substantially and the risk of floating deadhead and debris crashing into waterfront properties and assets has also increased (Attachments 3 and 4).

In the past, these booms would act as the main deflection line against debris from entering the Steveston Harbour Secondary Channel. The City has received approvals from FLNRO, Transport Canada, and Department of Fisheries and Oceans (DFO) Real Property's Division to proceed with any repair work to the structures that does not include disturbance to the river bed such as pile removal or pile replacement.

The secondary sheer boom line (Attachment 5) located east of the No. 2 Road Pier/London's Landing was installed by Fisheries & Oceans Small Crafts Harbour and is currently managed by the Steveston Harbour Authority (SHA). This sheer boom was designed to deflect smaller floating debris that would occasionally pass through the main sheer boom structures; however, due to the poor condition of the main sheer boom, it is currently well over its capacity to withstand floating debris of all sizes. Maintenance requests to conduct repairs at this sheer boom are directed to the SHA for consideration and evaluation (Attachment 5).

Port Metro Vancouver's (PMV) Planning and Design staff has conceptually explored a proposal to support their Habitat Compensation Plan which involves the creation of a habitat marsh area that would cover the entrance of the secondary channel from the east end (Attachment 6). The concept plan also shows the existing sheer boom structures in place. At this stage, this is still a concept proposal and will need to be approved by the City as upland owner and Federal/Provincial regulatory agencies. It is unclear at this time on when or if this project from PMV would proceed.

Estimates to replace the main sheer boom (location – Attachment 4) are approximately \$150,000. This option replaces all the deteriorating pile/dolphin structures and boom line with new ones. The current piles are not suitable for affixing a sheer boom to deflect floating debris in their current condition. Applications for permits to FLNRO, Transport Canada, and DFO with their approvals will be required to proceed with this option since it involves pile removal and replacement that impacts habitat vegetation in the river bed.

As these pilings are located on Crown land, staff are suggesting that these works are the responsibility of the Province and Transport Canada. It would be appropriate to send a letter to the Minister of Forest, Lands and Natural Resources Operations, the Federal Minister responsible for Transport Canada, Richmond's Members of Parliament, and Provincial Members of the Legislative Assembly to raise awareness of the debris issue, the continued hazards to navigation posed by it, and to seek their support to ameliorate the issue.

Financial Impact

None

Conclusion

It is only a matter of time before a large deadhead log will again cause significant damage to one of the City's floats, piers, piled buildings or docks. Historically, this has resulted in major damage to our timber and concrete waterfront assets. Repairs to the sheer boom structure are hoped to ameliorate the problem of debris accumulation and will be monitored.



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

- Att. 1: Steveston Channel Site Plan – Area A and Area B
2: Deadhead log at No. 6 Road
3: No. 2 Road Pier and Float
4: Main Sheer Booms – Existing Condition
5: Debris at the Secondary Log Boom
6: Port Metro Vancouver's Concept Proposal for Habitat Marsh Creation



Steveston Channel Site Plan

Deadhead log at No. 6 Road

A deadhead log spearing through and up a City concrete/steel rebar float at No. 6 Road. Illustration of damage log debris can cause during strong river current conditions.



No. 2 Road Pier and Float

Accumulation of floating log debris around the City's No. 2 Road Pier and Floats.



Main Sheer Boom – Existing Condition



Secondary Log Boom

Accumulation of log debris at the secondary log boom (managed by Steveston Harbour Authority)



Port Metro Vancouver's Concept Proposal for Habitat Marsh Creation





City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: June 29, 2015

From: Mike Redpath
Senior Manager, Parks

File: 06-2345-20-TRIV1/Vol
01

Re: Tait Riverfront Park Concept Plan

Staff Recommendation

That the Tait Riverfront Park Concept Plan, as outlined in the staff report titled "Tait Riverfront Park Concept Plan," dated June 29, 2015, from the Senior Manager, Parks, be approved.

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

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Development Applications Public Art	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Reviewed by Staff Report / Agenda Review Subcommittee	Initials: 	Approved by CAO

Staff Report

Origin

In October 2011, City Council approved Oris Development Corporation's application to rezone 1880 No. 4 Road; and 10071, 10091, 10111, 10131, and 10311 River Drive from "Industrial Storage District (I5)" to "Comprehensive Development District (CD/209)" (RZ 07-380169). Included in the proposal was the creation of two parcels to be transferred to the City as fee simple lots for park purposes. A 5,584 square metres (1.38 acres) lot at the west edge of the site is being developed in 2015 for park purposes as part of the initial phases of development. The Central Park lot that is 12,174 square metres (3.01 acres) in size is to be developed for park purposes as part of subsequent phases of development. A concept plan for this park, now referred to as the Tait Riverfront Park, has been prepared and a public Open House was held on June 18, 2015, to gain public input towards the development and refinement of the design plan. The purpose of this report is to summarize the findings of the public consultation process, and to present the Tait Riverfront Park Concept Plan for approval.

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.

2.3. *Outstanding places, programs and services that support active living, wellness and a sense of belonging.*

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

3.2. *A strong emphasis on physical and urban design.*

This report supports Council's 2014-2018 Term Goal #4 Leadership in Sustainability:

Continue advancement of the City's sustainability framework and initiatives to improve the short and long term livability of our City, and that maintain Richmond's position as a leader in sustainable programs, practices and innovations.

4.1. *Continued implementation of the sustainability framework.*

Analysis

The Existing Site and Context

The existing park site is located at 10211 River Drive (Attachment 1), and is 3.01 acres in size. It is currently vacant and awaiting development for park purposes. To the north lies the City road/dyke, and across the North Arm of the Fraser is the western extent of Mitchell/Twigg Island. To the south is River Drive, and across this street are single family houses on lots zoned a combination of “Single-Family Housing District, Subdivision Areas B, C, D” (RS1/B, RS1/C, and RS1/D). The development context includes a proposed residential project to the west, and a residential development including community child care facility adjacent the park to the east. The community child care facility is to be constructed by the developer and transferred to the City as part of the community amenity package secured through the rezoning. The design of this child care facility will be presented to Council as part of the residential development to the east.

This new park will be well integrated within the Tait neighbourhood’s existing network of trails and open spaces. From the park, site visitors can easily reach Tait School/Neighbourhood Park and the new West Park site at No. 4 Road and River Drive by cycling and walking along the dyke trail or River Drive. The Bridgeport Trail is also only a 400 metre walk from the new park property, connecting it to the City’s overall system via the Shell Road Greenway to the east, and the Garden City Greenway to the west.

The Concept Plan

The concept design (Attachment 2) for the site has been inspired by its location along the edge of the Fraser River. Various elements such as paving patterns and stampings, distinctive play structures and landscape plantings will combine to emphasize the natural character of the site. The plan proposes a variety of uses and features situated within various zones, including:

Open Lawn Zone

An open lawn is to be developed on the east side of the site, where it can be used for informal activities, games and sports. It will also present a good opportunity where the occasional neighbourhood scale program or event can be staged. A walkway flanked by trees will encircle the lawn so that people can sit and picnic on its edges in shaded comfort. Some seating will be in the form of custom designed concrete wave “eddies.” A covered structure will be situated next to this space as well, so that it can provide people with shelter from the sun or rain as they participate in outdoor activities and programs.

Court Zone

A basketball/multi-use hard surface court will be located in the southwest corner of the site. The basketball court playing area will be 15.2 metres by 22.9 metres in dimensions, but the overall area of the of the court will be larger in order to maximize opportunities for other activities and programs. Concrete seating edges help enclose this space and it is proposed that they be constructed so that they also function as beginner-level skate elements.

Play Environment Zone

A play environment in the northwest part of the park will provide a variety of elements for children. Traditional items such as swings will be combined with natural elements such as logs and driftwood, boulders and pathways that wind their way through plantings.

Opportunities to direct site drainage towards bioswales will be also explored. These features, bordered by pockets of sand, long grass, logs and native plantings, will serve to clean the water and recharge into the ground. During the dry seasons, they will also offer elements of creative play for children.

Public Art Zone

A key feature of the park plan is the proposed inclusion of the public art piece “Water #10,” currently located at the corner of Cambie Road and River Road, along the Middle Arm dyke greenway. This stainless steel structure by artist Jun Ren was installed in Richmond as a temporary work, part of the Vancouver International Biennale 2009-2011. Standing tall at 16 metres, it would be placed atop a flat topped mound – the “Island” – which can be reached from the play area by a stepping stone pathway and by a bridge connected to the dyke.

The piece was purchased by the developer from the Vancouver Biennale in 2011 with the intent of relocating it to their Parc Riviera development within the future City-owned park, to satisfy the public art contribution condition of the rezoning (RZ 07-380169). Council supported permitting the sculpture at the Cambie Drainage Pump Station location until the site at Parc Riviera-now referred to as Tait Waterfront Park- was ready to receive the artwork.

Circulation System

The proposed concept includes pathways that provide multiple access points from River Drive and the dyke. Walking pathways will be accessible and barrier free, and the main pathway that bisects the site will be wide enough so that service vehicles can reach the dyke when maintenance is required. Secondary pathways will connect together the various features of the park, and may be integrated with stepping stones, balance logs and river rocks along their routes to offer elements of play.

Landscaping

A variety of trees, shrubs and grasses are proposed to be planted within the park. One goal is to establish a year round presence of trees therefore coniferous evergreens will be included within the landscape scheme. Providing shade during the summer weather will also be vital, so deciduous shade trees of various types will be strategically placed around the park. In terms of maintenance, the open lawn will be cut on a regular basis. Since a mix of aesthetics is also desirable, some grass plantings that grow long and require only periodic maintenance will also be selected. Other plantings will be used to increase biodiversity and create wildlife for habitat. The use of native plants will also be investigated.

Next steps in Design

The details of the plan, particularly the planting layout and grading plans, will be explored and refined during the next design stage of the project.

The park lies between the dyke (proposed elevation of 4.7 metres; future elevation of 5.5 metres) and River Drive (elevation of approximately 2.4 metres). The difference of 2.3 metres (4.7 – 2.4 metres) is significant, as it presents an excellent opportunity to develop within the park an interesting series of mounds, hills, levels and grade changes, features that are mostly absent from within the City's park and open space system.

Public Consultation Process

The public was invited to provide feedback on the concept proposal at an open house held at the R. J. Tait Elementary School gymnasium on Thursday, June 18, 2015. Approximately 600 notices were mailed to residential properties of the Tait neighbourhood area bounded by No. 4 Road and Shell Road to the west and east, the riverfront to the north, and Bridgeport Road to the south. The Open House was advertised in the local newspapers, and information was posted on the City's website. Concurrent with the Open House process, the community was also invited to view the materials and complete the questionnaire on the Let's Talk Richmond website, www.LetsTalkRichmond.ca (Attachment 3).

Fifty-five people attended the Open House session. Participants were encouraged to discuss their comments and ideas with City staff, the consultant, and the developer's representative. In addition, the attendees were asked to make comments on the design by filling out surveys and adding notes on the presentation material. A summary of the public survey results are included in this report (Attachment 4).

Interest in the process was strong and response to the park concept proposal was generally favourable.

The proposed program received support although a few ideas require consideration:

Car Parking/Site Access

There were several requests to provide parking on the park site. It is noted that this park is a neighbourhood park for local residents who are located within 800 metres or a twenty minute walk of the site. There will be on street parking located along River Drive for those who must drive to the park.

Water Play

The majority of participants supported adding a water element to the park play area. Suggestions ranged from a large splash park to something smaller in scale. Further explorations will be made in the next design stage to see how some type of water element can be incorporated within the plan.

Washrooms and Site Safety

Safety concerns were expressed regarding lighting the park at night times. A washroom was also requested for the park. Neighbourhood parks are typically not provided with lighting or with a washroom due to cost considerations and the relatively short travel distances for park visitors. Visibility of the park will be high due to it having frontage on River Drive.

Financial Impact

The estimated cost to construct the Tait Riverfront Park Concept Plan is \$1.2 million. Subject to Council's approval of the conceptual design, capital submissions will be considered as part of the City's five-year Capital Plan.

Conclusion

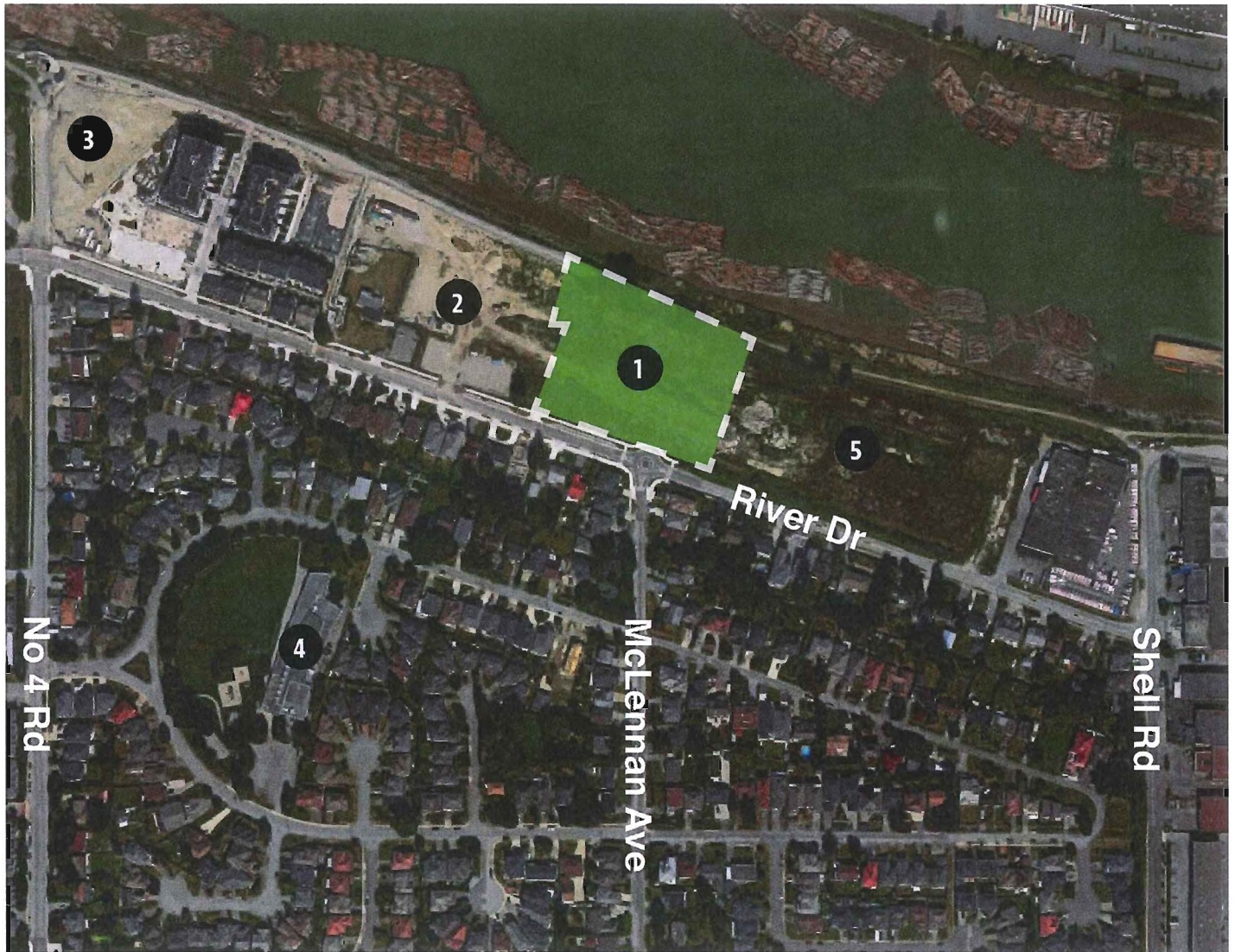
The recommended concept plan for Tait Riverfront Park has received strong support from residents of the Tait area who attended the Open House held on June 18, 2015. Once completed, this new park will greatly enhance park opportunities for the neighbourhood community. It will function as a place for both active and passive activities, and as a gathering place for local events and programs.



Clarence Sihoe
Park Planner
(604-233-3311)

- Att. 1: Site Location
- 2: Park Concept Design
- 3: Let's Talk Richmond – Survey Responses
- 4: Public Workshop – Survey Responses

SITE LOCATION – TAIT RIVERFRONT PARK



- 1 Tait Riverfront Park
- 2 Future Town Homes
- 3 West Park
- 4 Tait Elementary School
- 5 Future Development

PARK CONCEPT DESIGN



TAIT RIVERFRONT PARK

TAIT RIVERFRONT PARK LANDSCAPE IMAGES



WALK IN THE PARK



LOG BRIDGE



PICNIC SHELTER



BALANCE LOGS



PUBLIC ART



STURGEON IN THE RIVER



STREETScape

TAIT RIVERFRONT PARK LANDSCAPE IMAGES



NATIVE PLANTINGS



ADVENTURE PLAY



SHORELINE FINISH



TALL GRASSES



STEPPING STONES



**CONCRETE WAVE
TO DIRECT DRAINAGE**

TAIT RIVERFRONT PARK LANDSCAPE RENDERINGS



SPORT COURT



VIEW FROM ABOVE LOOKING NORTH



VIEW FROM ABOVE LOOKING NORTHWEST

TAIT RIVERFRONT PARK LANDSCAPE RENDERINGS



OPEN LAWN AREA LOOKING NORTH



LOOKING BACK TOWARDS PICNIC SHELTER



VIEW FROM ABOVE LOOKING NORTHWEST



TRAIL VIEW TO THE NORTH

Let's Talk Richmond SURVEY RESPONSES

Period: **18 June 2015, 10:00 AM – 26 June 2015, 11:59 PM**

Project: Tait Riverfront Park – Concept Design Review

1

Respondant Name: SBundac

Responded at 18 June 2015, 11:21 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

Playground and open lawn area

2. If I could, I would change the following things about the park ...

I would add as many trees/plants/flowers as possible. Preferably ones native to the area

3. I have the following additional comments regarding the proposed design of the park ...

There should be Transit access and lots of pedestrian friendly road traffic changes made to the area.

2

Respondant Name: CJ

Responded at 18 June 2015, 11:45 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

Driftwood, log jam, multi-use for many ages and interests.

2. If I could, I would change the following things about the park ...

More benches and picnic tables, especially around the playground area. It's nice for parents to have a place to rest and put out snacks for kids while they run around. We should aim for as little lawn, that will need watering and mowing, as possible, for the future of our planet.

3. I have the following additional comments regarding the proposed design of the park ...

It looks lovely!

3

Respondant Name: YVR-DJM

Responded at 18 June 2015, 12:13 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

island, landscaping features, driftwood climbing structure, waterpark feature

2. If I could, I would change the following things about the park ...

hard to see from the pics

3. I have the following additional comments regarding the proposed design of the park ...

make sure there's enough parking!!!!

4

Respondant Name: AlexOfAnders

Responded at 18 June 2015, 1:01 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

I like the emphasis on nature, greenery and wood structures. The pond area with an island is nice too

2. If I could, I would change the following things about the park ...

- BBQ stands or at least an ash pit - Some more seating around the park, especially on the island - Seems like there's only 3 tables planned, a few more would be nice - Places to lock bikes - Water station

3. I have the following additional comments regarding the proposed design of the park ...

Seems like a nice park

5

Respondant Name: kathbeau

Responded at 18 June 2015, 2:22 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

The main thing I like about the park is the fact that there is a court area for children to play in.

2. If I could, I would change the following things about the park ...

I would like to see seating and picnic tables along the river. Facing the river. Lots of people walk their dogs and would like access to an area to sit. I cant recall if it is accounted for, but I would like to see a few parking space near to the picnic area so when large groups come in with coolers and BBQ's they dont have so far to walk.

3. I have the following additional comments regarding the proposed design of the park ...

So much of high density housing doesn't provide court areas for children and teens and they end up playing in lane ways. I'm so pleased to see that this has been included. I like that it is green and provides picnic tables. Please make sure you leave platforms for recycling and garbage which is easy access for city staff to do pick up. Containers should be designed to conform with the park and not look utilitarian. There is a large grouping of bald eagles that live along the river. I would like to see that tree selection accounts for trees that will support their nesting in future years. Not sure what the fore shore of the river looks like but many people walk their dogs to the river and the retrievers love going in the water to fetch sticks. The fore shore area should accommodate this type of recreation.

6

Respondant Name: ultimace

Responded at 18 June 2015, 3:32 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

walk (all kinds), court

2. If I could, I would change the following things about the park ...

no need for public art, it is hard to maintain

3. I have the following additional comments regarding the proposed design of the park ...

No Answer

7

Respondant Name: lefty321

Responded at 18 June 2015, 4:07 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

natural wood structures open grass multi use court

2. If I could, I would change the following things about the park ...

remove the skateboard cement drainage and go for a more natural river rock drainage no art sculpture; stick with a more natural look

3. I have the following additional comments regarding the proposed design of the park ...

it would be nice to have some nets for soccer in the open field

8

Respondant Name: Denis

Responded at 18 June 2015, 5:05 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

I have no intention of going there but that area is very depressed and I welcome the addition of a park for those residents.

2. If I could, I would change the following things about the park ...

No opinion

3. I have the following additional comments regarding the proposed design of the park ...

No opinion, i just think any green space is a bonus for Richmond residents. i am looking forward to what will be done with the ALR land at garden city rd. I live close by and I am hoping for a community garden.

9

Respondant Name: dewhalen

Responded at 18 June 2015, 5:29 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

open space, clear view of river

2. If I could, I would change the following things about the park ...

more walking trails

3. I have the following additional comments regarding the proposed design of the park ...

bus stop nearby?

10

Respondant Name: sand

Responded at 18 June 2015, 7:56 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

It looks like there are some attempts to create a more natural environment. I think many parks are too sterile. It looks like the playground will not be another plastic atrocity. I hope it will be along the lines of allowing children a chance to explore and test their limits.

2. If I could, I would change the following things about the park ...

I would like to see lots of natural elements, -rocks to climb and sit on. I am not too sure about the large grassy area -although it is hard to get an idea of the size of it. I don't think we need more fields for sports, but it is nice to have a space large enough to play frisbee or throw a ball.

3. I have the following additional comments regarding the proposed design of the park ...

make sure there is a bathroom and water

11

Respondant Name: Rkcg

Responded at 18 June 2015, 8:46 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

Open area level with dyke. Playground and pathways.

2. If I could, I would change the following things about the park ...

No basketball court, rather have volleyball and badminton courts. More tables and benches.

3. I have the following additional comments regarding the proposed design of the park ...

There is no parking or sidewalk on the north side of River Drive east of McLennan, needs to be completed before park is done.

12

Respondant Name: Marie43

Responded at 19 June 2015, 8:50 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

The varied uses for the park.

2. If I could, I would change the following things about the park ...

I would add some picnic tables - looks like a delightful place for a meal.

3. I have the following additional comments regarding the proposed design of the park ...

No Answer

13

Respondant Name: JenP

Responded at 19 June 2015, 9:52 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

Focus on natural feel - native plantings, driftwood elements, water runoff management. Feels very natural. Picnic shelter is great, basketball court and bike racks are good for local youth. Love the playground and island.

2. If I could, I would change the following things about the park ...

I would get rid of the art on the island and stick with natural elements. Something to encourage either play or quiet contemplation. An option would be a ring of flat-topped granite boulders, which could either be conversation seating or a play element as the users wish. I would love to see some native plantings mixed with the rough grass.

3. I have the following additional comments regarding the proposed design of the park ...

Overall, a refreshing design.

14

Respondant Name: Anni

Responded at 19 June 2015, 10:06 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

picnic area, open space

2. If I could, I would change the following things about the park ...

more shaded areas for picnics, seating, etc. Add water play features since it is right by the river.

3. I have the following additional comments regarding the proposed design of the park ...

No Answer

15

Respondant Name: harvey

Responded at 19 June 2015, 3:23 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

we like addition of a new park in our area

2. If I could, I would change the following things about the park ...

1.have a water park for kids is nbr 1 2.more picnic tables only 6 shown on drawing placed in the sun and shade 3.park benches not logs for older people to sit on placed in the shade and sun 4.park benches on the dyke ie every other dyke in richmond has them 5 swings great the climbing things at the complex not used by any kids yet

3. I have the following additional comments regarding the proposed design of the park ...

TRUCK TRAFFIC on river drive has to controlled prior to park opening or sooner PARKING on south side of river drive must not be allowed

16

Respondant Name: nicolewc

Responded at 21 June 2015, 8:27 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

I like all the elements I see in the proposal, the park, court area, picnic shelter, adventure playground, shoreline, etc. I eve like the public art piece (I thought it had been purchased by a developer who's project wasn't finished yet?)

2. If I could, I would change the following things about the park ...

I didn't see anything about parking. Will parking be on the street?

3. I have the following additional comments regarding the proposed design of the park ...

None, it looks great!

17

Respondant Name: Gary Cullen

Responded at 22 June 2015, 8:35 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

No Answer

2. If I could, I would change the following things about the park ...

No Answer

3. I have the following additional comments regarding the proposed design of the park ...

Hello! Perhaps a small plaque with a little history about the Tait family from the area? I'm the great grandson of Rober John Tait who owned the farm where the park will be and can supply you with history on the area if you like. Robert gave the farm to his oldest son William "Buck" Tait in the early 1900's.
Thanks, Gary Cullen

18

Respondant Name: L. Chow

Responded at 23 June 2015, 2:04 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

-Natural environment -Promotion of 'risky play', utilization of natural settings for the playground -Good flow and accessibility into the park for pedestrians -Open design and areas for hovering provides a good environment for social gatherings -It is accessible to all (no stairs)

2. If I could, I would change the following things about the park ...

-Incorporating a thematic bike rack or storage area to provide accessibility for bike riders -Provide sufficient shade for the playground and other sections of the park (e.g. between the court, island and playground) -Location of the park would be better suited to someplace with easy access to public transit

3. I have the following additional comments regarding the proposed design of the park ...

-Any form of lighting provided for evenings or will it only be natural lighting?

19

Respondant Name: WCC

Responded at 24 June 2015, 8:00 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

The overall plan looks excellent and brings something for many age groups and needs so I like the concepts as a whole

2. If I could, I would change the following things about the park ...

It's unclear if the open lawn is intended to be flat, which could be used for more sporting activities or if it will be sloped, which would limit sporting activities somewhat. I would prefer it be as useful for all as possible so would recommend the open lawn be mostly flat.

3. I have the following additional comments regarding the proposed design of the park ...

It is unclear what will be in place in terms of nighttime lighting so I would like to see how the lighting plan for the park is planned. The yellow "platform" at the end of Number 4 road, for example, is poorly lit. Several of the lights on the platform cause a great deal of glare directly down Number 4 road, to drivers heading in that direction. It also appears that some of the lighting there is upward-facing which directly adds to the light pollution in the area. Since the park is adjacent to a roadway and intersection, I would want to offer good indirect, downward-facing lighting, for the park while not adding to upward-facing light pollution or glare for nearby drivers, and others. It is also unclear if the dyke trail will be maintained as gravel or paved. I am not sure I have a preference but knowing the plan would be helpful.

20

Respondant Name: SunCloud

Responded at 26 June 2015, 10:51 AM

1. I like the following qualities of the proposed Tait Riverfront Park ...

It is a park for the people and this is good.

2. If I could, I would change the following things about the park ...

Bigger is better, but development and population densification is the name of the game in Richmond.

3. I have the following additional comments regarding the proposed design of the park ...

Trees are good but too much dense high level vegetation and you will attract the dope smoking alcohol drinking punks in the dark after hours.

21

Respondant Name: Robyn

Responded at 26 June 2015, 12:45 PM

1. I like the following qualities of the proposed Tait Riverfront Park ...

the natural elements added in like stepping stones.logs.also like the riverfront is not obstructed

2. If I could, I would change the following things about the park ...

not sure with all the buildings going up around it how accessible it will be to people not living in the neighbourhood?

3. I have the following additional comments regarding the proposed design of the park ...

overall design is good, not sure if it is big enough for the amount of housing being developed though

Public Workshop

SURVEY RESPONSES

Concept Design Review

Date: 7-9pm June 18, 2015

Location: Gymnasium of Robert J Tait Elementary

Participants

City of Richmond

Mike Redpath

Clarence Sihoe

Mark Hosford

PMG Landscape Architects

Mary Chan Yip

Oris Consulting

Nathan Curran

Objective

The concept design review was the first point of contact with the Tait Neighbourhood regarding a park design. The purpose of this stage was to present a design to the community, gather feedback and generate suggestions. Participants were encouraged to interact through an informal drop-in style discussion with city staff and consultants. In addition participants were asked to make comments on the design by filling out surveys and adding notes on the presentation material.

The feedback gathered from this event will be documented for further refinement of the final concept design.

Presentation material

The first board was to communicate the existing site context in the Tait Neighbourhood.



The Second board was used to provide imagery of the various design elements and to key their location within the park.



The final board provided perspective images of key areas of the park. This was done to allow community members to better visualize and understand the scale of the park.



TAIT RIVERFRONT PARK



SUMMARY

The public open house was successful in drawing out community members of various ages. The community were generally very positive towards the addition of a new park to their area. Feedback received and suggestions were informative to progress the park design. Comments received throughout the public engagement process have been combined to form a hierarchy of decisions relating to the park program and its overall design (see below):

Based on the feedback received during the public engagement, there appears to be support for the concept as suggested.

PARTICIPANT SUPPORT

IMPROVED SOCIAL AMENITIES FOR NEIGHBOURHOOD USE

Many comments were very positive towards park benches that line the pathways of the park. Many comments requested additional seating for parents and elderly users who would be watching their kids play. With the park housing a basketball court there were numerous suggestions for a drinking fountain located within proximity to the court. Public washrooms were desired by many residents so that users could use the park for longer periods.

PLAY

Large support for the play area was received by participants. The natural themed playground received many positive comments. There were also many requests to expand the size of the play area. A majority of participants showed a consistent strong level of support for a water element to the park. Suggestions ranged from a large splash park, to more natural suggestions such as a water pond for wildlife habitat, and lastly a small water feature element for kids to play with.

TRAILS / FITNESS / CONNECTIONS

With the park being adjacent to the river many participants were enthused about the new pathways created in the park to allow access to the riverfront. There was a strong focus on further improving these connections along the dyke trail and river road.

CAR PARKING / SITE ACCESS DIVERSE LANDSCAPE CHARACTER

Based on feedback from the public engagement there is constant interest in increasing the diversity of landscape characteristics throughout the park. Enhancements to the landscape were suggested to attract specific animal species and provide areas to observe habitat.

PUBLIC ART

Mixed support was evidence for the proposed art sculpture (Water #10). Some participants did not want any large public art located within the park. Others were receptive of the art piece but would rather it be moved to a location along the park entrance on river road. This location was suggested to allow more space for the playground area, which would allow more uninterrupted play.

CONSIDERATIONS

CAR PARKING / SITE ACCESS

There were numerous requests to provide parking on the park site. This was seen as a way to provide access for elderly users and users located at other parts of the city. It is important to note that this park is designated as a neighbourhood park where the target users are located within a 20 minute walk of the park. There will be on street parking located along River Drive for those small groups of users who must drive to the park.

SITE SAFETY

Safety concerns revolved around lighting to the park at night times. Participants also suggested that lighting could prolong the use of the park past sun down. While many participants were in favour of public washrooms others were concerned that washrooms could attract unwanted and illegal activities at night. Due to the close proximity of the SkyTrain station, unwanted users were seen as a threat to the park.

Appendix

The following notes were generated in the concept design review held on June 18, 2015.

Tait Riverfront Park – Comments June 18, 2015

Below are a categorized list of the comments that were posted on the presentation boards and feedback forms at the Concept Design Review held on June 18, 2015:

1. I like the following qualities of the proposed Tait Riverfront Park ...

GENERAL COMMENTS

- Attractive layout.
- The land looks interesting.
- Open lawn.
- General layout.

IMPROVED SOCIAL AMENITIES FOR NEIGHBOURHOOD USE

- Pedestrian connection along the dyke.
- Picnic shelter.
- Picnic area.
- Picnic spaces.
- I like the extended trail picnic areas.

PLAY

- Play area for children.
- Seems to be a good balance of open space versus play area.
- Court.
- Please make sure plantings provide loose parts for creative play (e.g., cones, nuts, branches etc.).
- I really like the stepping stones to the island. Please provide a variety of spacing (more than one path) so that children of different ages can be challenged by them.
- Nature playground.

TRAILS / FITNESS / CONNECTIONS

- Well planned walkways.
- Access to the waterfront.
- Trails for kids to run along and climb.
- Access to water.
- The walking dyke.
- Sturgeon concrete is great, perhaps another one could be added on the east side I liked the nature playground – great for kids.

DIVERSE LANDSCAPE CHARACTER

- Look of trees.
- Native plantings to encourage use by wildlife.
- Natural looking.
- The multi-use lawn area.
- Activity field, open lawn, and court areas.
- Lots of trees, greenery, etc.
- Open grass area.
- The green space.
- The nature park.
- Natural play areas – balance logs, stepping stones, etc.
- Large open space.

PUBLIC ART

- Like the sculpture.
- The art.

SPORT

- The court would be very useful.
- Basketball court.

2. If I could, I would change the following things about the park ...

IMPROVED SOCIAL AMENITIES FOR NEIGHBOURHOOD USE

- Lots of benches for seniors that are comfortable and not just logs and boulders.
- No washrooms, please add.
- No art piece please.
- Add more benches.
- Install water fountain.
- Toilets? Elderly and children need something.
- Public washroom.
- Need washrooms at park.
- Water features needed.
- More seating.
- Water fountain by the court for drinking water.
- More benches for parents, elderly.
- Put in bathroom.
- No washroom??? Pump house bathroom not open.
- Needs washrooms.
- Need bike racks for locking bikes.
- Needs water fountains.
- Public washrooms would be desirable.
- More seating areas.
- Request for washrooms seem redundant with these provided in Park West.

PLAY

- Please add water splash park for children.
- Pretend stream needs shallow water for children to play in.
- Need real water for children to play in.
- Water features like streams / pond is good (fountain too noisy).
- A water splash park would be nice.
- Always thought that there was a water feature planned originally a stream or a pond of some sort. Needs a water feature rather than gravel/sand!! Kids have a blast in running water but even a pond would be really pretty.
- Interactive water feature (similar to Garden City Park).
- More play areas for young children.
- Setup island area to be a waterpark.
- Playground looks bland compared to other parks in Richmond.
- Playground should double in size (could reduce size of sculpture island).
- More things for kids to play on.
- Add water park for children.
- Instead of playground, change to waterpark for kids.
- Swing set/slide.
- A splash park would be a good addition.

- Horseshoes.

TRAILS / FITNESS / CONNECTIONS

- Pedestrian connection along the dyke.
- Would like to see ditch cover from casino to No 4 road.
- Sidewalk is needed along River Drive from No 4 to casino.
- Access to the riverfront.
- Continue the dyke trail to SkyTrain bridge.
- No 4 Road to SkyTrain walkway is non-existent.
- It would be nice to connect park to SkyTrain access and the dyke trail.
- Walkway from No. 4 Road to SkyTrain needs a path along River Drive.
- I am curious about connections to other green spaces along the dyke. Are there plans to provide a walking connection to the SkyTrain?

CAR PARKING / SITE ACCESS

- No parking! Please add.
- Parking for food trucks to set up in the summer.
- Add Parking.
- Add Parking.
- No dogs should be allowed.
- Are dogs to be allowed if they behave and their owners pick up?
- Needs parking.
- What will the parks policy be for dogs (on leash, off leash, no dogs?)
- I would support no dogs so that children can play freely.
- What about parking? Don't want to clog up River Drive with parked cars.

DIVERSE LANDSCAPE CHARACTER

- Flowers please not just grasses shrubs.
- Encourage enhancements to provide specific bird habitats (nesting wall for swallows, housing for martins).
- No gravel or art in the "island."
- Possible water feature? For summer - not spray park but river?
- I would make the park bigger if at all possible.
- Park seems small considering the population it will serve.
- Add water stream.
- Tree frogs are an important part of neighbourhood's sound scape. It would be great to provide habitat for them.
- A water feature.... Not a water park!
- Too much open space not enough play area.
- Consider an area that focuses on the natural environment so that native birds and frogs can take refuge.
- Explanatory information boards about the wildlife so that children can learn about and appreciate the natural elements of the area.
- Sturgeon images could also use other imagery such as eagles, pheasants, herons.
- I have heard comments to see a splash park but would prefer a more natural water element that allows water play. Similar to Garden City but would prefer more natural than that.

SITE SAFETY

- What types of security measures will be in place to ensure safety?
- Night lights! For safety concern.
- Add light to dyke trail.
- I am concerned about the crossing of River Road. Many trucks pass by this round-about and don't know the rules (could be dangerous for kids).

- Being so close to the Canada Line I am concerned about the park being used by non-neighbourhood residents as a place to sleep, etc.
- Need good lighting.
- Safety measure to ensure no vandalism/graffiti.
- Prefer to have no washrooms to ensure park stays clean and isn't a place for people to hide/sleep.
- Prefer not to have washrooms (park might be used by non-residents for illegal activities with the SkyTrain so close).

PUBLIC ART

- Do not want large metal art piece.
- Leave so called "island" open. Stick art at entrance somewhere out of the way.
- Move public art piece towards the south entrance keep island area for play area.
- Move art feature to park entrance.
- Move the art feature to the south end entrance away from children's play area.
- Move public art to entry, not in the middle of everything.
- Do not like the proposed sculpture for island.
- I don't think flags at the entrance match the feel of the park.
- I'm luke warm at best about moving the public art sculpture to the neighbourhood.

SPORT

- Reduce open space.
- Provide tennis court.
- I don't feel the court area is necessary. There is similar available at Tait School. I would like to see permanent water in the park, like a pond. Somewhere for children to catch minnows and tadpoles.
- Badminton/volleyball?



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: June 29, 2015

From: Mike Redpath
Senior Manager, Parks

File: 11-7000-01/2015-Vol
01

Re: **Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015**

Staff Recommendation

1. That Manoah Steves Park be designated for model aircraft use under the code of conduct outlined in Attachment 1, in the staff report titled “Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015,” dated June 29, 2015, from the Senior Manager, Parks; and
2. That Garry Point Park be designated for permit only – recreational power kite usage through the development and implementation of a permit system as detailed in the staff report titled “Public Parks and School Grounds Regulation Bylaw No. 8771 Referral – June 2015,” dated June 29, 2015, from the Senior Manager, Parks.

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

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Risk Management Community Bylaws	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the April 27, 2015, Council meeting, staff received the following referral:

That staff make comments on the viability of regulations for the use and area for those items listed in section 3.1.1.(c) of the Public Parks and School Grounds Regulation Bylaw No. 8771 and report back.

Staff was also directed to address the definition of various types of unmanned aerial vehicles as part of Resolution R15/8-3.

Analysis

Background

As part of the Public Parks and School Grounds Bylaw 8771, Council approved changes to update regulations regarding the use of model aircraft, unmanned aerial vehicles and power kites to align with current technology, address citizen and staff concerns, ensure public safety, and provide a valuable enforcement tool to protect and maintain public parks and school grounds for the enjoyment of the community.

While the previous bylaw restricted the use of gas powered planes to designated areas, the new bylaw extends this restriction to include all types of radio-controlled, fixed-line-controlled, and power-launched model aircraft, unmanned aerial vehicles (UAVs), and power or traction kites whereby the kite provides significant pull or propels the individual on land or air.

There is an area in Richmond designated for use by fixed-line gas powered model aircraft through the Pacific Aeromodellers Club at 12851 Rice Mill Road. There is currently no other designated area for non-fixed-line model aircraft, UAVs, or power kites.

Staff have explored best practices in other municipalities and consulted with community groups and local residents to develop these recommendations regarding designating areas for model aircraft, UAVs, and power kites.

Model Aircraft

A model aircraft is defined by Transport Canada as an “aircraft with a total weight not exceeding 35 kg (77lbs) that is mechanically driven or launched into flight for recreational purposes and that is not designed to carry persons or other living creatures” (Transport Canada Advisory Circular – Attachment 2).

Unmanned Aerial Vehicles

A UAV is defined by Transport Canada as a “power-driven aircraft, other than a model aircraft, that is designed to fly without a human operator onboard” (Transport Canada Advisory Circular – Attachment 2).

Transport Canada does not provide a definition for drone. In common usage, a drone is often used interchangeably with UAV and can often have a military connotation. UAVs also include multi-rotor-aircraft.

The terms “model aircraft,” “unmanned aerial vehicle” and “drone” are often used interchangeably and the definitions can be unclear. Transport Canada’s definition distinguishes UAVs from model aircraft by their use. Model aircraft are only used for recreational purposes, while UAVs can be used for both recreational and commercial purposes. Unlike model aircraft, UAVs are capable of being flown autonomously (without continuous human control) using GPS and can be flown beyond the line of site of the pilot to complete a route by either using GPS or an on-board camera (know as first person view).

For the purposes of this report, the term model aircraft will be used to describe aircraft that are designed to be flown within line of site of the operator and for recreational purposes. UAVs will be used to describe aircraft that are capable of and designed for being flown autonomously and/or beyond visual line of site of the operator.

Model Aircraft

Staff recommend establishing a designated field for members of the Richmond RC Flyers Club to fly electric (battery) powered model aircraft at Manoah Steves Park under the code of conduct outlined in Attachment 1. While other locations were considered, this is the preferred location due to the field’s size, location, the support of the school district, controlled ingress and egress use allowing for effective signage, and a history of use without conflict with the neighbouring school, sports groups who use the field and local residents.

Many municipalities in the region restrict the use of model aircraft to designated locations and times in conjunction with a local flying club. This has proven to be a successful model in Richmond with fixed-line model aircraft as well as in Victoria, Burnaby and North Vancouver with non-fixed line model aircraft. Transport Canada staff have also indicated their support for this approach as it allows residents to engage in the pursuit of their hobby in a safe and responsible manner.

Staff recommend designating the use of this field under the following conditions:

- Flyers must be members of the Model Aeronautics Association of Canada (MAAC) and members or guests of the Richmond RC Flyers Club. Proof of \$5 million insurance must be provided to the club. (When flying on an approved field, MAAC members are provided with \$7.5 million of insurance coverage.)
- Flyers must comply with the Richmond RC Flyers Club Code of Conduct (Attachment 1).
- Permanent signage will be installed in the park at all ingress/egress routes indicating that the field is used by model aircraft.
- Parks Programs staff will meet with a designated representative from the RC Flyers Club on an ongoing basis (a minimum of once per year) to review the program and discuss issues of mutual concern.

UAVs

Staff have contacted community members who operate UAV's and will continue to work with them to consider locations and codes of conduct for designation in the future. Any potential options that emerge will be brought to Council for consideration.

Power Kites

The North American Power Kiting Association (NAPKA) aims to support power kite activities throughout North America. The organization's mission is "to develop and promote the following segments of wind powered traction kiting in North America, (kite buggies, all-terrain bikes/landboards, dirt surfers, and kite skates) by working with the public and local authorities to keep and or open new areas for our pilots to participate in their activities safely."

NAPKA recommends the creation of local clubs to work with local governments to designate appropriate areas, ensure safety through codes of conduct, and deal with issues as they arise. While there are a number of individuals who engage in power kiting at Garry Point Park, there is currently not a local club.

Staff have contacted community members who engage in power kiting and will continue to work with them to develop a Code of Conduct, appropriate times, and a permit system for power kiting at Garry Point Park. The Code of Conduct and permit system will insure that power kite operators have committed to operating their vehicles in a safe manner that respects other park users and that appropriate insurance coverage is in place. Staff will prepare a memo for Council outlining the proposed Code of Conduct, designated location, and times in fall 2015.

Financial Impact

There is no financial impact as a result of this report.

Conclusion

The use of model aircraft in an organized and controlled manner at Manoah Steves Park will offer model aircraft enthusiasts the opportunity to continue to pursue their hobby in way that does not impact the enjoyment or safety of other park users.

Staff will continue to liaise with recreational UAV and power kite operators to consider options for designated areas and codes of conduct and report back to Council.



Marie Fenwick
Manager, Parks Programs
(604-244-1275)

- Att. 1: Richmond RC Flyers Club Code of Conduct
- 2: Transport Canada Advisory Circular

Richmond RC Flyers Club Code of Conduct (to be posted at Manoah Steves Park)

Welcome to Manoah Steves Park

This park is approved for model aircraft use by members and guests of the Richmond RC Flyers Club by the City of Richmond and School District 38.

Airfield Code of Conduct

1. Only electric (battery powered) model aircraft as defined by Transport Canada are permitted. Unmanned Air Vehicles (UAVs) are not permitted.
2. All model aircraft operators shall be able to prove membership to the Model Aeronautics Association of Canada (MAAC).
3. Model aircraft shall only be operated in accordance with the MAAC safety code.
4. Model aircraft shall only be flown when Manoah Steves School is out of session. Model Aircraft are permitted on weekends, holidays and during school vacation. Model aircraft are permitted after 5PM on school days.
5. Model aircraft shall only be flown when no organized sporting events or organized public functions are in progress.
6. No aircraft operator shall operate a model aircraft in a careless, reckless or otherwise dangerous manner that may pose a hazard to persons or property.
7. No aircraft operator shall operate a model aircraft while under the influence of alcohol or judgement impairing drugs.
8. No aircraft operator shall fly a model aircraft in a manner that may be hazardous to full-scale aircraft.
9. A maximum of three aircraft are permitted in the air at one time.

For more information on the Richmond RC Flyers Club and upcoming events and programs please contact: ManoahFlyers@gmail.com.

For more information on model aircraft regulations and safety codes please visit Transport Canada's website at www.tc.gc.ca and MAAC's website at www.maac.gc.ca.

To report misuse or concerns please contact the City of Richmond at parks@richmond.ca or at 604-244-1208.



Advisory Circular

Subject: **General Safety Practices – Model Aircraft and Unmanned Air Vehicle Systems**

Issuing Office:	Civil Aviation, Standards	Document No.:	AC 600-02
File Classification No.:	Z 5000-31	Issue No.:	01
RDIMS No.:	10143398-V1	Effective Date:	2014-11-27

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1.0 INTRODUCTION

1.1 Purpose

- (1) An Advisory Circular provides information and guidance with regards to a specific issue or law. In this case, it provides general guidance and safety practices for operators of model aircraft and unmanned air vehicle (UAV) systems.

1.2 Terminology

- (1) While media and manufacturers may use different terms when describing a remotely controlled aircraft, the aviation industry and its regulations use the term UAV system.

1.3 Applicability

This document applies to members of the public who own and operate a model aircraft for recreational purposes or a UAV system for any purpose. Refer to section 3 to determine the type of aircraft you are operating.

1.4 Description of Changes

Not applicable.

2.0 REFERENCES AND LEGAL REQUIREMENTS

2.1 References

- (1) This Advisory Circular should be used in conjunction with the Advisory Circular on Guidance Material for Operating an Unmanned Air Vehicle System Under an Exemption <http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-referencecentre-accs-600-menu-495.htm> and the Staff Instruction on the Review and Processing of an Application for the Operation of an Unmanned Air Vehicle System.

2.2 Legal Requirements

- (1) The aviation laws that govern the use of model aircraft and UAV systems operated in Canadian airspace are the:
- (a) *Aeronautics Act; and*
 - (b) *Canadian Aviation Regulations.*
- (2) In addition, it is your responsibility, as an operator, to comply with all other Canadian laws that might apply such as the:
- (a) *Canadian Transportation Accident Investigation and Safety Board Act;*
 - (b) *Charter of Rights and Freedoms,*
 - (c) *Criminal Code of Canada;*
 - (d) *Customs Act;*
 - (e) *Environmental Protection Act;*

- (f) *National Parks Aircraft Access Regulations;*
- (g) *Personal Information Protection and Electronic Document Act;*
- (h) *Privacy Act;*
- (i) *Radiocommunication Act;*
- (j) *Transportation of Dangerous Goods Act; and*
- (k) *Trespass Act.*

2.3 Cancelled Documents

- (1) The publication of a new issue of an Advisory Circular on General Safety Practices for Model Aircraft and Unmanned Air Vehicles renders this document null and void.

2.4 Definitions

The following definitions are used in this document:

- (a) **Model Aircraft** – means an aircraft with a total weight not exceeding 35 kg (77 lbs) that is mechanically driven or launched into flight for recreational purposes and that is not designed to carry persons or other living creatures.
- (b) **Maximum Take-off Weight** – means the weight of the aircraft at the time of the operation, including the weight of any payload (e.g. a camera) and fuel.
- (c) **Unmanned Air Vehicle** – means a power-driven aircraft, other than a model aircraft, that is designed to fly without a human operator onboard.

3.0 BACKGROUND

- (1) Greater numbers of people in Canada are flying aircraft that, by design, are flown without a pilot on board and controlled through devices such as a remote control, tablet, smart phone, etc.
- (2) For everyone's safety, aviation is governed by strict rules similar to when operating a car or a boat.
- (3) While UAV systems are legitimate airspace users, they must integrate into Canada's national airspace in a safe manner. This will ensure the safety of other airspace users and people and property on the ground.
- (4) To determine what type of aircraft you are operating , and if the guidance that applies to you, use the definitions above and the information below:
 - (i) A model aircraft has no pilot onboard and is used by hobbyists for recreational purposes. If your aircraft and planned operation meets this category refer to section 4.0 for more details,

or
 - (ii) A UAV system is used for non-recreational and commercial purposes and is controlled remotely, either directly or through onboard computers. If your aircraft and operation meets this category, refer to section 5.0 for more information.

4.0 MODEL AIRCRAFT

4.1. General

- (1) Model aircraft are excluded from the vast majority of *Canadian Aviation Regulations* (CARs) that are applied to other aircraft. However, for a large model aircraft with a maximum take-off weight of over 35 kg (77 lbs), you require a special flight operations certificate (SFOC) to operate as described in section 5.0 below.
- (2) If your aircraft has a maximum take-off weight of less than 35 kg (77 lbs) and is used for purposes other than recreation, it is not considered a model aircraft. It is a UAV system and again is subject to section 5.0 and requires an SFOC.
- (3) You should use your model aircraft for recreational purposes only (e.g. hobby and personal enjoyment). If you are using it for other purposes (i.e. flight training, inspection or academia purposes, etc), section 5.0 below is applicable as is the requirement for an SFOC.
- (4) For model aircraft weighing less than 35 kg (77 lbs) and used for recreational purposes, the best practices in section 4.2 below provides guidance for the safe operation of your model aircraft.
- (5) The [Model Aeronautics Association of Canada \(MAAC\)](#) represents 12,000 members and is the preeminent national body for model aviation in Canada. The MAAC supports and promotes recreational and competitive model flying, both locally and internationally and works with all levels of government.
- (6) The regulations regarding model aircraft are clear:
 - (a) No person shall fly a model aircraft or a kite or launch a model rocket or a rocket of a type used in a fireworks display into cloud or in a manner that is or is likely to be hazardous to aviation safety (*Canadian Aviation Regulations*, Section 602.45).

4.2 Safety Considerations for Model Aircraft

Before your Flight

- (a) Inspect that your model aircraft is ready for flight.
 - (i) This means that the aircraft, control station components (hardware, software and firmware) and control links are in a fit for flight condition.
- (b) Seek permission from the property owner on which you intend to operate your model aircraft
- (c) Know the classification of the airspace you want to fly in. It would be inappropriate and unsafe for you to operate in airspace with heavy aircraft traffic, such as around airports.
- (d) Confirm that there is no radio frequency interference (from a nearby radar site for example) that will interfere with the control of your aircraft.
- (e) Have an emergency plan just in case.
 - (i) This means know the people and equipment available that could help you respond to an incident, accident, medical emergency, you have a fly-away or if your model aircraft becomes uncontrollable.

During your Flight

- (a) Operate the aircraft safely.
- (b) Always be able to see the aircraft with your own eyes. This means that you should not use an on-board camera, first person view device or other similar devices.
- (c) Always give way to manned aircraft (e.g. hot air balloons, gliders, ultra-light aeroplanes including powered parachutes, aeroplanes and helicopters).
- (d) Fly only during daylight and in good weather (e.g. not in clouds or fog).
- (e) Avoid restricted airspace (e.g. forest fire areas, prisons or military airspace)
- (f) Remain at least 9 km (5 nautical miles) from any aerodromes and heliports.
- (g) Maintain below a safe altitude (300 feet (90 metres)) and a safe horizontal distance (minimum 100 feet (30 metres)) from people, structures or buildings.
- (h) Do not fly in populated areas or overfly assemblies of people (e.g. sporting events, concerts, etc).
- (i) Do not fly where or when you could interfere with any first responders (fire department, police, etc) as they conduct their duties.
- (j) Respect the privacy of others.
- (k) Do not operate with any dangerous goods or lasers on the aircraft.

4.3 Penalties for Model Aircraft

- (1) Violations of the model aircraft regulation are handled by the courts or judicial action. Endangering the safety of aircraft is a serious offence under the *Aeronautics Act* and is punishable by a fine.
- (2) The *Criminal Code of Canada* describes several offences involving the dangerous operation of aircraft and endangering the safety of other aircraft. Committing such offences is punishable by monetary penalties and/or jail time including imprisonment for life.
- (3) Other penalties may apply against other regulations outlined in section 2.0.

5.0 UNMANNED AIR VEHICLE (UAV) SYSTEMS

5.1 General

- (1) There are different mechanisms to allow you to operate a UAV system.
 - (a) If your UAV has a maximum take-off weight not exceeding 2 kg (4.4 lbs), you may be eligible to operate under a regulatory exemption.
 - (b) If your UAV has a maximum take-off weight exceeding 2 kg (4.4 lbs), but not exceeding 25 kg (55 lbs), you may be eligible to operate under a separate regulatory exemption.
 - (c) Or if your proposed operation does not meet the conditions above and cannot be conducted under an exemption, you must apply for a special flight operations certificate.

5.2 Penalties Relating to the Use of UAV Systems

- (1) Penalties may be assessed in the amount of \$5,000 for an individual and \$25,000 for a corporation for operating without a special flight operations certificate when one is required.
- (2) Penalties may be assessed in the amount of \$3,000 for an individual and \$15,000 for a corporation for failure to comply with the conditions of a special flight operations certificate.
- (3) The *Criminal Code of Canada* describes several offences involving the dangerous operation of aircraft and endangering the safety of other aircraft. Committing such offences is punishable by monetary penalties and/or jail time including imprisonment for life.
- (4) Other penalties may apply against other regulations outlined in section 2.0.

5.3 Reporting

- (1) The reporting requirements for UAV accidents or incidents will be included in the special flight operations certificate.
- (2) The [Civil Aviation Issues Reporting System](#) provides you with a means to raise issues (concerns, complaints and suggestions for improvement) to Transport Canada. It is a tool to anonymously report any suspicious aviation activity, such as illegal or unsafe use of any aircraft.
- (3) The more specific the details about a perceived contravention, the easier it is for Transport Canada's enforcement officials to process the report.
- (4) If you suspect someone has committed a criminal offence, please contact your local police department.

6.0 INFORMATION MANAGEMENT

Not applicable.

7.0 DOCUMENT HISTORY

Not applicable.

8.0 CONTACT OFFICE

Transport Canada Civil Aviation Communications Centre:

Phone: 1-800-305-2059
Email: services@tc.gc.ca

(original signed by)

Aaron McCrorie
Director, Standards
Civil Aviation



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee
Date: June 19, 2015


From: Jane Fernyhough
 Director, Arts, Culture and Heritage Services
File: 11-7000-01/2015-Vol 01

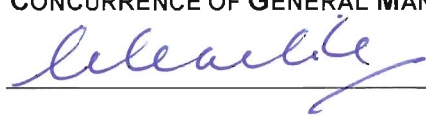


Re: **Canada 150 Activities**

Staff Recommendations

That:

1. The vision for Richmond’s Canada 150 activities, events and infrastructure be endorsed, as outlined in the staff report titled, “Canada 150 Activities”, dated June 19, 2015, from the Director, Arts, Culture and Heritage Services;
2. The guiding principles for determining Richmond’s Canada 150 activities, events and infrastructure be endorsed;
3. Staff be authorized to engage the community for input into Richmond’s Canada 150 activities, events and infrastructure; and
4. Staff report back with options for Council’s consideration.


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

REPORT CONCURRENCE		
ROUTED TO: Finance Corporate Partnerships Corporate Communications	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

Canada's 150th anniversary of Confederation in 2017 is a significant milestone for our country that allows us to connect with our past, celebrate who we are as communities and Canadians, and honour our exceptional achievements and build a legacy for the future.

Should the City of Richmond choose to celebrate this milestone in a significant way, it is critical that planning be initiated in the fall of 2015. This report sets out for Council consideration a vision and guiding principles for Richmond's Canada 150 and outlines a process for determining activities to celebrate this pivotal event in our history.

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.

2.3. Outstanding places, programs and services that support active living, wellness and a sense of belonging.

2.4. Vibrant arts, culture and heritage opportunities.

Analysis

In 1967 Canada celebrated its 100th anniversary of Confederation and virtually every Canadian caught Centennial fever. Millions participated in thousands of Centennial projects and events and an unprecedented surge of enthusiasm, creativity and energy swept the nation. 2017 marks Canada's sesquicentennial, the 150th anniversary of Confederation. It is an opportunity to experience this excitement again by bringing the community together, commemorating the past, celebrating the present, imagining the future and learning from each other.

Vision

A draft vision has been crafted for Council consideration in order to guide Council and staff when determining what activities, events and infrastructure to produce and support. The proposed vision for Richmond's Canada 150 is:

"Richmond's Canada 150 ignites the passions of the citizens of Richmond in a multi-faceted, year-long celebration, honours Richmond's distinct and vibrant cultural diversity, and leaves lasting legacies that foster civic pride and carry the spirit of 150 into the future."

From this vision a tagline was created that could be part of the branding for the year-long celebration:

Canada 150: one nation, hundreds of cultures, thousands of communities, millions of people, and limitless stories. Inspiring Richmond to welcome our future.

Guiding Principles

A draft set of guiding principles by which the planning and staging of activities would be checked were developed.

- Tie the past with the future – commemorate the history of the community while celebrating and shaping the future
- Showcase Richmond – activities shed a positive light on all Richmond has to offer
- Create legacies - these legacies include lasting memories, increased organization and community capacity, physical legacies and pride in the community and the country
- Inclusive – ensure opportunities for input and participation for our diverse residents
- Collaborative – partner with the community in planning and implementation and support community organizations to plan their own celebrations
- Environmentally sustainable – follow the principles set out in the Richmond Sustainable Event Toolkit that has been developed
- Coordinated – activities are coordinated and synergistic to effectively utilize resources and not compete with each other

Potential Types of Activities

A wide variety of activities, events and legacy infrastructure could be explored. Large festivals such as a major tall ship event, unique Canada 150 activities that can be incorporated into existing events, small events that bring neighbourhoods together, public art, rejuvenating current facilities and restoring historic buildings, providing mechanisms for citizens to tell their stories, commissioning or remounting a community play, unique citizenship ceremonies, as well as a branding and marketing program of the sesquicentennial are all ways to build excitement and pride in the community and the country.

Involving the Community

It is proposed that a process be implemented in fall 2015 to involve the community in identifying what citizens might like to see happen to celebrate this important milestone in our country's history. Generating ideas on how the community would like to celebrate Richmond's Canada 150 could be driven by one simple media campaign:

Canada 150: one nation, hundreds of cultures, thousands of communities, millions of people and limitless stories. Inspiring Richmond to welcome our future.

How would you like to celebrate in your community?

This campaign would include outreach at City events (e.g., Richmond Maritime Festival, Richmond World Festival, Culture Days), Steveston Farmers Market, community centres and schools asking the community for feedback. In addition, the question would be posed online through Let's Talk Richmond and social media.

This input would be brought back to Council in the late fall for direction on activities, events and infrastructure implementation.

Key Milestones and Critical Path

Canada 150 is a once in a lifetime event and the planning is time sensitive. In order to plan major events and activities and any related infrastructure to celebrate in 2017 it is critical that decisions occur in a purposeful and timely manner. The table below outlines key milestones and dates in order to deliver a quality program of events.

WHEN	ACTIVITY	RATIONALE
July 2015	Council endorse vision, guiding principles, and community engagement process as outlined in this report for Richmond's Canada 150.	Planning for any activities, events, and infrastructure must start as soon as possible. Endorsement by Council for community engagement starts the process.
Aug 2015	Staff prepare preliminary budget submissions to ensure inclusion in 2016 operating and capital budgets.	In order to be ready for any activities in 2017 detailed planning must start early in 2016. Funds are required for this process.
Aug – Oct 2015	Community engagement process refined and initiated.	A three month window is required to gather community feedback, evaluate results, and prepare high level event plans.
Oct 2015	Report to Council with results of public engagement, recommended activities and implementation plan.	
Jan – Apr 2016	Events planned, vessels and artists secured.	Required in order to identify salable assets for sponsorships, create detailed project plans and prepare for federal grant submissions.
May – July 2016	Marketing and media plans developed and media sponsors determined.	Required in order to identify salable assets for sponsorships.
July - Aug 2016	Sponsorship materials created.	
Sept – Dec 2016	Sponsorship sales.	It is important to have credible asks in to sponsors that hit their funding cycle. This is especially important knowing that many groups across BC and Canada will be working towards the same goal and competing for sponsorship dollars from the same organizations.
Jan/Feb 2017	Sponsors commitments made and contracts prepared and signed.	Agreement on conditions and completing signed agreements required before funding is attained.
Feb – Sept 2017	Canada 150 Program	Start and end dates subject to change depending on project scope determined through the planning process.

Financial Considerations

Should the City choose to celebrate this significant milestone, it is critical to begin planning this fall and throughout 2016. In order to meet critical milestones in the planning, a submission to the 2016 budget process is required. Council approval of the vision, guiding principles and community engagement process at this time will allow staff to prepare the necessary submissions for the 2016 budget. Staff have looked at an order of magnitude budget based on one major

event, three smaller activities that could be incorporated into existing events, or be a legacy project, and a public art installation. Infrastructure such as restoration of historic buildings, rejuvenation of current facilities, or festival infrastructure upgrades would be brought forward in the capital budget process.

Grants and sponsorship will also be sought and require a lead time of six to twelve months. This timeframe is required in order to do enough detailed planning for activities and events that a marketing and media plan and sponsorship materials can be created during the third quarter of 2016 with sponsor asks occurring in the fourth quarter of 2016.

Financial Impact

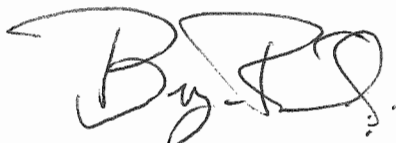
There is no financial impact to this report. Any costs for community engagement will be covered from the Community Service 2015 operating budget.

Funding for planning and implementation will be submitted as part of the 2016 and 2017 operating and capital budget process.

Conclusion

Canada's 150th anniversary in 2017 provides an opportunity for Richmond residents to come together to honour Richmond's distinct and vibrant cultural diversity and create lasting legacies that foster civic pride in both our local communities and in our country.

Council's endorsement of the vision, guiding principles, and community engagement process for Richmond's Canada 150 will begin the planning process for commemorating this important milestone and inspiring the community to celebrate our past and welcome our future.



Bryan Tasaka
Manager, Major Events and Film
(604-276-4320)



Marie Fenwick
Manager, Parks Programs
(604-244-1275)



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee

Date: June 29, 2015

From: Serena Lusk
Senior Manager, Recreation and Sport

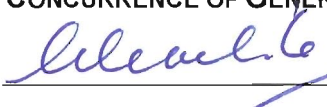

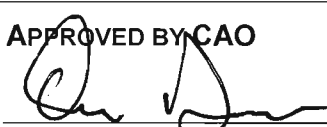
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Re: **Discontinuance of Fee Paying Programs by Richmond School District**

Staff Recommendation

That the staff report titled, "Discontinuance of Fee Paying Programs by Richmond School District," dated June 29, 2015, from the Senior Manager, Recreation and Sport be received for information.

Serena Lusk
Senior Manager, Recreation and Sport
(604-233-3344)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage Community Social Development	<input checked="" type="checkbox"/> / <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

At the March 16, 2015, Closed General Purposes Committee meeting, staff received the following referral:

That the issues arising out of the upcoming Richmond School District Discontinuance of Fee Paying Programs be referred to staff for: (1) review and monitoring of potential impacts to the City of Richmond programs; (2) review and monitoring of potential impacts to the Richmond Public Library; (3) review and monitoring of potential impacts to the community; and (4) referral to City of Richmond Advisory Committees as necessary.

The purpose of this report is to respond to this referral by providing an update and additional information about the discontinuance of fee paying programs by the Richmond School District. As this issue has now been considered in open meetings of the Richmond Board of Education, the referral response can also be in an open meeting.

Analysis

Background

At the March 11, 2014, Closed Council/Board Liaison Committee meeting, School District 38 (SD38) staff shared information about an upcoming decision to discontinue providing fee-paying continuing education programs. SD38 staff shared the following information:

1. Fee-paying continuing education programs are ones that are not funded by some other source such as the Ministry of Education or the Federal Government.
2. Many school districts have discontinued offering fee-paying programs.
3. Fee-paying programs in SD38 have experienced a decrease in enrolment of 30 per cent over the past ten years.
4. Some of the reasons for this decline in enrolment may include the increased availability of personal interest programs online or through private service providers.
5. Fee-paying programs are not financially viable for SD38.

At its April 7, 2015, meeting, the Richmond Board of Education confirmed its decision to discontinue fee paying programs in two stages:

- June 2015 – Discontinuance of adult personal interest programs such as arts and crafts, computer, language and career preparation.
- June 2016 – Discontinuance of personal interest programs for children and youth, mandarin language programs and early childhood educator certificate.

Since that time, there has been some reconsideration of this decision and on May 19, 2015, the Board of Education decided to continue with the following programs:

1. Personal interest programs for children and youth; and
2. Mandarin Language Programs for school age students and some adults.

These programs will continue to be offered along with the following continuing education programs:

- Adult Secondary Completion (BC Ministry of Education funded program);
- Summer Learning (BC Ministry of Education funded program);
- Summer Camps (Fees charged, 4 week camps, 2 hours per day, typically enrolled by elementary students who are limited to one Summer Learning course (4 week course, 2 hours per day);
- Language Instruction for Newcomers to Canada (Federally funded program); and
- Online courses (Fee charged, personal interest, non-credit courses).

SD38 Continuing Education staff have met with City staff from Recreation, the library, and Arts, Culture & Heritage to review the programs being discontinued. Many of the personal interest programs being discontinued had low enrolment and thus low need or demand in the community. Others are ones which overlapped with programs already offered by other service providers including the library or community recreation. Given these circumstances, there is no viable business case for the City to undertake these programs.

SD38 staff have provided City staff contact information to instructors of discontinued programs in order to allow them the opportunity to see if there is a match for their services in current City programming.

Referral Response

In the context of the background information above, staff provide the following responses:

1. Review and monitoring of potential impacts to the City of Richmond programs – There has been no positive or negative impact to City of Richmond programs.
2. Review and monitoring of potential impacts to the Richmond Public Library – There has been no positive or negative impact to Richmond Public Library programs.
3. Review and monitoring of potential impacts to the community – No impact has been observed; in response to community concerns, the Richmond Board of Education altered the programs it was discontinuing such as Mandarin language programs and special interest programs; and
4. Referral to City of Richmond Advisory Committees as necessary – as there has been no observed impact to City programs or the community, no referral to advisory committees

is required. However, a copy of this report will be shared with the Richmond Public Library and the Child Care Advisory Committee for their information.

Financial Impact

None.

Conclusion

The Richmond Board of Education discontinued its adult special interest programs in June 2015 as these programs were declining in enrollment and no longer financially viable. There has been no observable impact of this decision on the community. The Board of Education's decision to continue with certain fee-paying programs such as Mandarin language programs was in response to the community and these programs will continue to meet a need in Richmond.



Serena Lusk
Senior Manager, Recreation and Sport
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