

2009 Waterfront Strategy

Redefining living on the edge...

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City of Richmond

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acknowledgements

The Waterfront Strategy is a result of valuable contributions from a number of dedicated people from across the Corporation. The long term comprehensive development of the waterfront is one of Council's major corporate goals.

City Council

- Mayor Malcolm Brodie
- Councillor Linda Barnes
- Councillor Derek Dang
- Councillor Evelina Halsey-Brandt
- Councillor Greg Halsey-Brandt
- Councillor Sue Halsey-Brandt
- Councillor Ken Johnston
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- Councillor Harold Steves



executive summary

The City of Richmond is in an enviable position as an island community. It has excellent access and connections by water, air and land, a diverse economy, strong leadership, and many public amenities all set within a beautiful and productive river environment. Richmond is part of an international network of 'edge' cities that play a significant role in the economic vibrancy of the Pacific Rim.

For over a hundred and twenty five years, Richmond has relied on the Fraser River. The waterfront has been a primary catalyst for economic development starting, with its original role of transportation and maritime related industries to the new urbanization and development of residential, commercial and recreational uses. Richmond also has a responsibility, through its policies, guidelines, and actions to ensure the ongoing health and biological productivity of not only its immediate waterfront edge but also the surrounding river eco-systems.

The City has recognized that to continue to grow and succeed as a healthy and vibrant community a sustainable approach is necessary. Richmond is committed to balancing and managing social, environmental and economical goals to improve the quality of life for all community members.

In 2002, a Waterfront Amenity Strategy was developed that focussed on recreational and open space amenities. Since then Richmond has been recognized nationally and internationally for many successful achievements. The City is also preparing itself to be on the 'world stage' during the 2010 Olympic and Paralympic Games and expects to have many legacy projects as a result of being a Venue City. At the same time, climate change and global warming have become urgent issues that Richmond and other communities need to address with immediate and long term actions.

The 2009 Waterfront Strategy is intended to take a more sustainable and integrated approach to thinking about and managing the waterfront.

***“The waterfront isn’t just something unto itself.
It’s connected to everything else”***

- Jane Jacobs

Guiding Principles

Many cities around the world are redeveloping their waterfronts with a common set of principles for managing that development. These principles have been adapted to be more specific to Richmond and they include:

1. Best practices in sustainability
2. Safety and flood protection of the islands
3. Celebration of our unique assets
4. Great waterfront destinations
5. Maximum public access to the waterfront
6. Respecting the 'living' and 'working' Fraser river
7. Excellence in the quality of design, development, and management
8. Coordination and engagement
9. Rejuvenate the River
10. Appropriate waterfront uses

The Vision

The goal is to become a city that successfully showcases excellence in integrating high quality urban development, community wellness, a vibrant economy, and a healthy environment.

The following waterfront vision was developed to support the corporate vision "to be the most appealing, livable, and well-managed community in Canada."

This Vision aims to position Richmond's waterfront as:

Richmond will be a community that celebrates its rich past and recognizes the full potential of its island legacy—a dynamic, productive, and sustainable world-class waterfront.

Dynamic

An exciting place to be, to mingle with others, to grow and learn, to celebrate, to play and work. A place of change, choices and diversity.

Productive

A great place to do business, a magnet for investment and job creation. A place of inspiration, healthy lifestyles, community pride and involvement. An ecologically productive, diverse and thriving natural environment.

Sustainable

A place where we all work together towards a common vision, there is confidence and optimism in the future, respect for the past, and human activities and needs are well balanced with the environmental health of the river.

World-class

A place that has a distinctive identity and global appeal, is safe and welcoming for many people and cultures, and showcases excellence and innovation.

Strategic Directions Framework

Richmond's waterfront is a large area and the opportunities are many to build upon the Vision. Understanding that sustainable development is a long-term objective, a Framework has been identified to guide the Vision, focus our resources, and to measure our successes.

The Framework includes the five following Strategic Directions:

1. Working together

To have a shared vision from which each stakeholder understands their role and works towards contributing to the creation of a dynamic, productive and sustainable citywide waterfront.

2. Amenities and Legacy

To create a world-class waterfront experience of vibrancy, excitement and beauty through a series of linked destinations, landmarks, programs, and activities that promote and celebrate our island city legacy.

3. Thriving eco-systems

To create an environmentally sustainable waterfront through the protection, enhancement and restoration of the river's ecological health.

4. Economic vitality

To be regionally competitive and to be the premier destination and the City of choice for businesses. The City will support economic growth along the waterfront that is generated from:

- River transportation and the industrial upland support systems;
- The aesthetic and lifestyle appeal of the waterfront for residential and commercial development;
- The tourism opportunities from river related recreation, heritage, nature appreciation, and special events/festivals; and
- The environmental productivity of the river and estuary that supports industries such as fishing and eco-adventures.

5. Responding to Climate Change and Natural Hazards

To have excellent civic infrastructure and services that protect and reduce the vulnerability of the community to natural hazards and climate change impacts while protecting the environmental health of the foreshore and river.

Each strategic direction has a series of short-term and long-term objectives and a list of initiatives and/or actions that are underway, proposed, or recommended to occur, within the next 5 years.

Waterfront Character Areas

Part 4 of the Strategy looks at the existing waterfront and divides the islands into 12 Character Areas defined by factors such as natural and cultural features; the existing built-environment; predominate upland land-use; FREMP Area designations; and the profile and natural processes of the river. Each area has a descriptor with main character defining elements, a map of City ownership, and key considerations for future planning. More work will be needed on the finer details of the waterfront character areas in order to establish a long-term vision and recommendations for specific projects in each area.

Next Steps

Upon approval of the 2009 Waterfront Vision and the preliminary 3 year work program, further work on the finer details of the Strategy such as Direction No. 5: Responding to Climate Change will need to be undertaken. In addition, a new interdepartmental staff team will be formed to ensure that a strategic and coordinated approach is maintained to achieving the Waterfront Vision and to develop a longer term implementation plan.

Richmond is rapidly growing and it is timely to redefine what 'living on the edge' as a river community means in the new millennium.



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Waterfront Strategy Background

Part I



introduction

The City of Richmond is in an enviable position as an island community. It has excellent access and connections by water, air and land, a diverse economy, strong leadership, and many public amenities all set within a beautiful and productive river environment. Richmond is part of an international network of 'edge' cities that play a significant role in the economic vibrancy of the Pacific Rim.

For over a hundred and twenty five years, the City of Richmond has relied on the Fraser River. The waterfront has been a primary catalyst for economic development starting with its original role of transportation and maritime related industries to the new urbanization and development of residential, commercial and recreational uses. Richmond also has a responsibility, through its policies, guidelines, and actions to ensure the ongoing health and biological productivity of not only its immediate waterfront edge but also the surrounding river ecosystems.

The City has recognized that to continue to grow and succeed as a healthy and vibrant community a sustainable approach is necessary. Richmond is committed to balancing and managing social, environmental and economical goals to improve the quality of life for all community members.

In 2002, a Waterfront Amenity Strategy was developed that recognized the potential of Richmond's waterfront to become a dynamic place to live, work and play in the 21st century. While mentioning economic development opportunities, the main focus of the strategy was on recreational and open space amenities.

Since 2002, a number of significant changes have occurred that are reshaping Richmond. The City is a venue for the 2010 Olympic and Paralympic Games, rapid transit has been introduced with the Canada Line, and a new progressive City Centre Area Plan (CCAP) has been adopted. The future of Richmond's waterfront is also impacted by new federal and provincial environmental, social, and economic regulatory requirements and economic initiatives.

It is time to update the Waterfront Strategy as Richmond needs to define what 'living on the edge' as a river community means in the new millennium.

The Approach

The 2002 Waterfront Amenity Strategy outlined objectives, guiding principles, and success indicators. It also identified and focused on 10 unique waterfront character areas. This new strategy builds upon the previous strategy; recent City reports such as City Centre Area Plan (CCAP), Parks, Recreation & Cultural Services Master Plan; Council's commitment to the Triple Bottom Line and Enhanced Sustainability Initiative; best practice research; and responds to the many new influences and challenges that impact Richmond's waterfront.

The updated 2009 Waterfront Strategy involved:

1. An overview of the last 6 years (2002 – 2008) of waterfront development.
2. Understanding the influences and forces that will shape the waterfront in the future.
3. Establishing an overall Vision for Richmond's waterfront. (The previous strategy focused on specific areas and did not take a broader perspective).
4. Establishing Guiding Principles for advancing sustainability goals along the waterfront.
5. Identifying key Strategic Directions and initiatives within a sustainability framework to focus our resources over the next 5 years.
6. A 3 -Year Work Program.
7. Updating the Character Areas and providing a brief overview of key planning considerations.
8. Identifying the Next Steps for advancing the Waterfront Strategy.

The intent of the updated Strategy is:

- To bring together in one document a list of all the major initiatives, projects, and influences occurring along the waterfront today and over the next 3 years.
- To promote coordination and integration by increasing awareness of the complexity of managing the waterfront and of the need to work together to achieve the City's overall vision and departmental objectives.
- To provide a basis for establishing policies to be included in the new Official Community Plan and for further work towards developing a detailed Waterfront Sustainability Strategy.
- To be adopted
- To monitor progress and success over the next 3 years.

It is recognized that all strategies must be dynamic and flexible to allow for the City to respond to opportunities or legislated requirements.

It is also recognized that more work will be necessary to refine the details and to establish mechanisms to ensure that the City successfully moves forward towards a new vision.



defining the waterfront

Physical Entity

The term waterfront for purposes of this document is used in a general manner and is made up of three main components: 1) the water body which includes the river outside the dyke; 2) the waterfront edge which typically includes the dyke right-of-way; and 3) the land adjacent to the dyke (approximately 30 meters from the high water mark as per the federal Department of Fisheries regulatory zone).

Richmond has a variety of 'edges' which includes the hard riprap edge with a strong dyke profile and other areas where there are gently sloping areas of trees and sandy beaches.

The waterfront crosses all planning areas of the City and is always viewed in connection with the adjacent land uses and existing and future patterns of development in the surrounding area.

The Experience

The aura of a city often resides in its waterfront and provides an enduring quality of place. Cities go through periods of rapid growth and change, however, waterfronts provide a consistent geographical presence that provides some of the most indelible images of a place and a sense of stability even as the built environment changes around it.

The waterfront is also more than a geographical physical location. It is a place to be experienced - a living and dynamic entity that is infused with cultural and spiritual meaning.

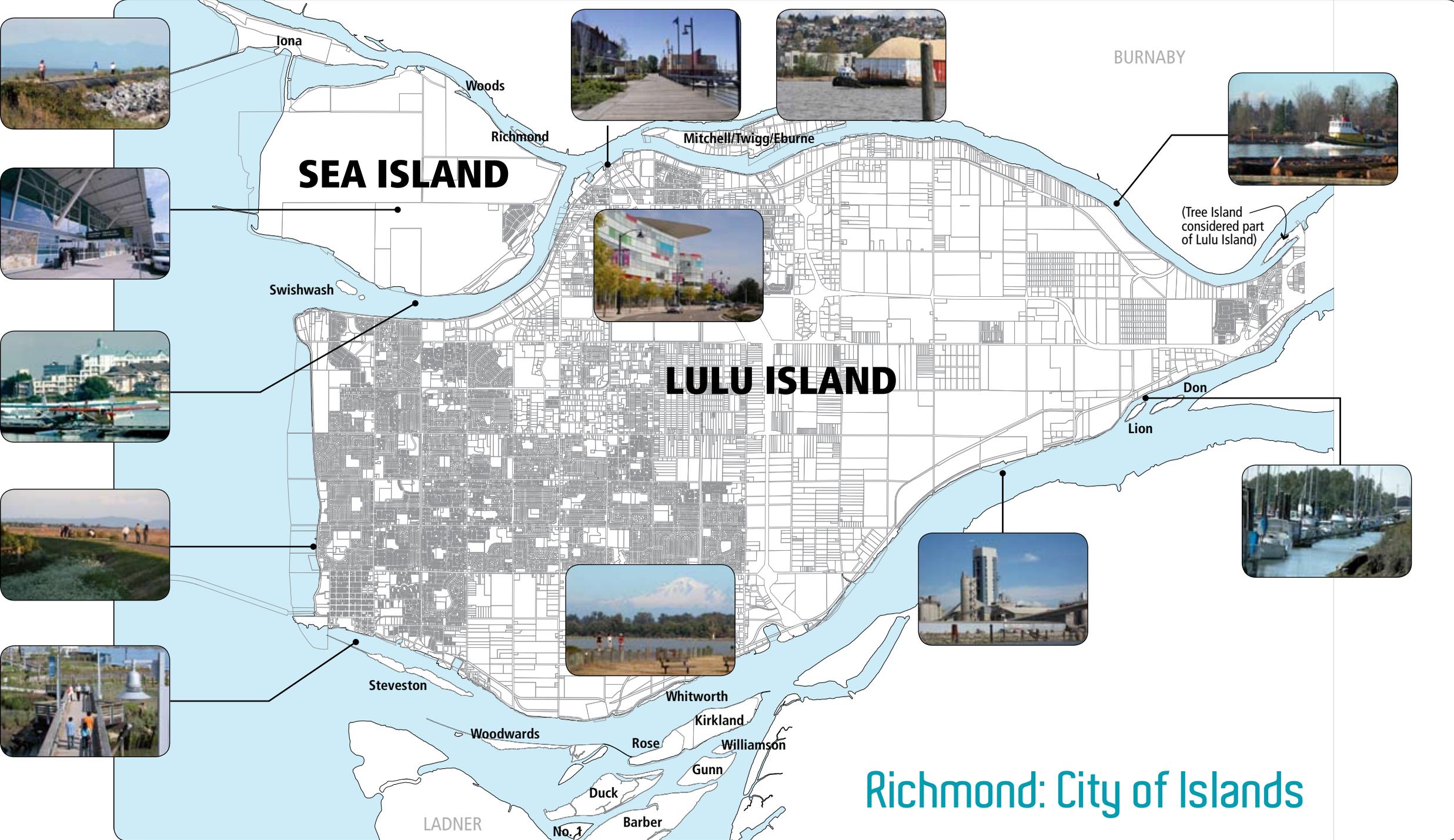
Richmond is a unique city made up of 17 islands situated at the mouth of the Fraser River. The islands and river heritage have shaped the community and are a source of great pride.

Driving Change

As a physical entity the waterfront is one of the most complex areas in the City. There are multiple layers of ownership, uses, management, and regulations that impact how the waterfront has evolved and how it will be developed and managed.

The main drivers of the type of development and quality of management along the waterfront include:

1. Private ownership – can include residential , commercial, industrial uses.
2. City ownership e.g. Garry Point Park, Terra Nova Rural Park, the Richmond Oval, dyke right-of-ways.
3. Federal/Provincial ownership – The Province owns the Fraser River bottom and many waterlots.
4. Authorities e.g. YVR Airport Authority, Steveston Harbour Authority, Port Metro Vancouver.
5. Federal, provincial and city regulatory mechanisms e.g. Department of Fisheries , Marine Act, Transport Canada headlands, City of Richmond policies and by-laws.



Richmond: City of Islands



waterfront overview

A Snapshot of the Last Six Years 2002–2008

The 2002 Waterfront Strategy identified what Richmond wished to achieve by 2020.

The City has accomplished much in this short period of time. Many new developments, projects and strategies have been established by the City, other agencies and private owners.

The following table provides the list of the desired outcomes established in 2002; followed by a snapshot of the achievements over the last five years.

If we use the analogy of our island(s) community being like a home then we are virtually surrounded by a 360 degree front yard. Each bridge is our front door to the world. What is our curb appeal as a community? How do we present ourselves to the world?

2002 Waterfront Strategy Outcomes		2008 Snapshot
From:	To:	Accomplishments:
Environment Passive preservation of natural waterfront	Enhanced natural habitat, and pursued opportunities for interpretation.	<ul style="list-style-type: none"> ✓ Imperial Landing marsh enhancement (2002) ✓ Richmond Oval intertidal marsh and Hollybridge Canal enhancement plans completed ✓ Oval West Trail and native landscape plan adopted (2007) ✓ Terra Nova Slough construction ✓ No.7 Road dyke upgrade/redesign integrated with foreshore ecological enhancement (2007) ✓ Nature Park outreach interpretation programs

2002 Waterfront Strategy Outcomes		2008 Snapshot
From:	To:	Accomplishments:
<p>Recreational uses on water are not maximized.</p>	<p>Maximized public accessibility</p> <p>Safe recreational uses on safe flat –water areas</p>	<ul style="list-style-type: none"> ✓ Imperial Landing Greenway 1 km new trail ✓ 2010 Trails Strategy approved ✓ 2002 Fraser Lands Port Amenity Study ✓ UBC Rowing Centre (John M.S. Lecky Boathouse) constructed (2006) ✓ Dragonboat festivals, rowing regattas and community programs on the Middle Arm ✓ River Rock Casino public waterfront trail ✓ Trail right-of-way along the B.C.I.T. waterfront ✓ Middle Arm Open Space Plan(2007) approved ✓ McDonald Beach/Scotch Pond/ Britannia dredging for boat access ✓ Private eco-tourism businesses operating out of Steveston ✓ Improved Swift Water Rescue Service ✓ New fire prevention actions for structures on and over water
<p>River Transportation</p> <p>Use of river for transportation is limited.</p>	<p>Better public transportation on the water</p>	<ul style="list-style-type: none"> ✓ Identified in 2010 Trails Strategy. ✓ GVRD Greenways Water Crossing Feasibility Study (2002) ✓ Under discussion as part of the Middle Arm redevelopment and Oval and O- zone
<p>Limited industrial use</p> <p>Lack of unified planning and management of water channel depth.</p>	<p>More concentrated industrial use e.g. deep water ports</p> <p>Better management of depth of water channels</p>	<ul style="list-style-type: none"> ✓ Fraser Port Short Sea Shipping Port constructed with upland industrial land being developed ✓ Public Works Operation Management Plan – log removal
<p>Governance</p> <p>There are significant parts of the waterfront that are not under City control</p>	<p>City owns and controls, &/or is partnering along all of waterfront</p>	<ul style="list-style-type: none"> ✓ Imperial Landing waterfront including Phoenix Netloft acquired through redevelopment ✓ River Rock Casino publicly accessible waterfront trail ✓ Terra Nova Rural Park - 61 acres acquired ✓ City Centre Area Plan (2008 approval to purchase significant waterfront properties for open space) ✓ Oval West waterfront improvements as part of the Oval West land sale ✓ Ongoing waterfront acquisition as part of the approved DCC Land Acquisition Program ✓ Ongoing requirement for trail dedication on new developments
<p>Design</p> <p>Edge conditions are similar (i.e. rip rap) and lacking in character</p>	<p>Variety of edge conditions.</p> <p>Character of waterfront is defined by neighborhood(s) that surround the waterfront</p>	<ul style="list-style-type: none"> ✓ Imperial Landing piers and boardwalks ✓ Unique pump station designs – Hollybridge and Bayview Street ✓ Hollybridge Public Art ✓ Waterstone Pier and lookouts ✓ River Rock Casino boardwalk and lookouts ✓ City Centre Middle Arm Open Space Plan with a variety of edge treatments approved ✓ Oval West Plan waterfront park and trail approved



Imperial Landing marsh enhancement



Terra Nova Rural Park: Slough construction



Terra Nova Rural Park: Slough construction



Imperial Landing Greenway



Imperial Landing marsh enhancement



UBC Lecky Boathouse: interior



UBC Lecky Boathouse: water view



River Rock Casino public waterfront trail



River Rock Casino marina and pier

2002 Waterfront Strategy Outcomes		2008 Snapshot
From:	To:	Accomplishments:
<p>Sea Island/ YVR Limited recreational trails development on Sea Island</p>	<p>Significant trail and waterfront developments outlined in the Airport Plan have been implemented</p>	<ul style="list-style-type: none"> ✓ Bike paths connecting Arthur Laing Bridge, YVR, and Richmond constructed ✓ Bike lanes on Sea Island constructed ✓ BCIT Aerospace Technology Campus with publicly accessible trail
<p>Tourism Opportunities A few interesting destination points along the waterfront</p>	<p>Multiple regional destinations that are internationally recognized</p>	<ul style="list-style-type: none"> ✓ 2002 Tall Ships Festival ✓ Imperial Landing; River Rock Casino/ Hotel; UBC Rowing Centre; BCIT Aeronautic School ✓ Britannia Heritage Shipyards stilt houses restoration ✓ Annual Britannia Maritime Festival ✓ 2007 Approved Major Events Strategy outlining Maritime Festival opportunities 2008-2012 ✓ Terra Nova Rural Park Phase 1 and 2 completed ✓ Gulf of Georgia Cannery ongoing programs ✓ Private eco-tourism businesses in the Steveston Area
<p>Celebrate uniqueness Richmond 'turns its back' to the river. Nobody remembers that we are an island city while in city centre. Richmond's unique location at the mouth of the Fraser is not recognized.</p>	<p>Richmond looks outward People think of City Centre as being on the water A facility that recognizes our strategic location at mouth of the Fraser River</p>	<ul style="list-style-type: none"> ✓ Olympic Oval becomes the catalyst for a City Centre Middle Arm renaissance ✓ City Centre Area Plan including Transportation Plan, Middle Arm Open Space Plan, and Oval West Neighbourhood Plan all focus on access to the waterfront and unique design features ✓ New residential and commercial developments incl. Imperial Landing, River Rock Casino Hotel, Waterstone Pier, London's Landing now provide access to the waterfront ✓ PRCS Strategic Facilities Plan includes a potential Eco/Sustainability Centre at Terra Nova Rural Park
<p>Bridges/ Connections Connections across the river focus on vehicular routes to major destinations (e.g. airport)</p>	<p>There are more connections across the river (e.g. bicycling to Ladner, Vancouver)</p>	<ul style="list-style-type: none"> ✓ Canada Line connecting Richmond, Vancouver, YVR includes a major bicycle bridge ✓ Plans for aqua bus stops in the City Centre Middle Arm ✓ Pedestrian bridge from Cambie Road to Sea Island proposed as part of the City Centre Area Plan
<p>Heritage Partial renovation of Britannia</p>	<p>Full restoration of Britannia</p>	<ul style="list-style-type: none"> ✓ Britannia docks constructed & dredging completed to host festivals ✓ Britannia Shipyards east side 'historic zone' stilt houses restoration ✓ (2007) Don and Lion Island commemoration ✓ Terra Nova historic building(restoration)



Waterstone Pier: riverfront residential development



Richmond Oval: a catalyst for change along the City Centre Middle Arm



Richmond Oval



Middle Arm Greenway: Concept plans and pre-construction image



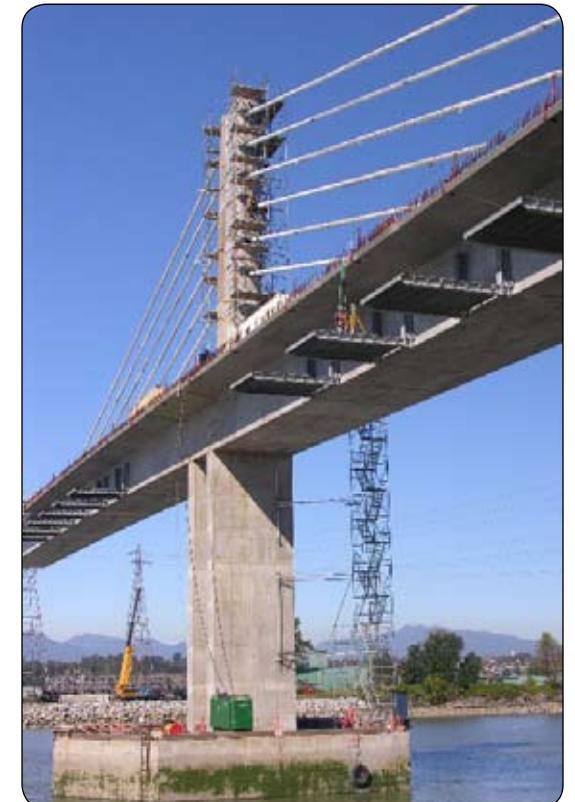
Britannia Heritage Shipyards: Maritime Festival



BCIT Aerospace Campus



Britannia Heritage Shipyards: 'historic zone' stilt house restoration



Canada Line: North Arm bridge and bike lane construction



trends and influences

Waterfront redevelopment is in itself a major trend. Over the last quarter century, waterfronts have been looked at as key opportunities for community and urban revitalization- places to celebrate the excitement and energy of a city. Famous urban waterfronts from around the world that have been reinvented over the last 20 years include Sydney, Barcelona (the catalyst being the 1992 Olympics); London, New York City; Charleston, Los Angeles, Boston and Vancouver. All these places evoke strong and memorable images.

There are many global and regionally specific trends and external influences that will impact and reflect in our planning, development, management and programming of the waterfront over the next five years and into the future. Key trends and influences include:

General Trends

- Global markets and the importance of deep sea ports for the movement of container goods
- Tourism as a major economic generator with increased interest in eco-tourism, heritage and cultural tourism
- Shift from resource to knowledge based economies which is changing waterfronts and raising the expectation of new amenities to attract businesses and residents
- Climate change and global warming concerns resulting in new legislated regulations and the need for both preventative and adaptive measures
- Increased awareness and acceptance that a healthy environment is vital to having a healthy, vibrant and productive community
- Increased interest in the environment by the public
- 'Smart Growth' and other sustainability frameworks as the accepted planning approach to managing urban growth and development
- Population growth and the need to provide public amenities and program to ensure a high quality of life
- Aging population and the interest in health and active living lifestyles with walking and cycling as the number one choice of activities

“Waterfronts where the land meets the ocean, bay, lake, river or canal—are unique, finite resources. Like the cities they help define, urban waterfronts are dynamic places, undergoing profound change. Waterfronts often represent the best opportunity for community enhancement and enrichment.”

– The Waterfront Centre, Washington, D.C.
(www.waterfrontcenter.org)

- The acknowledgement that waterfront land is a finite resource rapidly increasing in value to communities.
- Coordination and partnerships are vital to successful redevelopment.

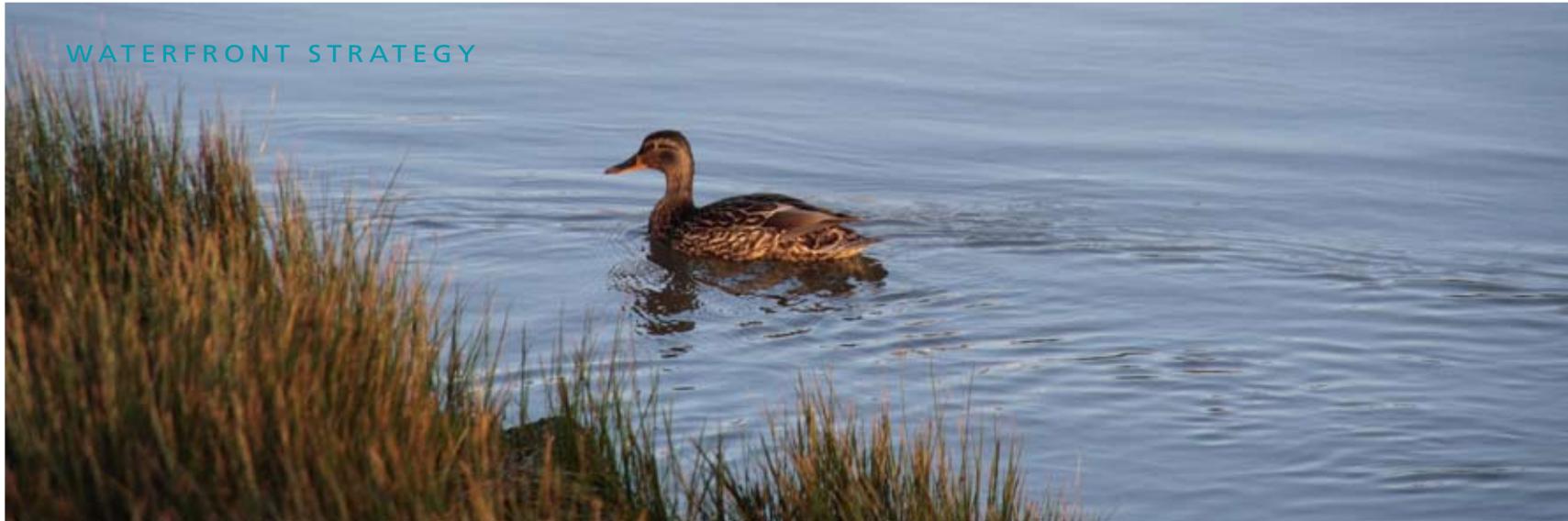
Key Local Influences

- 2010 Olympic and Paralympic Games - being a venue city 2010 and the lasting built legacy opportunities
- Active living and healthy lifestyle initiatives including BC ActNow Program and the City's Parks, Recreation and Cultural Services Master Plan
- The City's commitment to developing a sustainable community
- Participation in the Metro Vancouver Regional Growth Strategy and in a new Official Community Plan in 2009
- The projected population growth in Richmond City Centre and the new innovative City Centre Area Plan outlining growth management strategies
- Climate change and multiple new federal and provincial legislation dealing with climate change and environmental protection being introduced over the next few years.
- Potential climate change impacts include e.g. rising sea levels resulting in loss of valuable marsh lands and a need to invest in flood protection; rising water temperatures that may change fish species and other wildlife
- The Pacific Gateway Strategy Action Plan (2006) and the ongoing development of the Fraser Port lands and the infrastructure needed to support the Fraser Port Supply Chain
- The recent Port Authority amalgamation
- The unknown future of the fishing industry and federal land holdings in Steveston
- The increased interest in recreational use of the waterways.
- The ongoing popularity and value of direct access to the river and the views.



Waterfront Strategy Framework

Part 2



guiding principles

“Successful regeneration of waterfronts depend upon addressing a range of key issues simultaneously”.

(www.waterfrontcommunitiesproject.org)

Global Best Practices

Throughout the world there has been a recognition that urban waterfront revitalization and enhancement is a complex task with the need for many types of expertise and a long term vision to ensure success. In 2000, at the United Nations Urban 21 Conference (Berlin) ten principles for sustainable urban waterfront were adopted. These basic principles appear in different versions in many waterfront visions and plans throughout the world.

Inherent in these principles are sustainability values that envision a successful integration between economic, environmental, social and institutional goals.

The following Guiding Principles for Richmond’s waterfront on the Fraser River have taken into consideration international trends, the *UN Urban 21 Waterfront Principles*, sustainability values and the City of Richmond’s *Triple Bottom Line*.

Global Perspective: 10 Principles for Sustainable Urban Waterfront Development United Nations Urban 21 Approved Principles (2000)

1. Secure the quality of water and the environment
2. Waterfronts are part of the existing urban fabric
3. The historic identity gives character
4. Mixed use is a priority
5. Public access is a prerequisite
6. Planning public private partnerships speeds the process
7. Public participation is an element of sustainability
8. Waterfronts are long term projects
9. Revitalisation is an ongoing process
10. Waterfronts profit from (international) networking

International Centre Cities on Waterfront - Venice
www.waterfront-net.org

Richmond's Waterfront Planning and Management Guiding Principles

These principles are to be applied to the planning, design and management of the islands' waterfront as a whole and to individual sites, projects or activities that may occur along the water's edge.

1. Best practices in sustainability

Promote proactive and innovative sustainability practices that ensure the health and quality of life for current and future generations.

2. Safety and flood protection of the island(s)

Ensure that the City's community, its economic and environmental assets are protected with the appropriate planning, management, infrastructure and programs.

3. Celebration of our unique assets

Protect, interpret, and celebrate the unique intrinsic natural, heritage, and cultural assets

4. Great waterfront destinations

Create vibrant and exciting waterfront destinations with multiple public amenities.

5. Maximum public access to the waterfront

Enhance the public's visual and physical access to the waterfront edge and ability to interact with the water, while respecting other uses and environmentally sensitive areas.

6. Respecting the 'living' and 'working' Fraser river

Respect and respond to the needs of river eco-systems and the commercial , industrial ,recreational, and cultural uses on the river surface with the appropriate upland enhancements, development and activities.

7. Excellence in the quality of design, development, and management

Protect the distinctive character and asset of the waterfront by promoting the highest quality in the design and maintenance of both public and private spaces and buildings.

8. Coordination and engagement

Establish a common vision, strong leadership and the appropriate partnerships.

9. Rejuvenate the River

Improve the environmental condition of the waterfront by integrating ecologically sound practices in new developments.

10. Appropriate waterfront uses

Promote those uses that fully utilize the advantages of a waterfront location.

"If it takes a community (village) to raise a child, it takes a healthy watershed to raise a community".

Randall, Squamish Band, Georgia Basin Conference
March 18, 2008



West Dyke Trail and Sturgeon Banks Estuary



Living on the river's edge



North Arm of the Fraser River: the working river



Great waterfront destination: Richmond Oval



Steveston Public Fish Dock and Wharves



Great waterfront destination: North Arm Fraser River / River Rock Casino Resort



waterfront vision

Redefining the edge

A vision captures the City's realistic hopes and aspirations for the future.

It is vital that the City maintains a focus on sustainability and recognizes that natural and human activities are interconnected. The key to a successful waterfront is to ensure that the City not focus only on one aspect to the exclusion of another. The overarching goal is to successfully integrate urban development, healthy natural systems, community wellness, and a vibrant economy.

The following Waterfront vision supports Richmond's corporate vision to be the "most appealing, livable, and well-managed community in Canada.

Richmond will be a community that celebrates its rich past and recognizes the full potential of its island legacy - a dynamic, productive, and sustainable world-class waterfront.

This vision aims to position Richmond's waterfront as:

Dynamic

An exciting place to be, to mingle with others, to grow and learn, to celebrate, to play and work. A place of revitalization, change, choices and diversity.

Productive

A great place to do business, a magnet for investment and job creation. A place of inspiration, healthy lifestyles, community pride and involvement. An ecologically productive, diverse and thriving aquatic and natural environment.

Sustainable

A place where we all work together towards a common vision, where there is confidence and optimism in the future, respect for the past, and human activities and needs are well balanced with environmental health of the river.

World-class

A place that has a distinctive identity and global appeal, is safe and welcoming for many people and cultures, and showcases excellence and innovation.

Working together
 Amenities and legacy
 Thriving eco-systems
 Economic vitality
 Responding to climate change
front

framework for action

Identifying key strategic directions

Richmond’s waterfront is a large area and the opportunities are many to build upon the Vision.

Development and enhancement of the waterfront is a long term process and many exciting projects, strategies, and initiatives are underway or proposed. A framework has been identified that reflects sustainability values and the need to take an integrated approach to implementing the waterfront vision.

These strategic directions reflect corporate priorities and will allow the City to focus its resources and measure success.

The intent of the Waterfront Strategy is to support Richmond’s corporate goal of being a municipal leader in creating a Sustainable Community by recognizing that natural and human uses are intertwined and interdependent.

The five strategic directions have been identified in the following framework:

1. Working together
2. Amenities and legacy
3. Thriving eco-systems and community
4. Economic vitality
5. Responding to climate change and natural hazards

Each strategic direction has:

- A description of the theme
- An overall goal
- Opportunities and challenges
- Key objectives, short term and long-term, to achieve the goal
- A list of existing and proposed initiatives for the next 5 years.

In keeping with the vision of an integrated and dynamic waterfront with mixed uses and programs, some of the proposed initiatives will fall under multiple strategic directions.



strategic direction no.1

Working together

Coordination and Engagement

The overall success of the waterfront will be a result of coordinated efforts and a commitment to the vision by many stakeholders including the different levels of government, property owners, investors, the public, and special interest groups. A waterfront vision must also be positively integrated into the vision and the goals of the City and the region.

Waterfront development, natural or built, will occur over a long period, yet its success will depend upon addressing a range of key issues simultaneously and taking a holistic interdisciplinary approach to every site and project.

Everyone has a stake in the future of the waterfront.

Goal:

To have a shared vision from which each stakeholder understands their role and works towards contributing to the creation of a dynamic, productive and sustainable city-wide waterfront.

Richmond will continue to co-operate with a wide range of senior government agencies such as:

Federal	Provincial	Regional
Fisheries and Oceans Canada, Small Craft Harbours	BC Ministry of Transportation	Port Metro Vancouver
Transport Canada	BC Ministry of Agriculture and Lands	Steveston Harbour Authority
Agriculture and Agri-Food Canada	BC Ministry of Economic Development	Fraser River Estuary Management Program
Western Economic Diversification Canada	BC Ministry of Small Business & Revenue	Metro Vancouver
Industry Canada	BC Ministry of Environment	
Canadian National Railway (CN)		
Canadian Pacific Railway		

Opportunities and Challenges:

- There are well established relationships with many agencies, the business community, and citizens.
- The City has a number of planning tools to regulate, provide incentives, and engage the public such as the Official Community Plan, development permits, design guidelines, and City appointed Advisory Committees.
- A number of City strategies have been completed that support the waterfront vision, e.g. City Centre Area Plan, the 2010 Trails Strategy, the Parks, Recreation, and Cultural Services Plan, Major Events Strategy, Flood Management Strategy.
- The City has many existing educational programs and public processes to inform the public. re: safety, environmental, heritage, recreational issues and opportunities.
- Multiple federal and local government initiatives and regulatory requirements require more staff time and resources.
- In addition, there are multiple priorities, initiatives, and management responsibilities that impact the waterfront occurring within different City departments.

Key Objectives:

Key Initiatives and Actions:

1. Coordinated City Approach

To develop a comprehensive and strategic City-wide approach to promote integrated project planning and informed and innovative decision-making along the waterfront.

- *Establish a cross-departmental Waterfront Management Team to provide multi-disciplinary expertise, optimize opportunities and efficiencies within the Corporation*
- *Determine the mandate of this corporate team e.g. potentially review all projects along the waterfront*

2. Strategic Partnerships

To continue to work closely and cooperatively with a wide range of senior government agencies, non-profit organizations, and corporations to establish a common set of policies to protect and promote sustainable development and management.

- *Establish an Interagency Waterfront Committee for common operational issues such as dredging*
- *Work with the Steveston Harbour Authority on a Long Range Plan for the working harbour*
- *Work with others to update the City's Industrial Strategy*
- *Seek sponsorship for the creating legacy projects on the 2010 Celebration site*
- *Seek grants and new funding sources on an annual basis*
- *Develop and implement the Centre for Excellence in Sports and Wellness Strategy and Tourism Strategy*
- *Work with Port Metro Vancouver to construct No. 7 Road Trail*

3. Made in Richmond Solutions

To be able to respond quickly to legislated initiatives and opportunities and show leadership with Made in Richmond initiatives and solutions.

- *Work with others to update the Official Community Plan (OCP)*
- *Implement Riparian Area Regulation Management Strategy*

4. Flexibility and Innovation

To work closely with others to maximize community benefits while allowing for market profits by being flexible, supportive and actively encouraging innovative approaches, building practices, and programs along the waterfront.

- *Seek LEED Silver Certification standards for the Oval West sustainable neighbourhood development*
- *Complete and work with developers to implement the Steveston Village Conservation Program*
- *Adopt new Green Building standards - e.g. Green Roof by-law and LEED Silver requirements in City Centre Area Plan*

5. Community Engagement

To develop a dialogue whereby the community expresses their values and, in turn, has an opportunity to learn and understand how vital the waterfront is to the City and the region's sustainability framework.

- *Develop an OCP Update public process*
- *Engage the City appointed Advisory Committees in discussion*
- *Conduct a Parks, Recreation and Cultural Services Needs Assessment*
- *Develop a comprehensive Fraser River Experiential Walk Interpretation Program*

6. Lead by Example

To set an example for others and encourage investors by committing to developing and managing City controlled lands and assets at an exemplary standard.

- *Successfully complete the 2010 Speed skating Oval Building and Landscape to a LEED Silver standard*
- *Adopt the City Centre Area Plan and develop a work program to implement further strategies identified in the CCAP*
- *Implement the Middle Arm City Centre Waterfront Open Space Plan*
- *Continue to develop civic buildings as per the City's Sustainable "high performance" Building Policy*
- *Construct Riverport Waterfront Trail*



strategic direction no.2

Amenities and legacy

To truly ensure a legacy, the City will continue to value its rich history – its identity and uniqueness – and respectfully weave it into a vision for future.

Creating great waterfront destinations and celebrations

Richmond has the potential to become the most livable river community in Canada. The excitement and opportunities presented by being an Olympic Venue City with an iconic building on the waterfront are unsurpassed. While the Olympic experience will be once in a life-time, the City is actively pursuing opportunities to create legacies for the community.

The key to providing a successful public domain is to provide multiple destinations and features that are easily accessed, and to provide activities that will attract a wide range of interests.

Goal:

To create a world-class waterfront experience of vibrancy, excitement and beauty through a series of linked destinations, landmarks, programs, and activities that promote and celebrate our *island city* legacy.

Opportunities and Challenges:

- The 2010 Olympic and Paralympic Games is a major catalyst to investment and will lead to potential legacy landmarks and development along the waterfront.
- Ensuring enough 'wow' destinations and programs to draw visitors and meet a range of interests.
- The need to prioritize and establish creative solutions to investing in and supporting the development of multiple waterfront destinations e.g. City Centre, Steveston, Terra Nova.
- By working with partnerships and through development opportunities the City will be able to achieve community benefits.
- Improve the City's capacity to host signature events through investments in infrastructure such as docks and piers, ensuring those investments are supported by community values.
- Locating and managing major international events and large festivals with minimum impact upon residential areas.
- The viability and safety of co-locating public amenities with other private uses along the waterfront such as industry and commercial uses.
- Balancing community desire for maximum public access with habitat conservation.

“Obviously every waterfront is as distinctive as the City that it is located. However the common goal of remaking a waterfront is to capture and celebrate the excitement and energy of city life.”

- UDI 2005 International Waterfront Development Conference Singapore Richard Rosan 2005

Key Objectives:

Key Initiatives and Actions:

1. 2010 Olympic Legacy

To maximize the City's exposure to the world during the 2010 Olympic and Paralympic Games and to seek partnerships and sponsorships that will result in dynamic places to gather and celebrate along the City Centre waterfront.

- *Successfully host the Olympic Long Track Speed Skating event*
- *Implement the Olympic Beyond Sports Sponsorship Program*
- *Establish and Implement a Look of the City Program - Gateway Program*
- *Work with VANOC to implement the Look of the Games Program*
- *Complete construction of the Spirit Square Plaza and installation of public art*
- *Complete the Richmond Centre of Excellence in Sports and Wellness Strategy*

2. Middle Arm City Centre Renaissance

To promote the renaissance of the whole Middle Arm water's edge from Terra Nova to the River Rock Casino by developing a premiere urban waterfront with a lively and stimulating mix of uses and activities including a new City Centre Waterfront Park.

- *Complete the design and construct the Middle Arm (Hollybridge to Cambie Road) Waterfront Greenway*
- *Pursue strategic acquisitions for the waterfront park*
- *Continue developing Terra Nova Rural Park and supporting unique programs*
- *Establish a Fraser River Experiential Walk Interpretation Plan*

3. Celebration

To showcase Richmond on the international stage and support the vision of "being the premier events destination in Canada" by hosting a series of events leading up to the 2010 Olympic and Paralympic Games, the celebration during the Games, and events after 2010.

- *Develop an Implementation Strategy for the 2007-2012 Major Events Plan - Catch the Excitement!*
- *Develop a signature Maritime Festival-Tall Ships 2011 Plan*
- *Implement the Cultural Olympiad & Olympics Arts Festival: 2010 Arts and Culture Plan*
- *Invest in infrastructure to support festivals*
- *Work with UBC Rowing Centre and support international regattas*

4. Great Destinations and Connectivity

To create great waterfront destinations designed with multiple features, programs and activities that provide a variety of reasons for people to visit. Ensure that these destinations are well connected to each other and to the surrounding neighbourhoods.

- *Implement the recommendations in the 2010 Trails Strategy*
- *Develop further strategies for the public realm as identified in the City Centre Area Plan*
- *Update the Garry Point Park Master Plan*
- *Work with the Steveston Harbour Authority on a Long Range Plan for the working harbour*
- *Work with Port Metro Vancouver to develop the Riverport dyke and No.7 Road canal trail*
- *Implement the Middle Arm City Centre Waterfront Greenway*

Key Objectives cont'd:

Key Initiatives and Actions cont'd:

5. Quality of Design

To develop a comprehensive and cohesive pattern of use and visual identity along the waterfront by defining and reinforcing distinct character areas, promoting the highest quality of design, and focusing on developing the fine grain details of the foreground.

- *Implement the Oval Art Plan*
- *Work with the developers to implement the Oval West Neighbourhood Plan*
- *Complete the design and construct the Middle Arm West Greenway*
- *Develop detailed design guidelines for the 10 City Centre Area waterfront destinations*
- *Adopt and implement the Steveston Conservation Village design guidelines*
- *Update the trail and wayfinding signage*

6. Blueways Programs

To promote the public uses of the water with water based transportation, Maritime Festivals, community programs, and infrastructure to support festivals, regattas, and individual recreational boat uses.

- *Develop the 2011 Maritime Festival - Tall Ships Plan and successfully host the festival*
- *Increase the Britannia Heritage Shipyards programs and events*
- *Work with the UBC John Lecky Rowing Centre to increase participation in major events and regattas*
- *Support businesses running eco-tours in Steveston*
- *Establish Aquabuses for alternative transportation on the Middle Arm*
- *Establish an Industrial-tourism program/tour along the North Arm*

7. River Heritage

To continue to respect and promote awareness of the City's rich island and river heritage by supporting and promoting the Vision and goals outlined in the Museum and Heritage Strategy.

- *Britannia Shipyard ongoing restoration*
- *Review the potential of a 'Destination Museum' on the waterfront*
- *Develop Terra Nova Rural Park Interpretation Plan and Heritage Management Plan - develop, seek approval and phased development*

8. Art on the Edge

To enhance the strong sense of place and to create a new layer of interest and vitality along the waterfront's edge by establishing an 'Art on the Edge' program that integrates art into all new development and construction opportunities.

- *Work with the organizers of the Vancouver Sculpture Biennale to bring international caliber art to the waterfront*
- *Establish the environmental art program at Terra Nova Rural Park*
- *Implement and build upon the Oval Art Plan along the City Centre waterfront*
- *Integrate public art into the construction of the Cambie Street and the Francis Road Pump Stations*



strategic direction no.3

Thriving eco-systems

Protecting and enhancing the 'living' river environment

Richmond as a community has been shaped by incredible ecological richness resulting from the confluence of a world heritage river, the Fraser River, and the Pacific Ocean. As a City surrounded by one of the most productive salmon producing rivers in the world, we are responsible for ensuring the ongoing "ecological health" of our waterfront and for protecting the greater "living" river environment.

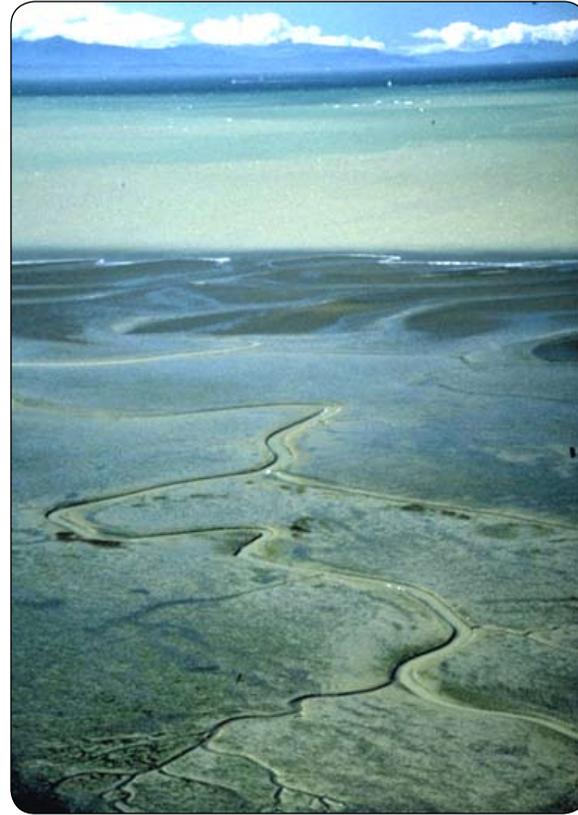
The ecological health of the river is dependant upon the functioning of Richmond's underlying 'island' ecosystem including all its components, linkages and interdependencies. Historically, Richmond's waterfront was a rich mosaic of aquatic and terrestrial habitats. The Waterfront Strategy will strive to create a sustainable waterfront by using an ecosystem approach that provides suitable conditions for the maintenance of self-sustaining aquatic communities and to improve ecological connectivity along the foreshore and surrounding uplands.

Goal:

To create an environmentally sustainable waterfront through the protection, enhancement and restoration of the river's ecological health.

Opportunities and Challenges:

- Richmond has good public access in many areas to the waterfront.
- Fostering of these opportunities to the community in a manner that generates public awareness of the ecological attributes of the river is important.
- Climate change may alter the ecological "character" of our waterfront. Engaging with agency and institutional partners to ensure awareness of emerging "science" is essential to understand the impacts of potential sea level rise and fluctuations in the level of the Fraser River.
- The waterfront and the views are so spectacular that it is sometimes hard to understand that there are environmental concerns with global warming, water and air quality. This may result in a lack of urgency or desire to invest in enhancing the environment.
- There is an ongoing perception that traditional land uses are mutually exclusive or difficult to successfully integrate e.g. industry and enhanced environmental health or recreational use.
- Environmental stewardship, awareness and concern are increasing.
- Environmental and sustainability issues are complex and multiple issues need to be considered at the same time.
- Often it is difficult for others to accept the perceived and sometimes greater immediate cost of adding ecological services and higher standards of restoration for long-term benefits.



Sturgeon Banks estuary at the mouth of the Fraser River



Sturgeon Banks provides excellent habitat for water fowl and birds



View from West Dyke towards the Gulf Islands

Key Objectives:

1. Towards an Eco-Plus+ Waterfront

To strive to integrate ecological consideration that provide a net ecological benefit or Eco-Plus+ benefit into waterfront projects.

Key Initiatives and Actions:

- *Develop a Waterfront Ecological Enhancement Strategy*
- *Identify opportunities for eco-regeneration projects (restoring the built environment to improve ecological health and functions)*
- *Implement the Oval Marsh Enhancement Plan*

Key Objectives cont'd:

Key Initiatives and Actions cont'd:

2. Eco-Network

To create a highly functioning ecological riparian and upland network of interconnecting wildlife habitats and eco-systems.

- Partner with Port Metro Vancouver to develop the No. 7 Road Canal Trail landscape
- Construct the Terra Nova Rural Park slough opening
- Design and construct the Hollybridge Canal promenade
- Design and construct the Middle Arm City Centre Waterfront Greenway
- Complete the Shell Road Drainage Canal improvement plan

3. Green Activities

To provide opportunities for a diversity of activities along the waterfront that are environmentally sustainable and promote healthy lifestyles.

- Implement the Greenways and Greenlinks identified in the City Centre Transportation Plan
- Partner with Port Metro Vancouver to develop the No. 7 Road trail connecting the South Arm of the Fraser to the North Arm
- Construct the Middle Arm City Greenway
- Promote more programs such as the 'Island City by Bike Tour'
- Establish a 'Tour de Richmond' island cycling race
- Support UBC Rowing Centre to host more boating programs and events

4. Stewardship and Awareness

To provide tools and programs that promote greater understanding of the impact of human activity on the environment and provide opportunities for meaningful stewardship initiatives.

- Continue hosting the successful Public Works Wet Project
- Develop more Nature Park Outreach Programs at parks such as Terra Nova Rural Park
- Work with the community on programs such as the Grease Disposal Awareness Program
- Develop and implement comprehensive Fraser River Interpretation Program

5. Water Quality

To ensure that any water discharge into the Fraser River meets applicable Federal and Provincial regulations

- Richmond has already established a Source Control Program and the Grease Disposal By-Law, a Pollution Prevention and Clean-Up By-law
- Establish landscape designs and planting schemes for the drainage canals that help naturally filter the water before it reaches the pump stations
- Review the potential to create upland holding areas e.g. Lee Slough along the Shell Road Canal
- Environment Canada has a water quality monitoring buoy in the South Arm of the Fraser
- Metro Vancouver has a Liquid Waste Management Plan



strategic direction no.4

Economic vitality

Promoting the waterfront as a key economic driver

Economic development is one of the City's top corporate priorities. As waterfront access has become increasingly sought after around the world and many urban centres are developing strategies to maximize their waterfront potential, Richmond is in an enviable position as an island community. With its excellent access and connections by water, air, and land and quality of life amenities, Richmond is ideally located to be an economic destination on the Pacific Rim. The City also recognizes that a healthy ecological sound environment is vital to developing a vibrant economy and a sustainable community.

Goal:

To be regionally competitive, a premier destination, and the City of choice for businesses. The City will support economic growth along the waterfront that is generated from:

- river transportation and the industrial upland support systems;
- the aesthetic and lifestyle appeal of the waterfront for residential and commercial development;
- the tourism opportunities from river related recreation, heritage, nature appreciation, and special events/festivals; and
- the environmental productivity of the river and estuary that supports industries such as fishing and eco-adventures.

Local geography reinforced by development that complements both the body of water and the City's history and heritage can enhance a city's ability to compete globally. Indeed a lively waterfront will attract global markets and head off the "this could be anywhere syndrome."
 ~ ULI 2005

Key Challenge and Opportunities:

- A finite waterfront makes waterfront properties a valuable resource for the community and for private businesses/land owners. The City needs to work with others to promote and support the uses that truly take advantage of a waterfront location.
- Multiple owners and regulatory agencies make revitalization of the waterfront a longer and more in-depth process involving more stakeholders than upland redevelopments.
- The amalgamated port authority, Port Metro Vancouver, may introduce new approaches to managing Richmond based port lands.
- The potential of future land claims is an unknown.

- The initial cost of building infrastructure such as piers and docks will be high but are necessary to support world-class major events.
- There is a need for upgraded roads and utilities to support industrial and commercial development, specifically in the Fraserlands planning area. Responsibilities amongst different agencies needs to be determined.
- There is a need for a critical mass of "wow destinations" to support tourism and an adequate supply of high quality public access to the waterfront to attract and retain people to live, visit and invest in the community.
- Dredging costs and sediment build up impacts the working harbour and river transportation.



Metro Vancouver: Economic Vitality Map

Key Objectives:

Key Initiatives and Actions:

1. Appropriate and Strategic Land Uses

To ensure economic viability by establishing the most appropriate and strategic land uses along the waterfront that respond to:

- environmental and historical considerations
- industrial and port opportunities related to river depths
- safety and security concerns
- scenic views and urban lifestyle needs and quality of life benefit
- transportation network

- *Establish policies within Official Community Plan Update to encourage water dependant uses along the waterfront*
- *Prepare an updated city-wide Industrial Strategy*

2. Strategic Partnerships

To define the City's role in the larger regional context and establish a set of common policies to protect and advance economic interest of the City and other levels of government.

- *Work with others on: BC Ports Strategy and Asia Pacific Gateway Initiatives Fraser Port Lands development, Dredging Plan, long-term vision for Steveston Waterfront and Harbour*
- *Support Metro Vancouver's Growth Strategy - Our Livable Region Update*
- *Work with others to develop and implement the Fraser Port Highway Access Plan to support Port activities*
- *Develop partnerships with US and Canadian Coast Guard, Port Metro Vancouver, Fisheries Authorities on security, safety, emergency response concerns*

3. Build Green

To protect and enhance the aesthetic, historic and ecological values of the waterfront by encouraging the highest quality of development, design, and use of green technology while meeting economic targets.

- *Continue to adopt green building programs such as the Green Roof by-law and the Sustainable "High Performance" Building Policy*
- *Showcase the City's commitment with the Speedskating Oval LEED Silver designation*

4. Market the City

To develop a comprehensive marketing strategy that promotes Richmond's unique riverfront community as the premiere Pacific Rim edge City for high quality and sustained investment.

- *Complete the City logo and branding package*
- *Build upon Olympic sponsorship program*

Key Objectives cont'd:

Key Initiatives and Actions cont'd:

5. Increase Tourism

To actively work with others to identify and develop a full range of complementary “wow destinations and activities” for revenue generating tourism.

- *Develop a Tourism Strategy with others*
- *Complete Centre of Excellence in Sports and Wellness Strategy*
- *Continue to design and construct new amenities eg. Middle Arm Waterfront Park*

6. Strategic Land Acquisition

To evaluate and acquire waterfront lands to support public amenities, economic initiatives and environmental areas.

- *Prepare a city-wide Strategic Land Acquisition Plan to set priorities for purchasing waterfront land for community benefits.*



strategic direction no.5

Responding to Climate Change and Natural Hazards

Safety of the community

Climate change as a result of human activity has become the world's most challenging sustainability issue. Richmond as a waterfront community is challenged with responding to the predicted impact of raising ocean levels, increased sediment deposition in the river, and increased number and intensity of storms.

There is no one solution and the City is taking leadership in working with others to identify the key issues that must be addressed simultaneously. This will allow the City to respond effectively, have the ability to adapt, and work towards reducing the impact.

It will take commitment and stamina to work towards long-term solutions. The City's Climate Change Response Agenda will provide the opportunity to further explore creative solutions specifically along the waterfront. More work is required to identify policies and actions needed to minimize risk to the community.

Goal:

To have excellent planning, civic infrastructure and services that protect and reduce the vulnerability of the community to natural hazards and climate change impacts while protecting the environmental health of the foreshore and river.



Emergency Services: attending industrial sites along the river



Emergency Services: providing support to riverfront house boat residents

Key Challenges and Opportunities:

- A multitude of partners/ agencies working together to find solutions.
- A Sustainability Office within the City has been developed to build a creative framework and provide advice to other departments.
- New technologies being created all the time.
- Multiple issues that need to be addressed simultaneously.
- Need to balance all the benefits and costs of higher density which may increase demands on water consumption, energy consumption but reduce greenhouse gases with less use of cars.
- The cost of improving and providing infrastructure and services means a long-term phased approach is necessary.
- Traditional flood protection construction has reduced the environmental benefits and creates a singular appearance of the waterfront throughout Richmond.

Key Objectives:

Key Initiatives and Actions:

1. Perimeter Dyke Protection

To reduce flood vulnerability by continuing to review and implement a high standard of dyke design in priority areas as Richmond's primary protection strategy.

- *Implement the Flood Management Strategy*
- *Work with Provincial Dyking Authority*
- *Implement "Flood Plain Designation and Protection" by-law*

2. Collaborative Natural Solutions

To continue to establish and promote innovative ecological approaches to the perimeter dyke design and adjacent uplands with the intent of Eco-Plus+ benefits to the riparian and intertidal zones.

- *Develop an Ecological Waterfront Management Plan and incorporate wherever possible into new dyke upgrades*
- *Review opportunities for eco-regeneration / enhancements of existing areas*
- *Work to incorporating science-based decision making into planning, review and design of projects*

3. Multi-disciplinary solutions

To encourage multi-disciplinary teams/partnerships that will provide the wide range of expertise necessary to develop innovative solutions and provide excellent examples on the ground while maintaining the big picture perspective.

- *Undertake a climate change study focussed specifically on the waterfront under the City's Climate Change Response Agenda*
- *Work with others on a long-term Steveston Harbour Strategy*
- *Establish cross-departmental Waterfront Management Team*
- *Identify key disciplines that should be involved in planning and reviewing waterfront projects*

4. Multi-objectives

To encourage a more efficient and economical approach to development that promotes meeting the multi-objectives, values and needs of the community e.g. an updated pump station becomes a public viewing tower and manages flood damage.

- *Design and construct Cambie Pump Station / Middle Arm Greenway Focal Point*
- *Upgrade Shell Road Canal function and provide a trail*
- *Integrate environmental interpretation art into the Francis Road pump station*

5. Emergency Services

To ensure that the City has community safety programs and services in place to effectively address the increasing number of buildings, programs and amenities along the waterfront, flooding risks and other climate change impacts such as increased frequency and intensity of weather events.

- *A Fire-Rescue 2009-2011 Resources Plan has been developed for City Council review.*
- *Development of beach access GIS data bank.*
- *Analysis of response to foreshore to address risks, such as bridges, tunnels, trestles.*

redefining living on the edge...



Waterfront Strategy

Work Plan and Next Steps

Part 3

Making it Happen

Delivery Service

The majority of these initiatives have been included or can be realized through the City's departments. Management of the waterfront is a complex and long-term task. The following list of programs and projects may be modified or added onto as opportunities and finances allow.

Initiatives – In Process and New	2009	2010	2011
Strategic Direction No. 1 - Working Together			
Establish cross-departmental Waterfront Management Team	•		
Establish an Inter-Agency Waterfront Committee to deal with dredging issues	•		
Seek grants, partnerships, and new funding sources	•	•	•
Metro Vancouver Livable Region Plan Input	•		
Develop a public process for OCP	•		
Official Community Plan Update Completion		•	
City Centre Area Plan - Adopt and implementation	•	•	•
Industrial Strategy Update	•		
Construction of Oval West Sustainable Neighbourhood LEED Silver Certification			•
Adopt Green Building Codes	•	•	•
Riverport Legacy Land Trail construction	•	•	
No. 7 Road Canal Trail construction (Port Metro Vancouver)		•	
Steveston Village Conservation Program adopt and implement	•	•	•
Work with the Steveston Harbour Authority on a long-range plan	•	•	
Parks, Recreation and Cultural Services Community Needs Assessment			
Tourism Strategy	•		
Centre of Excellence in Sports & Wellness Strategy	•		
Strategic Direction No. 2 - Amenities and Legacy			
Successfully host the Olympics		•	
Oval Building and Landscape LEED Silver Completion	•		
OZone Celebration Site - design and implementation	•	•	
Winter Festival at the Oval	•		•
Oval Art Program - Implementation	•	•	
Cultural Olympiad and Olympic Arts Festival: 2010 Arts and Culture Plan - Implementation	•	•	

Initiatives – In Process and New cont'd...	2009	2010	2011
Strategic Direction No. 2 - Amenities and Legacy cont'd...			
Middle Arm City Centre Greenway and Park - Design and construction	•	•	•
Look of the City - Gateway designs and implementation	•		
Biennele Sculpture Program - plan and implementation	•	•	•
Blueways Programs - Increased participation in regattas	•	•	•
Industrial Tourism Boat Tours - North Arm			•
Tour de Richmond Island Cycling Race			•
Aqua Buses - Middle Arm		•	•
Maritime Festival and Tall Ships Plan Completion	•		
Potential Tall Ships Infrastructure Construction	•	•	•
Terra Nova Rural Park development	•	•	•
Terra Nova Rural Park Interpretation and Heritage Management Plan	•	•	•
Britannia Heritage Shipyard Restoration	•	•	•
Garry Point Park Master Plan Update		•	
Strategic Direction No. 3 - Thriving Ecosystems			
Oval West Marsh Enhancement		•	
Hollybridge Canal Greenway design and construction	•		
Shell Road Canal Trail construction	•		
2008-2031 Flood Protection Strategy - Implementation	•	•	•
Landscape designs and planting schemes for drainage canals	•	•	•
Ecological Waterfront Management Plan	•	•	•
Terra Nova Slough Dyke opening	•		
Develop a Fraser River Interpretation Program			•
Develop Waterfront Ecological Enhancement Strategy			•
Establish landscape/planting plans for drainage canals			•
Strategic Direction No. 4 - Economic Vitality			
Work with others on: BC Ports Strategy and Asia Pacific Gateway initiatives Fraser Port Lands 'Panhandle' development Dredging Plan	•	•	•
Strategic Land Acquisition Plan	•		
City-wide Real Estate Strategy	•		

Initiatives – In Process and New cont'd...	2009	2010	2011
Strategic Direction No. 4 - Economic Vitality cont'd...			
Industrial Strategy Update		•	
City Logo and Branding completed	•		
Tourism Strategy	•		
Olympic Sponsorship Program	•	•	
Look of the Games - Gateways	•	•	
Strategic Direction No. 5 - Responding to Climate Change			
Enhanced riparian landscapes through development projects	•	•	•
Cambie Pump Station construction	•		
Flood Management Strategy Implementation	•	•	•
Undertake a climate study specific to the waterfront (under Climate Change Response Agenda)		•	

Next Steps

The 2009 Waterfront Strategy provides a new approach that envisions the waterfront as an entity that requires an integrated and collaborative approach to management and development. Redefining the edge means not only protecting the existing values but also moving forward to a future that successfully showcases thriving eco-systems, economic vitality and community wellness.

The next steps to making the Vision a reality include:

1. Council approval of the Guiding Principles, Vision and Strategic Directions.
2. Establishing an interdepartmental Waterfront Management Team whose responsibilities may include reviewing all developments proposed along the waterfront (similar in mandate to the previous Beautification Team that reviewed development applications to ensure that the City's objectives were achieved).
3. Refining the 3 year Program and establishing a longer term Implementation Plan.
4. Monitoring and reporting to Council on the status of the Waterfront Strategy on an annual basis.



Waterfront Strategy

waterfront character areas

Part 4



waterfront character areas

Definition

The waterfront vision, guiding principles, objectives and strategic directions identify an overall approach to managing and promoting Richmond’s waterfront. To better understand the specific issues and opportunities that will help redefine the edge the island’s perimeter has been divided into distinct character areas. These areas are defined and informed by:

- natural and cultural features
- the existing built-environment
- predominate upland land-use
- FREMP Area designations and
- the profile and natural processes of the river.

Twelve (12) waterfront character areas have been identified around the perimeter of the two main islands, Lulu Island and Sea Island. These include the following:

1.0 City Centre Urban Waterfront

No. 4 Road to No. 2 Road

2.0 Middle Arm/West Dyke Conservation and Recreation Waterfront

No. 2 Road to Garry Point Park

3.0 Steveston Village/ Homeport Waterfront

Garry Point Park to Gilbert Road

4.0 South Dyke Rural Waterfront

Gilbert Road to Shell Road

5.0 South Arm Islands Conservation Area

6.0 South Dyke/ Fraser Lands Deep Sea Industrial Waterfront

Shell Road to No. 9 Road

7.0 South-East Fraser Maritime Mixed-Use Waterfront

No. 9 Road to Boundary Road

8.0 North-East Fraser Agricultural/Industrial Waterfront

No. 9 Road to 500 meters west of No. 8 Road

9.0 North Fraser Industrial Waterfront

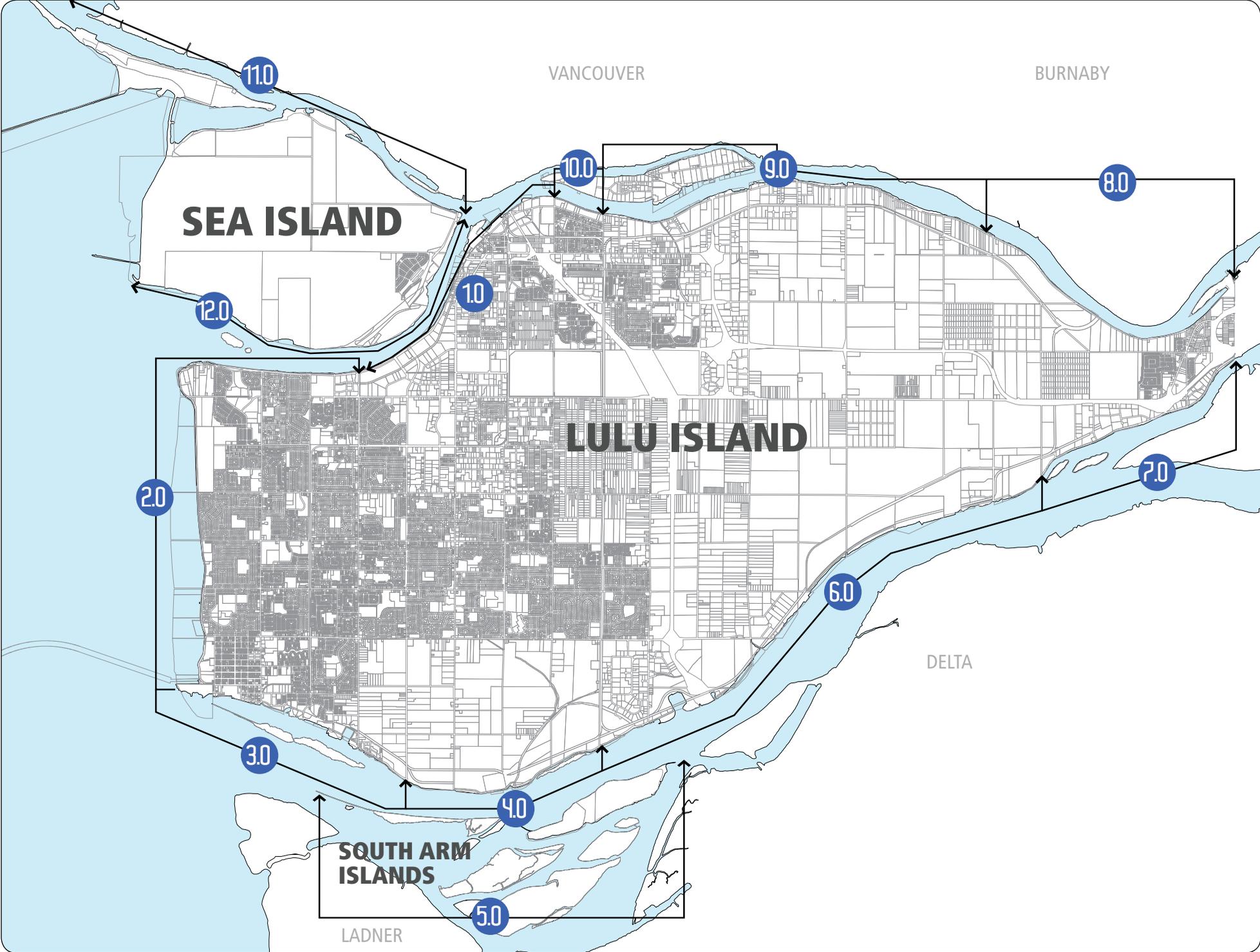
500 meters west of No. 8 Road to No. 4 Road

10.0 Tait Neighbourhood Park

11.0 Sea Island North Conservation/Recreation Waterfront

12.0 Sea Island South Airport Business Waterfront

The following section of the Strategy provides a description of each area, a map, and future planning considerations in the Phase 2 - Waterfront Strategy Implementation Plan.





1.0 city centre urban waterfront

Location: No. 4 Road to No. 2 Road Bridge

Descriptor:

The City Centre waterfront is a 5.5 km shoreline that is a mix of older industrial sites, bridges, marinas, disconnected dyke trails, and in more recent years a newer and higher quality of development that includes the UBC John Leaky Boathouse, River Rock Casino/Hotel complex, and the iconic world-class long track speed skating Oval.

The City Centre Area Plan (CCAP) adopted in 2008, is an innovative and comprehensive plan that sets the framework for development in the City Centre. The waterfront is key to this renaissance of the City Centre. Along the waterfront a diversity of uses that include an industrial reserve, commercial reserve, major parks and pedestrian linkages, high-density, high-rise, mixed use areas and an arts district have been planned.

Future Planning Considerations:

The CCAP is an in depth framework that looks at economic, environmental and social considerations in the City Centre, including the waterfront. Details of the activities, amenities, land-uses and design guidelines along the City centre waterfront are to be found in the City Centre Area Plan Bylaw 8383.

The following is an excerpt from the CCAP that identifies a number of strategies to “make the riverfront the signature feature of the City centre’s public realm”.

from the CCAP Document 2 pages 91/92

2.10.1(a) Make the Riverfront the Signature Feature of the City Centre’s Public Realm

The City Centre, as one of these Character Areas, will be the “sophisticated urban” waterfront that acts as:

- Richmond’s front yard;
- the Gateway into the City Centre;
- an International Destination with a lively 24/7 mix of uses; and
- an integral part of the daily life of residents and workers in and along the new urban waterfront villages.



2010 Olympic and Paralympic Winter Games Long-track Speedskating



Legend:

Government Owned Properties

- Richmond
- GVRD
- Provincial
- Federal

- Environmentally Sensitive Areas
- Agricultural Land Reserve



River Road: east of Dinsmore Bridge



River Road: Navy League moorage west of Cambie Road



2.0 middle arm/west dyke residential recreation waterfront

Location: No. 2 Road Bridge to Garry Point Park

Descriptor:

The Fraser River Middle Arm and the West Dyke area provides some of the most memorable images of Richmond. A continuous 8.5 kilometer greenway built upon the dyke infrastructure from No.2 Road Bridge to Garry Point Park allows for public access and inspiring open vistas of distant mountains, water, marsh and mudflats of Sturgeon Banks and the Vancouver International Airport. The predominant upland use is low density residential.

Sturgeon Banks, from the high water mark on the West Dyke west to the Straight of Georgia is a highly productive 8711 hectare intertidal marsh and mudflat environment, designated a Wildlife Conservation Area and is managed by the Ministry of Environment.

Sturgeon Banks functions as a critical natural flood control system for the island. The marsh and tidal flats break and deflect the action of ocean waves which reduces the impact on the dyking system.

The open water of the Middle Arm of the Fraser River is used for limited boating and seaplane activity. Swishwash Island at the mouth of the Middle Arm, between Sea Island and Lulu Island, is a designated Conservation Area managed by the Nature Trust Conservancy of BC.

The City owns a significant amount of waterfront property in this area. The recent addition of Terra Nova Rural Area to the existing Terra Nova Natural Area and Quilchena Golf Course has created a 220 acre upland Green Zone that supports the ecological functioning of Sturgeon Banks and enhances recreational opportunities for the public.

Future Planning Considerations:

- This is one of the City’s premiere recreational trails. There is an opportunity to capitalize on the trends of eco-tourism, passive recreation of walking and cycling, and heritage tourism. The 2010 Trails Strategy makes a number of recommendations for this area such as developing an interpretation program and public art to add interest. Consider developing a detailed West Dyke Greenway Master Plan.
- The privately owned ‘Grauer’ lands outside the dyke are of interest to a number of agencies as a conservation area. The City has worked with other agencies and the Grauer family to discuss options of ownership and management. There has been no movement in recent years.
- Terra Nova Rural Park has been identified in concept as a potential location for both a Sustainability Centre (PRCS Facilities Feasibility Study) and an Agriculture Heritage Interpretation Centre (Heritage and Museum Strategy).
- The City Works Yard is a large parcel of land located in a very desirable residential area. The City- wide Real Estate Strategy will be evaluating the future potential of all City owned properties.

Legend:

Government Owned Properties

- Richmond
- GVRD
- Provincial
- Federal

Environmentally Sensitive Areas

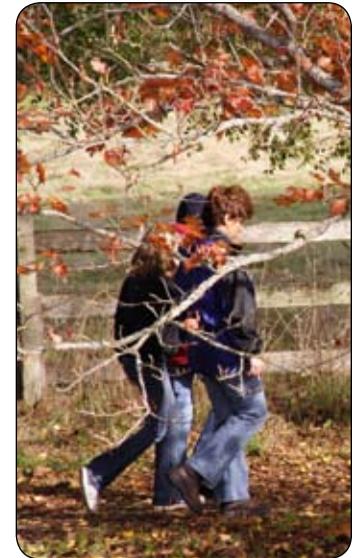
- Environmentally Sensitive Areas
- Agricultural Land Reserve



West Dyke Trail near Terra Nova Rural Park



View of YVR from Middle Arm Trail



Terra Nova Rural Park



Garry Point Park



3.0 steveston village/homeport waterfront

From Garry Point Park to London Farm, there are numerous examples of recreational, industrial, commercial, cultural, environmental and residential uses that co-exist and create a real sense of community and pride.

Location: Garry Point Park to Gilbert Road.

Descriptor:

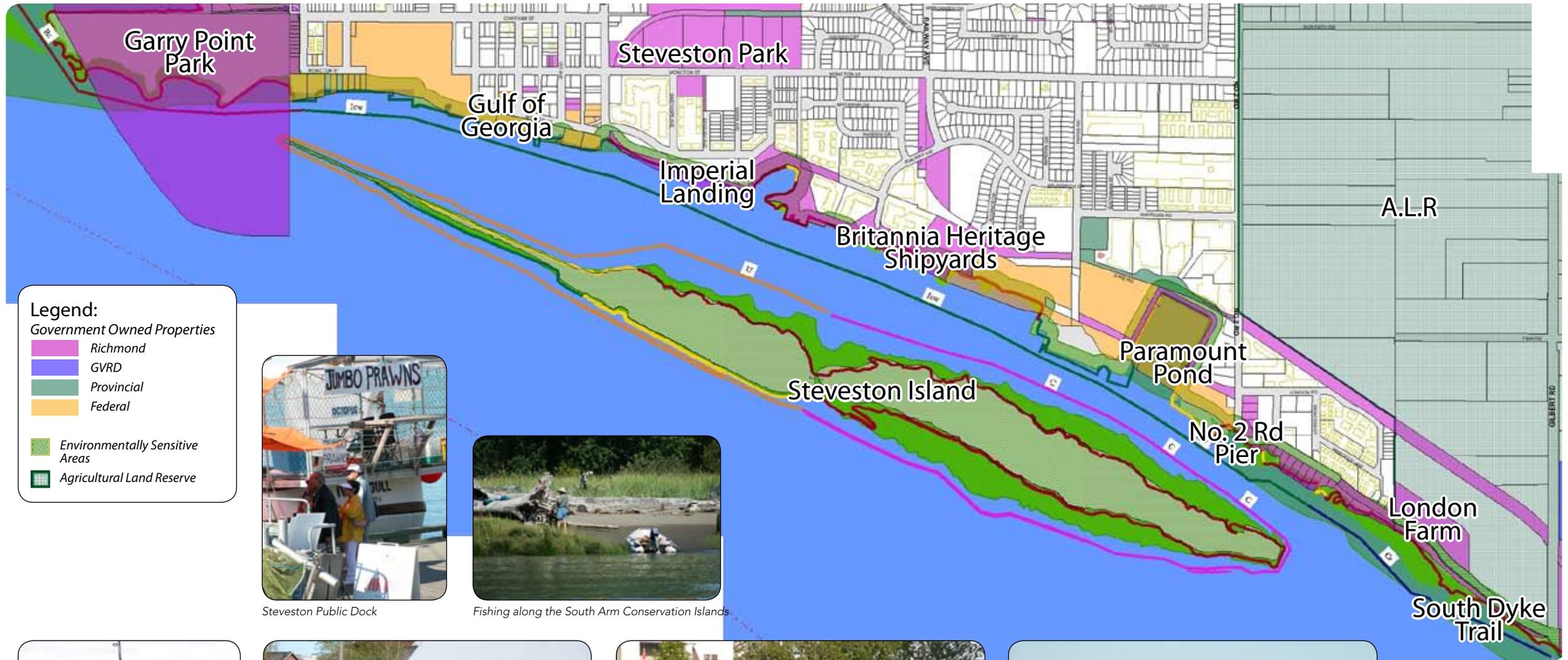
The Steveston Waterfront area, with its working fishing harbour, historic village centre, active street life, festivals, and beautiful south-facing riverfront setting, is a unique and popular place to live, work, and play.

This area has evolved over one hundred years into an authentic example of a mixed-use waterfront that is very successful and is what many cities are now striving to recreate.

The City and the federal government are the two major land owners along and on the waterfront. The City owns a significant surface water area in front of Garry Point Park and a smaller area in front of Imperial Landing from the Department of Fisheries and Oceans Small Craft Harbour Branch. Steveston Harbour Authority, a non-profit society, leases land and facilities and is responsible to manage and maintain the working harbour. Parks Canada manages, with a volunteer society, the Gulf of Georgia Cannery National Historic Site, which anchors the westerly edge of the commercial village centre.

Future Planning Considerations:

- Ensuring economic viability of the working harbour. Maintaining and creating jobs is a major challenge along the Steveston Waterfront. The Department of Fisheries and Oceans and the Steveston Harbour Authority are initiating a process that will review how to best maintain a high quality homeport for the fishing industry and seek other compatible opportunities that take advantage of a well situated harbour.
- The Garry Point Park Master Plan was developed in 1986 and was not fully implemented. It is now time to update the Master Plan to improve park amenities and to support the 2007-2012 Major Events Strategy recommendation of developing the Maritime Festival into a world-class signature event.
- The City owned Imperial Landing waterlots and the Phoenix Net Loft require a long-term vision to be developed.
- Investment in restoring and managing Britannia Heritage Shipyards will ensure that the site evolves into a major destination that can support and provide a diversity of programs and world-class festivals and activities, such as the Maritime Festival.



Legend:

Government Owned Properties

- Richmond
- GVRD
- Provincial
- Federal

Environmentally Sensitive Areas

- Environmentally Sensitive Areas
- Agricultural Land Reserve



Steveston Public Dock



Fishing along the South Arm Conservation Islands



No. 2 Road Pier: fish float and dock



Britannia Heritage Shipyards



Residential development with trail connections along South Dyke



View of marsh along the South Dyke Trail and Fraser River South Arm



4.0 south dyke rural waterfront

Location:

Gilbert Road to Bath Slough (200 meters west of No.5 Road)

Descriptor:

The Gilmore south dyke waterfront is a rural oasis on the edge of the Agricultural Land Reserve (ALR), characterized by broad stretches of agricultural fields, the swift flowing river with its tugs and barges, and the natural island landscape to the south. Dyke Road provides public access to the waterfront and a .5 km off-road waterfront trail between Garden City Road and Finn Slough allows cyclists and pedestrians to enjoy the river and farmland.

A substantial slough network functions as a drainage system and an important eco-corridor. The Lulu Island Wastewater Treatment Plant and the industrial property at the end of Garden City Road are large building complexes amongst the rural landscape.

The City owns a number of large properties including the 51 acre Agricultural Land Reserve site between Gilbert and No. 3 Road and a 14 acre natural area at the south foot of Garden City. Both sites have minimal public access and programming at this time.

The character and activities along this section of the waterfront are not envisioned to change in the near future with the existing Agricultural Land Reserve designation on the uplands.



Future Planning Considerations:

- The City should consider investing resources in this area and enhancing its recreational, eco-heritage and agricultural tourism potential through:
 - Developing and integrating the City owned 14 acre Garden City natural area into the South Dyke Trail system.
 - Seeking more active use of the 50 acre ALR Gilbert Road lands through partnerships and/or leases.
 - Upgrading the popular Dyke Road recreational corridor between London's Landing and No. 3 Road to improve the edge for safe public access, interpretation programs, and to provide infrastructure to support Richmond's signature major event – the Maritime Festival.
 - Changes in ownership and use of the large industrial building and lands at the foot of Garden City Road may provide opportunities to continue the public trail along the waterfront.
- Finn Slough issues of ownership, servicing and tenureship are unresolved and the long term condition and the viability of the buildings are also unknown.
- Some of the City's major pump stations are located here, supported by large canals and the slough network. As a part of a long-term flood management strategy, the upland or the foreshore may be reconfigured to allow for creative and environmentally sustainable drainage and water holding systems.



South Dyke Trail : between No. 3 Road and No. 4 Road in Off-Leash area



No. 3 Road Fishing Pier



Finn Slough looking east



5.0 south arm islands conservation area

Location:

South Arm of the Fraser River between Richmond and Delta

Descriptor:

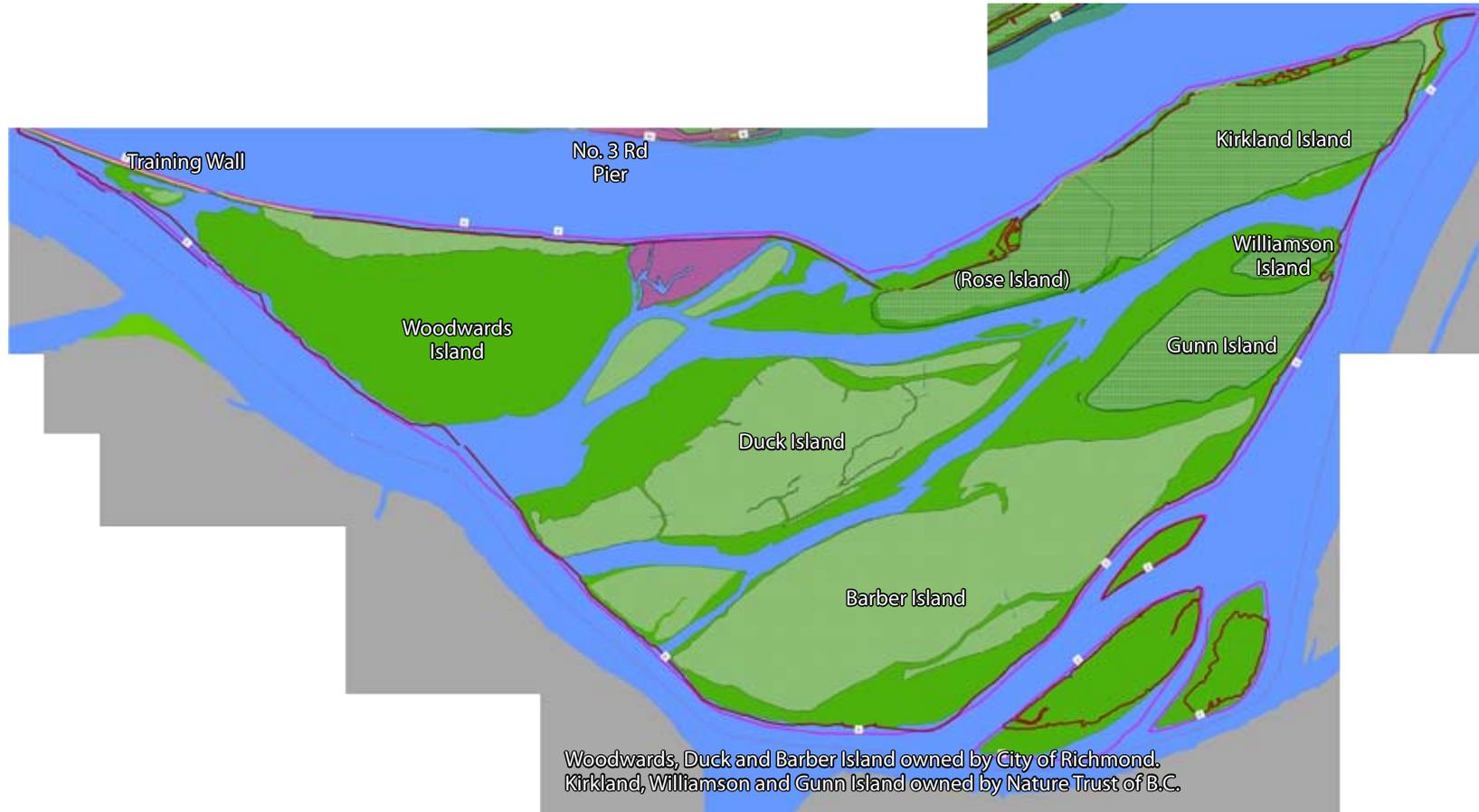
South Arm Islands Group

This grouping of Richmond islands, across from the No. 3 Road fishing pier, are surrounded by freshwater and intertidal marshes which support critical fish and wildlife habitats within the Fraser River estuary. Once privately owned these islands are now designated conservation areas and are within the larger South Arm Marsh Wildlife Management Area (includes islands within Delta) administered by the BC Ministry of Environment. There are a few buildings on the islands and remnants of docks and a historic cannery (Duck Island).

The City of Richmond owns Woodward's, Barber and Duck Island. The Nature Trust of BC owns and manages Kirkland, Gunn and Williamson Islands. Access to these islands is restricted. The Nature Trust is actively farming on their islands to support bird wildlife. Eco-tourism boating companies run from Steveston and Ladner provide tours through the islands.

Woodward Island contains the 3.7 km Woodward Retaining Wall built in 1922-1928 and extended in 1930 to prevent the main navigational channel from drifting south.

Eco-tourism businesses from Steveston and Ladner are providing tours of the South Arm group of islands.



Legend:

Government Owned Properties

- Richmond
- GVRD
- Provincial
- Federal

- Environmentally Sensitive Areas
- Agricultural Land Reserve



South Arm Islands Conservation Area: Kayaking and Eco-Tourism opportunities



South Arm Islands Conservation Area: Kayaking and Eco-Tourism opportunities

Future Planning Considerations:

- Very few people in the community are aware that the group of islands, seen from the South Dyke trail and Dyke Road, are part of the City of Richmond. There is an opportunity to work together with the Nature Trust of BC to provide interpretation signage along the South Dyke trail.
- The passages between the islands provide calm waters and are excellent for kayaking. There is a potential to work with Delta on providing canoeing and kayaking programs.



6.0 south dyke/fraser lands deep sea industrial waterfront

This is an opportunity to work with industry to showcase an excellent example of a sustainable waterfront that sensitively integrates and balances economic vitality, community wellness, and environmental health.

Location: Shell Road to No. 9 Road

Descriptor:

This is a long section of industrial waterfront dominated by larger scaled water-based industries. The deep-sea profile of the river supports industries and port activities that rely on the movement of goods and materials with larger ships. The resultant mix of business, parks, deep-sea terminals, and port-related industry has enormous regional economic benefits and is considered an integral part of the Asia–Pacific Gateway Strategy.

Key to the success of this area is the continued development of the 281 hectare (694 acre) federally owned Port Metro Vancouver site, which will change the water's edge with a number of deep-sea berths. East of the Port lands, Lafarge Inc. has invested heavily in upgrading its cement plant facilities and is expected to remain in this location for the long term.

The area east of No. 5 Road has been largely inaccessible and incomprehensible to the public. There is some public trail access, however, it has not been fully developed or promoted. There are significant tracts of riparian vegetation along the foreshore (i.e. mature trees, beaches, and marsh areas) that should be protected for their environmental values as well as recreational opportunities.

At the west end of this stretch of waterfront is Woodward's Landing, a 6.2 acre park presently used by the Girl Guides to run their programs. The property is owned by the provincial government and managed by the City. Alternative uses have been considered for this land.



Concrete manufacturing facility



Watermania Pool at Riverport Entertainment Centre



Legend:

Government Owned Properties

- Richmond
- GVRD
- Provincial
- Federal

- Environmentally Sensitive Areas
- Agricultural Land Reserve



Container and deep sea waterfront activities



Moorage and dry dock repair facility



Barge Services

Riverport Sub-area

This area sandwiched between large industrial lands is most notable today for its regionally oriented, large-scale recreation and entertainment facilities. The City operated Watermania and Arenas are extremely popular and well-used. However, in order for Riverport area to thrive over the long-term, its role must be expanded, both within the region and the local community.

A major rail corridor servicing the industrial area separates the sports and entertainment facilities from the residential development on the waterfront. The riparian edge is natural in character with large trees and marsh areas and is accessed by a public trail constructed as part of the waterfront townhouse complex.

The City owns 20 acres of contiguous upland properties and a 9 acre waterfront parcel in the Riverport area.

Future Planning Considerations:

- The Metro Vancouver Port Authority is working with others on a long-term lease of the Panhandle portion of their lands. Access to the waterfront for terminal use will likely be required. The Metro Vancouver Port Authority is developing a new Strategic Plan for the region.
- The City is developing a city-wide Real Estate Strategy that will help determine the best use of the City owned upland properties. The City leases and does not own the Watermania and Arenas buildings.
- Land based transportation infrastructure including improvements to major highways is still needed to adequately support industrial development.



7.0 south-east fraser mixed-use waterfront

Location:

South Arm of the Fraser River between No. 9 Road and Boundary Road

Descriptor:

This area is made up of mix of marinas, houseboats, marine-oriented industries, and industrial parks, the form of which ranges from small, older buildings to large, new warehouse structures.

Future development of the South Fraser Waterfront will see revitalization of older buildings, greater use of the water by marinas and small-scale marine related activities, and enhanced public access to the river.

Don and Lion Islands

These two islands in East Richmond are owned by Metro Vancouver and managed by Canadian Wildlife Services, BC Ministry of Environment under the Nature Legacy Program. Similar to the other islands these are restricted conservation areas with no recreational facilities. Small boats can be launched at the Graybar Pier.

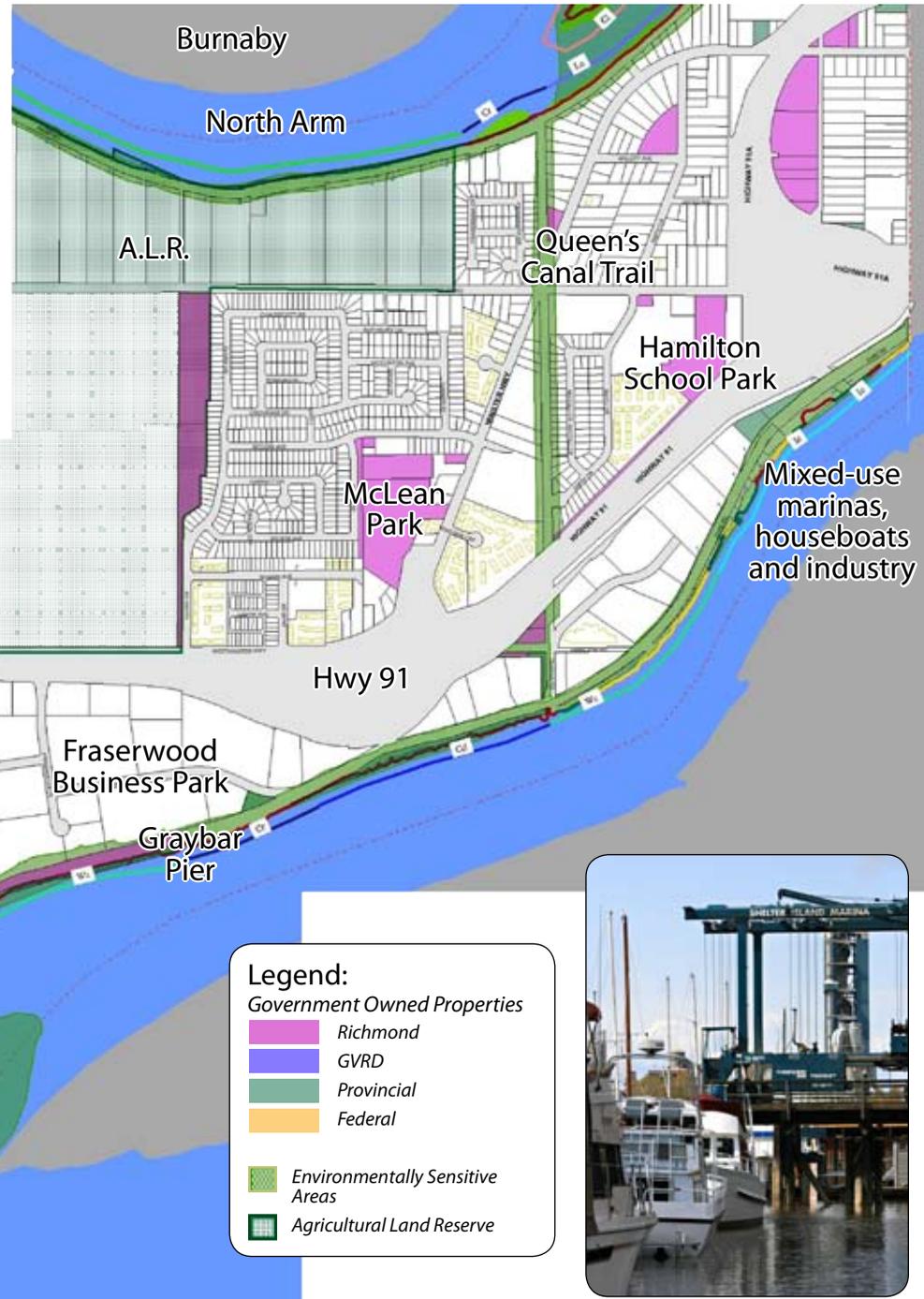
Historically the islands were named Sato and Oikawa Islands and supported a small Japanese fishing community.

Future Planning Considerations:

- The South-east Fraser Waterfront will likely continue to develop as a vibrant and distinct riverfront community made up of an eclectic mix of marine-oriented businesses and recreational uses, float homes, marinas, and charter operations.
- Fractured ownership along the waterfront will make it difficult to establish a coordinated revitalization. However, these small-scale industries and variety of uses and condition adds to the unique character of the area.
- Riparian edge is being compromised by some owners in an effort to maximize use of their properties outside of the dyke. Department of Fisheries and Oceans have expressed their concern over loss of habitat.



Lafarge Concrete manufacturing along east Dyke Road



Future Planning Considerations continued...

- East of Queen Road, public access to the river and safe recreational use of Dyke Road is compromised by parking and related uses along the foreshore.
- The Hamilton Road end could be developed as a staging area on the waterfront.



Mixed-use marinas, houseboats and industry



Mixed-use marinas, houseboats and industry



Graybar Pier and Marina



8.0 north-east fraser agricultural/ industrial waterfront

Location:

North Arm of the Fraser River between Boundary Road and No. 8 Road (approx. 500 meters west of)

Descriptor:

This waterfront area, on the edge of the Agricultural Land Reserve (ALR), follows a long, uninterrupted stretch of River Road that sits on top of the dyke and provides, in sections, excellent views of the working river. With the river to the north and, for the most part, fields and the North East Bog Forest to the south, it feels worlds away from the City, it makes an ideal spot for a long bike ride.

At the east end is Tree Island Industries and immediately to the west are a number of houses that back onto a dyke trail. The Agricultural Land Reserve starts just west of the River Road turn off. The viewing of the fall cranberry fields has become a popular sightseeing tour.

The land north of River Road is mostly filled water lots under Port jurisdiction. It is the Port's mandate to maximize revenues from these

lots and over time an odd mix of non-water-related light industries has occurred.

Decisions regarding flood protection could transform - and possibly enhance - the water's edge and the adjacent uplands, but the role of this area is expected to remain essentially the same.



Pedestrian concerns along River Road



River Road: view of 'working river' looking north



Heavy traffic and pedestrian concerns along River Road

Future Planning Considerations:

- The City will need to coordinate efforts with the Metro Vancouver Port to ensure that water-based businesses are promoted and that 'non-conforming' businesses are phased out as opportunities arise.
- Pedestrian/cyclist safety is a concern as River Road is very narrow and has become a desirable route for speeding truck traffic.
- City will need to work with the Metro Vancouver Port and others to meet city objectives of creating an attractive, recreational riverfront route.
- ALR designation will limit development options south of River Road.
- The City is seeking partnerships with other agencies to protect and manage the North-East Bog Forest, a significant natural area.



River Road: view west towards log storage activities



River Road: view east towards rail bridge



9.0 north fraser industrial waterfront

Location:

No. 8 Road (approx. 500 meters west) to No. 4 Road

Descriptor:

This stretch of the waterfront is almost one continuous industrial node made up of a mix of large and small-scale heavy industries and warehouses of varying ages and conditions. Mitchell/Twigg Island covers 320 acres of land. It is almost exclusively heavy industrial with some newer light industrial (Twigg) and has numerous auto wrecking/parts establishments. Two small pocket parks on the Island provide a viewing pier and a natural area walk for the public.

The City has riparian rights over much of the water from Savage Road to No. 8 Road and owns some sections of the dyke between No. 6 Road and No. 4 Road. Contiguous recreational corridors with waterfront access are difficult to achieve due to existing industrial uses.

Retaining industry is an important part of the City's economic mandate. Declining demand for heavy industry and a need to provide business park sites makes this area attractive for conversion. The 1999 City's Industrial Strategy and the Port North Fraser Land Use Plan 2000 encourage industrial uses that are water-dependant and a removal over time of those 'non-conforming' uses that do not take advantage of being on the waterfront.



Future Planning Considerations:

- Fractured land ownership will make it difficult to coordinate the area's industrial conversion.
- The soil, water, and air quality on Mitchell Island are a concern.
- Port Metro Vancouver and the City will continue to promote opportunities for water-based industry. Over time, there will be a conversion or an update to more sustainable industries.
- Redevelopment of commercial lands along the north side of Bridgeport Road provides the opportunity to improve public views of and access to the waterfront.
- The major road ends can be redeveloped to provide public amenities and views of the river.



No. 7 Road Pier



View from No. 7 Road Pier looking west



View of CanadaLine bridge from River Road and Shell Road



North Arm Fraser River, looking towards Mitchell Island



10.0 tait neighbourhood waterfront

Location: Shell Road to No. 4 Road

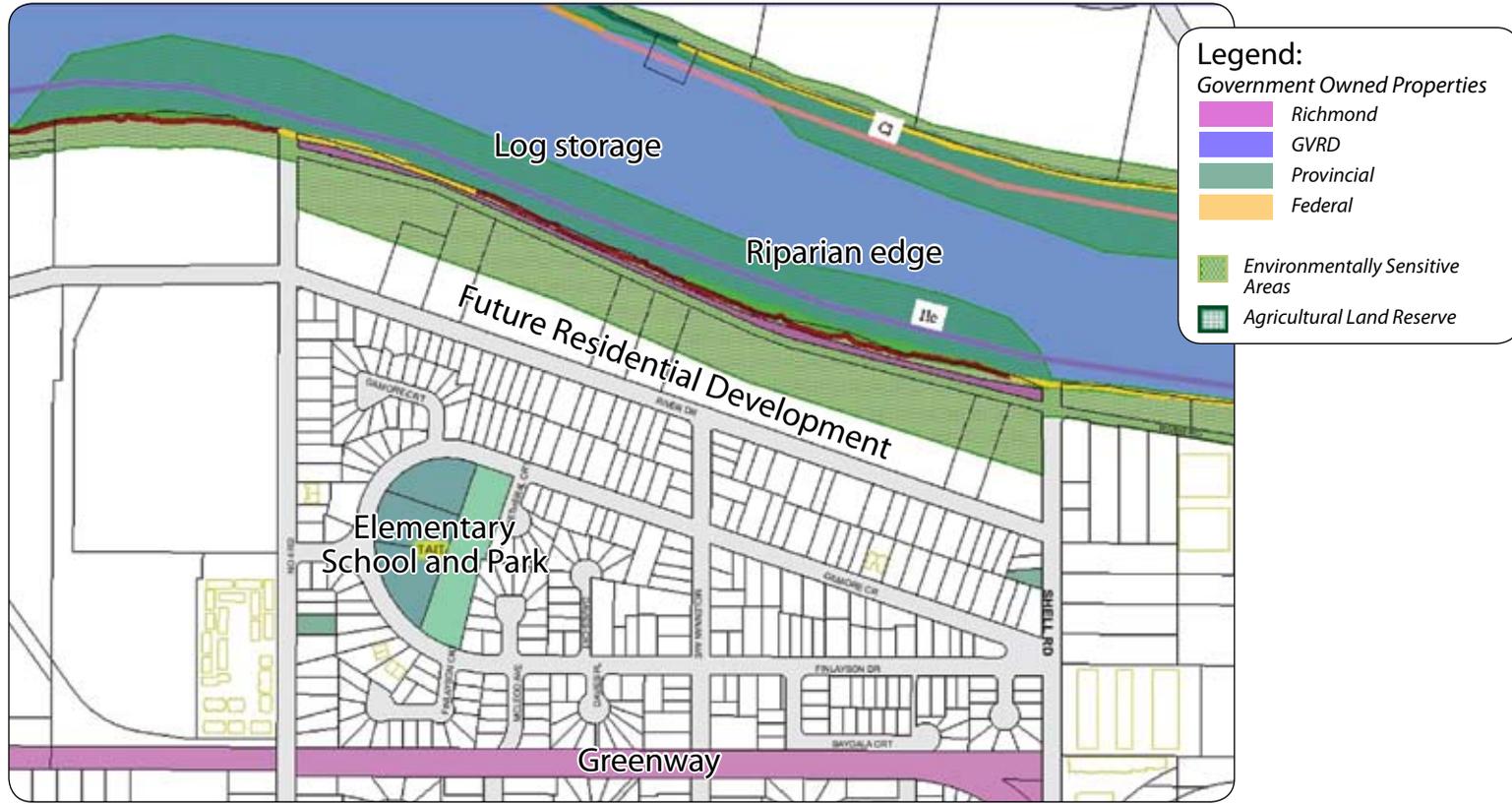
Descriptor:

Tait is an older single-family residential neighbourhood sandwiched between two industrial areas. Aircraft noise and busy truck traffic along River Road have impacted this neighbourhood. To enhance the livability of this community, the Official Community Area Plan (OCP) calls for a revitalization of the waterfront which is presently made up of industrial and vacant lands. Log storage dominates the water use in front of this area. The City owns the dyke and a sliver of foreshore property along this stretch.

Within the OCP, the City is encouraging the lands north of River Road to be redeveloped to multi-family residential. The City has also identified a need for a 6 acre waterfront park west of No. 4 Road. This "parkway" is envisioned as an enhanced greenway that will incorporate a range of recreational amenities (i.e. play equipment, exercise circuits, viewing piers) that will function as a new waterfront neighbourhood park and as a destination within the overall trail system.

Future Planning Considerations:

- The construction and proximity of the Canada Line crossing and station will trigger an interest in redeveloping these vacant and underutilized waterfront properties.
- This is a finite section of the waterfront to be converted to residential use, therefore, there will need to be a balance between environmental, recreational, and social considerations with an emphasis on meeting those community and corporate objectives that need or can best take advantage of a waterfront location.



View of Mitchell Island from south



View west of Mitchell Island Pier towards log storage



New North Arm Bridge for CanadaLine



Aerial view looking east
Jim Jorgenson P.Eng. photo



11.0 sea island north conservation/ recreation waterfront

Location: North Arm of the Fraser River from Arthur Laing Bridge and to Iona Island

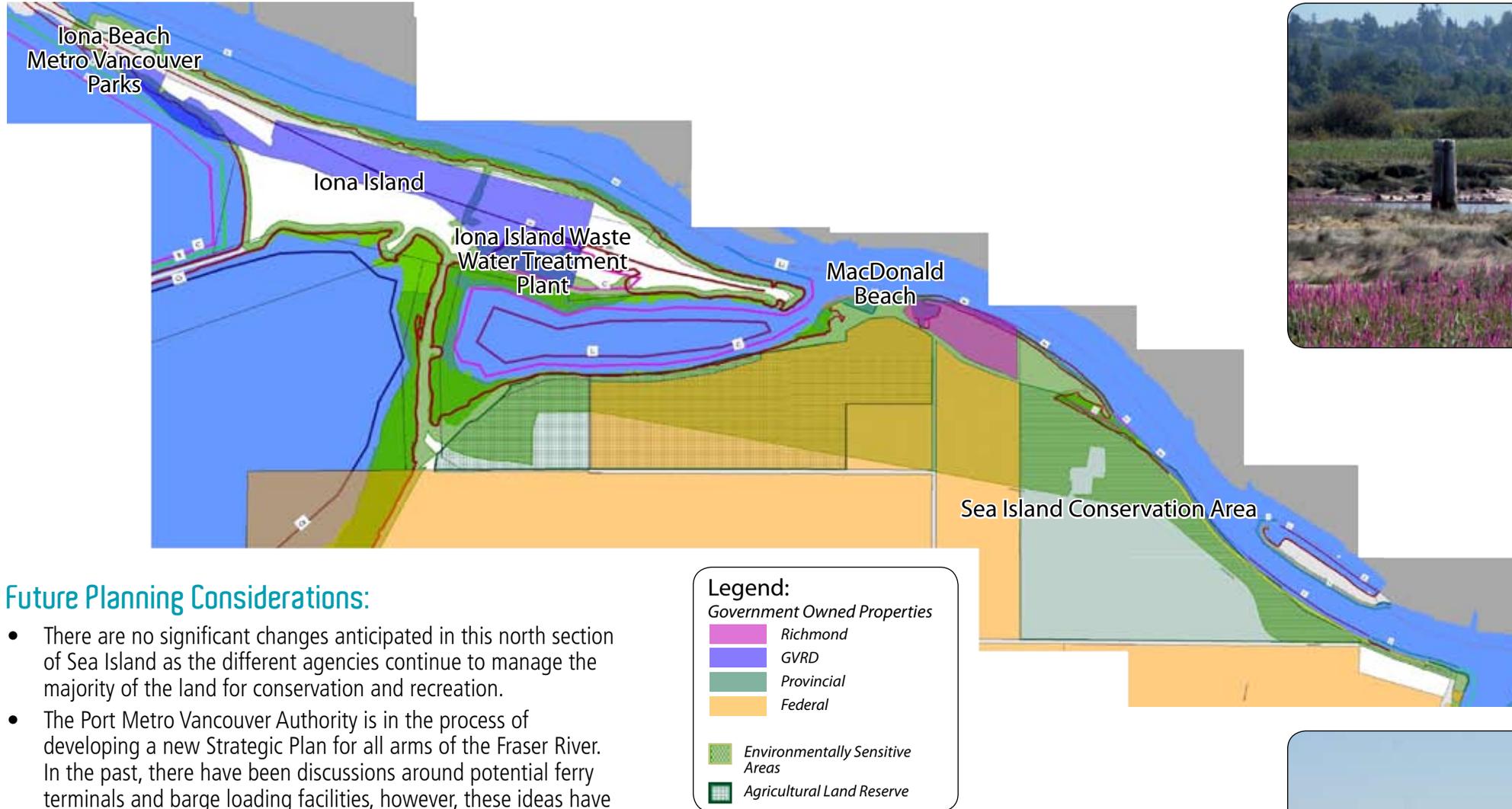
Descriptor:

The Sea Island North waterfront along the North Arm of the Fraser River is both a regionally significant environmental corridor and a active working river with log storage and a constant movement of boats transporting products to the industrial waterfronts of both Richmond and Vancouver.

This area north of the YVR Airport runways is composed predominately of green open space owned by a number of different agencies that include the Canadian Wildlife Services who manage the 345 acres Sea Island Conservation Area; the City owned 26.1 acre McDonald Beach Park Boat Launch; and the 319.8 acre Metro Vancouver Iona Island Regional Park.

The recreational areas provide stunning vistas, quiet out of the way beaches, excellent birdwatching and bustling river traffic. An excellent cycling route provides easy access and allows for viewing of airport activity.

Other significant upland uses are the Iona Island Sewage Treatment Plant, the former North Fraser Port offices, and marine fuelling stations.



Future Planning Considerations:

- There are no significant changes anticipated in this north section of Sea Island as the different agencies continue to manage the majority of the land for conservation and recreation.
- The Port Metro Vancouver Authority is in the process of developing a new Strategic Plan for all arms of the Fraser River. In the past, there have been discussions around potential ferry terminals and barge loading facilities, however, these ideas have not been pursued.
- The Vancouver International Airport Authority (YVR) has completed a new 2027 Land Use Plan which supports the continued conservation and recreation uses along this northern edge.
- The City will continue to work with YVR to develop a safe and continuous cycling and greenway network.
- The need to dredge the McDonald Beach boat launch is an ongoing issue.



Log storage near Iona Park [Metro Vancouver]



YVR maintenance crews on jetty



Fitness training along River Road on west end of Sea Island



12.0 sea island airport business waterfront

Location: Arthur Laing Bridge to the South Airport

Descriptor:

The Vancouver International Airport Authority and Transport Canada own the majority of the properties on Sea Island and along the waterfront. Presently, there is a combination of undeveloped properties, a hotel, a marina and businesses and institutions that serve airport functions. The recently constructed British Columbia Aerospace Technology Campus has brought a new vitality to the waterfront. The intent is to connect activities on Sea Island with a continuous waterfront greenway and strengthen the connection between Sea Island and the City Centre. The foreshore is predominately in a natural state with log boom storage, marina activities by the Moray Channel Bridge at the north end, and seaplane activity along the south end.

The Vancouver International Airport is the 2nd largest airport in Canada and is a vital Gateway within the Asia-Pacific region. As part of the 20-Year Airport Master Plan, a 2027 Land Use Plan was developed outlining how the airport will accommodate future growth and become the "premiere global gateway of choice". It is anticipated that another 26,000+ jobs will be created on Sea

Island. A "cargo village" will be created in the north east corner. The lands directly along the waterfront from Arthur Laing Bridge to the Dinsmore Bridge are designated "Groundside Commercial" which will allow for non-airport uses. The waterfront from the Dinsmore Bridge to the seaplane terminals is designated "Airport Commercial".



Future Planning Considerations:

- The City has adopted a new City Centre Area Plan and a Middle Arm Open Space Plan that promotes a continuous greenways loop connecting both sides of the river between the Moray Channel Bridge and the No. 2 Road Bridge. An iconic pedestrian bridge and an aqua-bus system is envisioned as part of an active and animated urban waterfront.
- Anticipated redevelopment of the waterfront as “Groundside Commercial” use will provide the opportunities to construct waterfront trail.
- The Metro Vancouver Port Authority is presently developing a new Strategic Plan for the region which will determine the use of the former North Fraser Port Authority buildings.
- The potential revitalization of older industrial waterfronts in Vancouver and on the Lulu Island side could in turn stimulate waterfront development on Sea Island.



Vancouver International Airport - YVR



South edge of Sea Island near Delta Hotel



View of YVR from Middle Arm Trail



View of BCIT Aerospace Campus from south edge of Sea Island



Sea plane terminal and view of South Terminal from Middle Arm