



ADMINISTRATIVE REPORT

Report Date: June 16, 2014
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Meeting Date: June 25, 2014

TO: Standing Committee on Planning, Transportation and Environment

FROM: General Manager of Engineering Services, in consultation with the Vancouver Board of Parks and Recreation

SUBJECT: Endorsement of Metro Vancouver's *Experience the Fraser* North Arm Addendum Concept Plan

RECOMMENDATION

THAT Council endorse Metro Vancouver's *Experience the Fraser*, North Arm Addendum Concept Plan.

REPORT SUMMARY

In 2009, the Province of British Columbia funded a partnership between Metro Vancouver and the Fraser Valley Regional District to develop a concept plan for the *Experience the Fraser* ("ETF") project, which is intended to be a continuous trail system on both sides of the Fraser River between Hope and the Salish Sea (Strait of Georgia). During the summer of 2013 the project was expanded to include the north arm of the Fraser River by way of the North Arm Addendum Concept Plan (the "North Arm Addendum"), which includes pathways through Burnaby, Richmond, New Westminister, and Vancouver. The ETF steering committee has recommended political endorsement be obtained from Vancouver and the other municipalities affected by the ETF North Arm Addendum concept plan before bringing it to Metro Vancouver's Board for final approval anticipated this July, 2014. The Concept Plan was presented to 11 municipal councils in Metro Vancouver which adopted resolutions providing support for the project and committing to integrate ETF in local plans, and Burnaby, Richmond, and New Westminister are bringing the North Arm Addendum to their respective councils in June, 2014. The vision of a recreational trail aligns with the City of Vancouver's Transportation 2040 Plan, the Greenest City 2020 Plan, and several Community Plans.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies include:

- Marpole Community Plan (2014)
- Transportation 2040 (2012)
- Greenest City 2020 (2009)
- Cambie Corridor Plan (2009)
- East Fraser Lands Official Development Plan (2006)
- Victoria - Fraserview/Killarney Community Vision Plan (2002)
- Sunset Community Vision Plan (2001)
- Vancouver Greenways Plan (1995)
- Fraser River and Burrard Inlet Waterfront Policies and Guidelines (1988)

REPORT

Background/Context

The ETF concept plan was developed in 2009 with funding provided by the provincial government to establish a vision for a continuous trail system on both sides of the Fraser River between Hope and the Salish Sea (Strait of Georgia). During the planning and approval process of the original concept plan, the project was expanded to include the north arm of the Fraser River. The ETF North Arm Addendum Concept Plan was developed in collaboration with City staff and includes existing or planned trails through the majority of Vancouver. The ETF at its build-out will involve over 642 kilometres of trail and recreational access to the Fraser River. It is intended to showcase the Fraser as a world class recreational, cultural, and tourist destination and to stimulate investment by the private and not-for-profit sectors in tourism initiatives and other businesses that align with the ETF project. The ETF North Arm Addendum Concept Plan is included as Appendix A and the Implementation Plan as Appendix B.

The City's *Transportation 2040* plan identifies the Fraser River as an emerging area of focus requiring further work to develop the long term transportation connections including walking, cycling, roadway connections and rail networks. This future work will help to better define the trail network through the Fraser River corridor in Vancouver. The section that is the least defined is the middle part of the corridor between Ontario Street and Argyle Street, where more work is required to determine how the trail can connect through this area and access the shoreline, while respecting the industrial uses of the Fraser River.

In 1995, Council approved the Vancouver Greenways Plan which included a network of 14 routes across the City. This includes the Fraser River Trail along the north arm of the Fraser River which has seen incremental growth as properties change from industrial to residential usage. The Fraser River Trail was part of the GVRD's Regional Recreational Greenway Plan that was adopted in principle by Council in 1999.

In 2013 the ETF project was expanded to include the north arm of the Fraser River by way of the North Arm Addendum which was developed collaboratively with Vancouver, Richmond, Burnaby, and New Westminster Staff and presented to the ETF Steering Committee. The ETF Steering Committee, including representation from Vancouver

City Council, endorsed the North Arm Addendum and directed the project team to seek endorsement from North Arm Municipalities before seeking approval from the Metro Vancouver Environment and Parks Committee, and Board. By endorsing the North Arm Addendum, municipalities confirm their support for this inter-regional vision in their communities, paving the way for approval by the Metro Vancouver Board. Continued participation in the project could include future grant and funding programs, partnership projects, and collaboration on programming and events. The Concept Plan was presented to 11 municipal councils in Metro Vancouver which adopted resolutions providing support for the project and committing to integrate ETF in local plans, and the north arm municipalities are bringing the North Arm Addendum to their respective councils in June, 2014.

Endorsement of the ETF aligns with the City's goal of creating municipal access to the Fraser River shoreline and engaging the provincial government to secure long-term recreational access to the north shore of the Fraser River.

Strategic Analysis

Metro Vancouver staff worked with City staff to develop a vision alignment through Vancouver that is in line with current concept plans and respects the industrial nature of the Fraser River waterfront. The proposed corridor through Vancouver is just over 15km long stretching from Pacific Spirit Regional Park in the west to Boundary Road in the east.

The proposed corridor can be characterised by 4 main segments described below. These are examples of how the City will and already is working towards the common goals of the ETF concept plan, consistent with the Fraser River Trail greenway alignment and goals.

1. **Western Section-** The western section extends from Pacific Spirit Park to Angus Drive. There is a river trail through the majority of this area with a few gaps for which City staff have been working to secure rights of way from property owners. The Celtic Shipyards riverfront trail was built in 2006 and is an example of how a multi-use trail was built through redevelopment of the area.
2. **Marpole Section-** Through the recently approved Marpole Community Plan a proposed alignment was outlined between Angus Drive and Ontario Street. In this area maintaining viable industrial access to the river while working towards improved public access and trail connectivity will be achieved by improving active transportation facilities and establishing street end parks. City staff are also working to secure access to foreshore water lots owned by the province and currently leased and managed by Port Metro Vancouver ("PMV"). These water lots will be managed directly by the province when PMV's lease expires in December 2014.
3. **Middle Section-**The middle section extends from Ontario Street to Argyle Street. Access through this area is currently on Kent Avenue. Further work is required to determine long term access through this area that respects the industrial uses and allows the public access to the waterfront. This is expected to be completed when the area is reviewed as part of the emerging area of focus "The Fraser River Area" in

Transportation 2040. This work will develop the long term transportation connections including walking, cycling, roadway connections, and rail networks.

4. **Eastern Section-** The eastern section extends from Argyle Street to Boundary Road, and was largely defined through the East Fraser Lands Official Development Plan which established a waterfront trail as the land was rezoned from industrial to residential. The trail between Argyle Street and Boundary Road exists and will be further improved as development continues.

Endorsement of the ETF North Arm Addendum will align many of City plans for the Fraser River Trail with this regional initiative.

Implications/Related Issues/Risk (if applicable)

Financial

There are no financial implications arising from the endorsement of the ETF concept plan, including the North Arm Addendum.

CONCLUSION

The ETF North Arm Addendum envisions a multi-use recreational pathway through Vancouver on the north shore of the Fraser River, with increased access to the river through parks and recreational sites. This vision aligns with several City plans including the 2040 Transportation Plan, the Marpole Community Plan, the Vancouver Greenways Plan, the East Fraser Lands Official Development Plan, and others. All municipalities along the Fraser River have adopted resolutions providing support for the project and committing to integrate ETF in local plans, and the north arm municipalities are bringing the North Arm Addendum to their respective councils in June, 2014. Partnership with Metro Vancouver and the provincial government on the ETF project may assist the City with securing long-term recreational access to the north shore of the Fraser River as well as other collaborative opportunities.

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EXPERIENCE THE FRASER

Lower Fraser River Corridor Project

CONCEPT PLAN – NORTH ARM ADDENDUM





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

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

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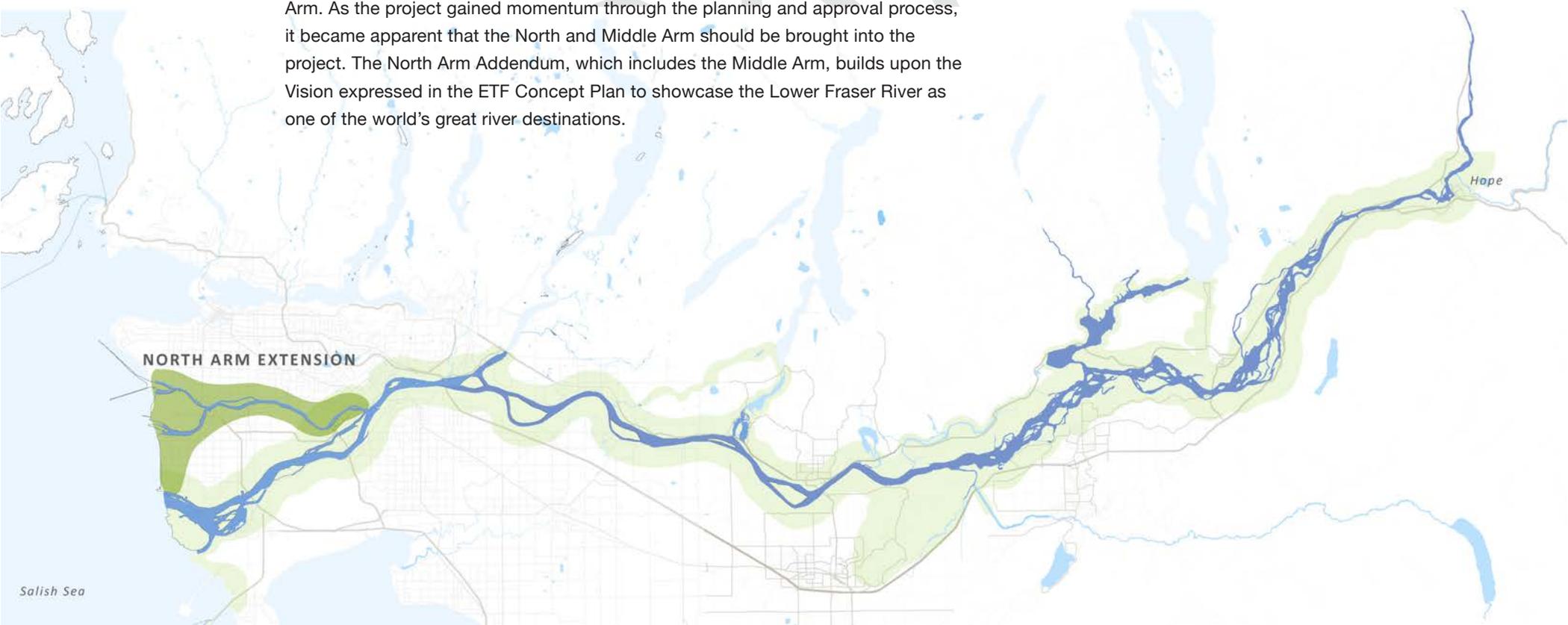
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INTRODUCTION

Experience the Fraser (ETF) is a unique vision to connect communities, parks, natural features, historic and cultural sites and experiences along the Lower Fraser River. The Canyon to Coast Trail and Recreational Blueway are the backbone of the project, connecting Hope to the Salish Sea by trail and via the river itself. The ETF Concept Plan, approved in 2012, establishes a vision, goals, themes and framework for the long-term development of the Canyon to Coast Trail and Blueway.

The geographic scope of ETF was originally focused on the Fraser River South Arm. As the project gained momentum through the planning and approval process, it became apparent that the North and Middle Arm should be brought into the project. The North Arm Addendum, which includes the Middle Arm, builds upon the Vision expressed in the ETF Concept Plan to showcase the Lower Fraser River as one of the world's great river destinations.



Fraser River North Arm

The North Arm splits off the main channel at New Westminster and extends 25 kilometres west through Burnaby, North Richmond and Vancouver to the Salish Sea, with the Middle Arm splitting off at Sea Island. The North and Middle Arms have a rich natural and cultural heritage and pass through some of the most densely populated and developed stretches of the river for which water-dependent industry and all aspects of the working river are the main focus. In addition, this stretch of river provides abundant habitat, parks, trails, recreation and community events.

In many ways the North Arm is a microcosm of the larger ETF corridor. From the dyke trails of Richmond, to River District in Vancouver, to Burnaby Fraser Foreshore Park, to the industrial riverfront in Vancouver and the agricultural landscape of east Richmond - the North Arm includes a remarkable range of features and landscapes in a relatively compact corridor. At the same time, the North Arm brings new and completely unique features and amenities to the project: an international airport (YVR) , a dedicated pedestrian and skytrain river crossing (Canada Line), urban dyke trails and the Richmond Olympic Oval, to name a few.



The timing of the ETF project aligns with a renaissance, of sorts, for the North and Middle Arm of the Fraser. Government, First Nations and private enterprise are making investments in parks, trails, art and culture, the environment, new communities and businesses with the river emerging as the defining natural and community feature in this part of the lower mainland. Much like the original ETF Concept Plan, the North Arm Addendum is not starting from scratch. The project seeks to link these initiatives, communities, parks and trails together and in turn package, promote and physically connect them to the broader ETF network and collective vision that extends from Hope to the Salish Sea. ETF looks to fill connectivity gaps, add experiences where possible and foster partnerships.

The four core goals that guided the original Concept Plan are also foundational to the planning of the North Arm Extension:

1. Connect Hope to the Salish Sea
2. Link and inspire experiences along the river
3. Develop enduring and committed partnerships
4. Build and deepen connections to the river



Experience the Fraser Concept Plan

NORTH ARM EXTENSION

TRAIL

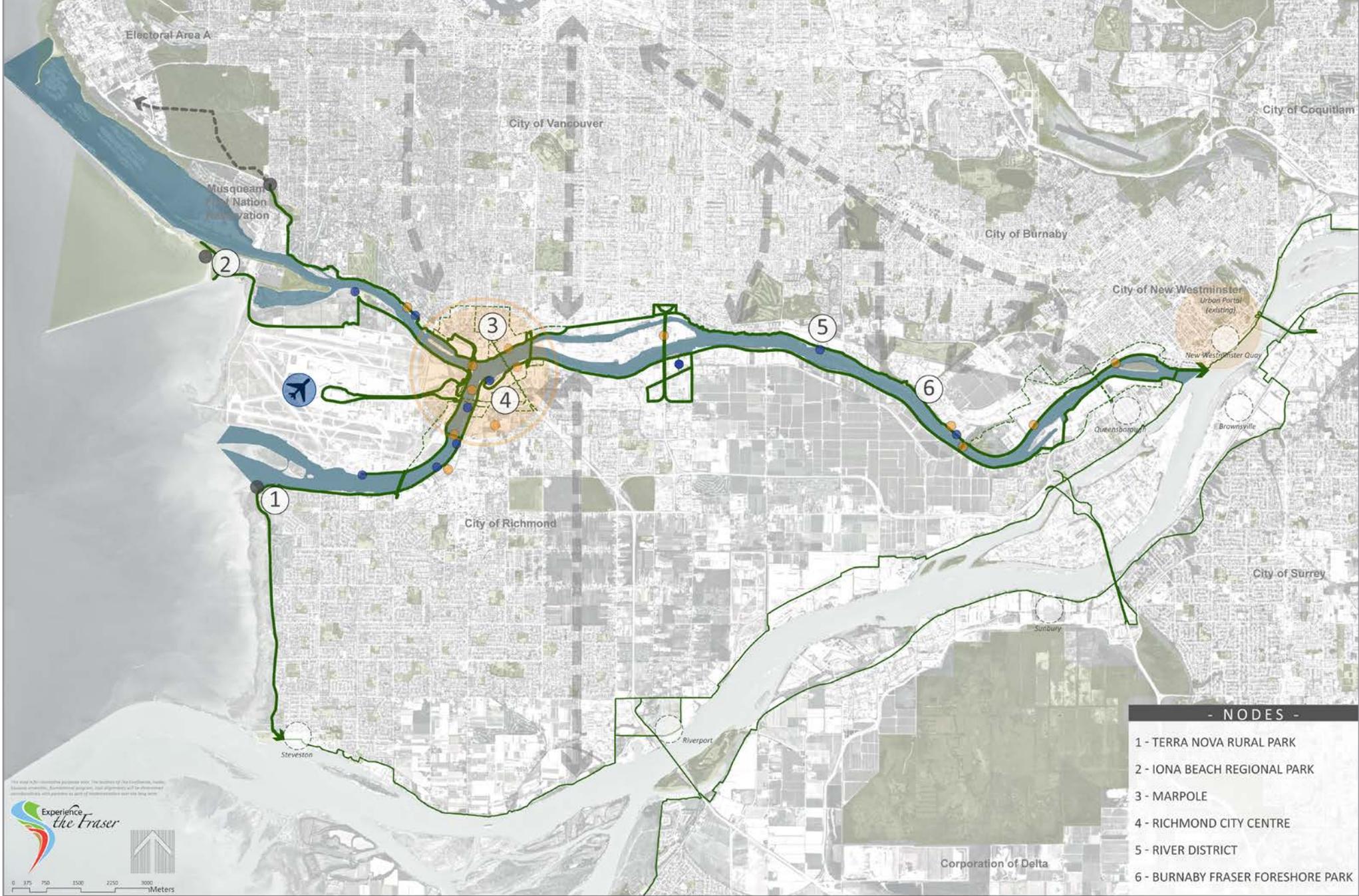
- Vision Route
- Interim Route
- Future Extension Opportunity
- Existing Route (original concept plan)

BLUEWAY

- Route
- Amenity

Nodes

- Node
- Existing Node
- Global Gateway
- The North Arm Confluence
- Coast Point
- Foundational Program
- Community Connection



- NODES -**
- 1 - TERRA NOVA RURAL PARK
 - 2 - IONA BEACH REGIONAL PARK
 - 3 - MARPOLE
 - 4 - RICHMOND CITY CENTRE
 - 5 - RIVER DISTRICT
 - 6 - BURNABY FRASER FORESHORE PARK

The Concept

The Concept proposes an expanded Canyon to Coast Trail and Recreational Blueway, six Nodes and a focus on the emerging dynamism and potential of 'The North Arm Confluence'. The Concept includes a Global Gateway and introduces the idea of Canyon and Coast and Canyon Points proposed in support of the long term vision of end-to-end travel of the Canyon to Coast Trail.

- NORTH ARM EXTENSION -

-14 KEY ACTIONS-

-COAST POINTS-

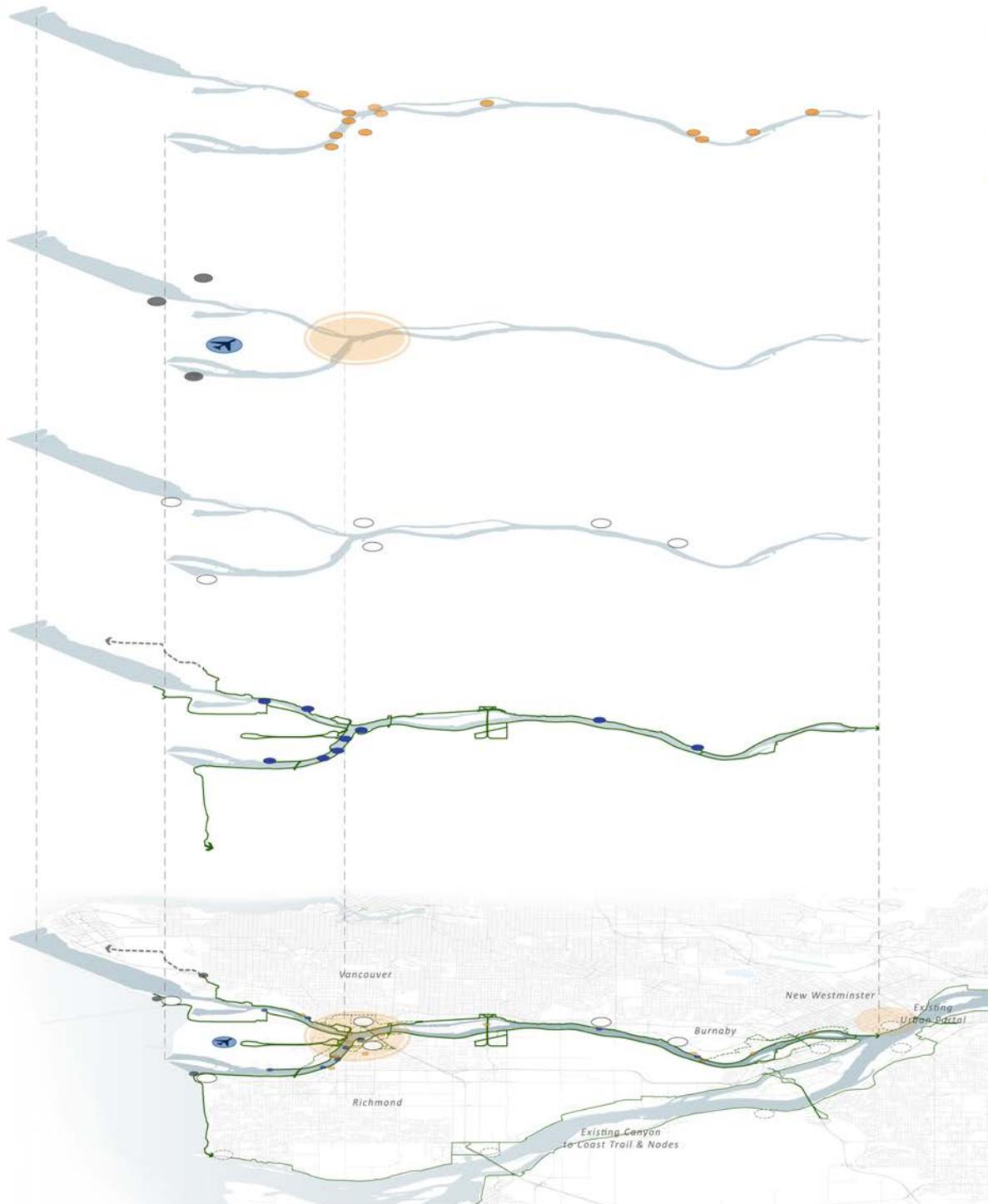
-NORTH ARM CONFLUENCE-

-INTERNATIONAL GATEWAY-

-3 FRASER RIVER COMMUNITIES & 3 ICONIC PARKS-

-9 BLUEWAY AMENITIES

-92 km CANYON TO COAST TRAIL EXTENSION - (69 km existing)



- FOUNDATIONAL PROGRAM -

- NEW ELEMENTS -

- NODES -

- TRAIL & BLUEWAY -

- NORTH ARM EXTENSION -

Vancouver

New Westminster

Burnaby

Richmond

Existing Canyon to Coast Trail & Nodes

Existing Urban District

Canyon to Coast Trail

The North Arm Extension adds 92 kilometers to the Canyon to Coast Trail (CTCT) Vision Route. 69 Kilometers of the North Arm CTCT Vision Route already exists, 32 kilometers of which are on road. The North Arm Extension brings several popular existing trails into the CTCT network: the Burnaby Fraser Foreshore Park Riverfront Trail, the West Richmond Dyke Trail, Richmond Middle Arm Trail, and Vancouver Riverfront Trail (western and eastern portion). Bridges, both existing and proposed, play a key role in the ETF Vision Route as features and North-South loop options.

Interim, often on road, routes have been identified to provide temporary access around gaps in the CTCT network. Key gaps include riverfront routes through Marpole and Richmond City Center and the Burnaby - New Westminster connection. A future connection to the main spine of the University of British Columbia (UBC) Greenway Network is identified.

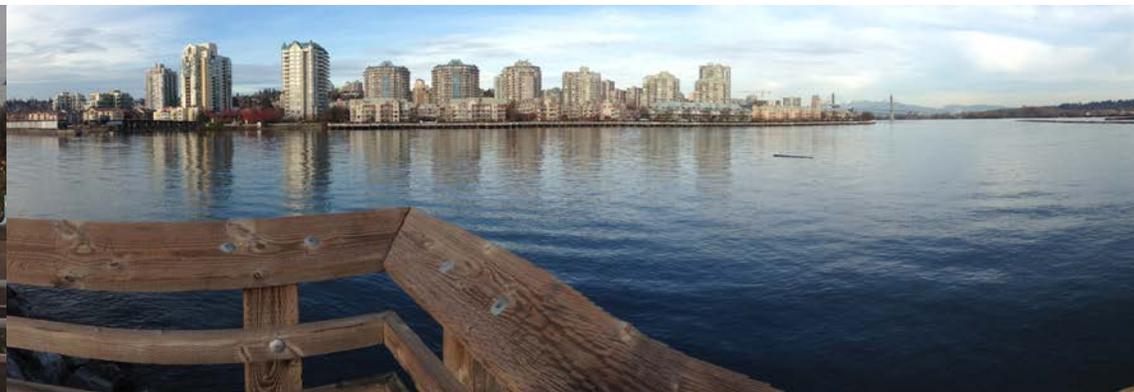
Canyon to Coast Recreational Blueway

The North and Middle Arm add a new dimension to the Canyon to Coast Recreational Blueway. Quieter in terms of current and deep sea traffic, which only uses the South Arm, the North Arm is roughly a third the width of the main channel and handles 10 percent of the overall Fraser River outflow. Existing Blueway

amenities on the North Arm include the Macdonald Beach Boat Launch, River Rock Casino Marina and a number of viewpoints, boardwalks and weirs. The Middle Arm is particularly active for recreational and pleasure craft use with several marinas and the University of British Columbia Boathouse. Additional blueway amenities and access are planned by private enterprise and City of Richmond over the long term.

The North Arm blueway has tremendous potential considering the density and quality of Nodes and amenities, both existing and proposed, that extend from the Urban Portal at New Westminster to the Salish Sea. As new amenities come online, it's easy to imagine a pedestrian/cycling ferry service, which has been proposed in the past, becoming viable. New opportunities for future car-top canoe and kayak launches have been identified in Burnaby and Vancouver Parks. There may also be an opportunity to establish rustic, non motorized blueway access to Iona Beach Regional Park.

Recreational use of the blueway does not exist in isolation. Port and industrial use of the North Arm is common with log booms lining much of the shore, and regular tug and barge traffic. There is minimal log storage and barge traffic on the Middle Arm, but there is a seaplane landing area. As blueway use increases, coordination, education and partnerships will facilitate safe and viable integration of recreational and commercial use of the channel over the long term.





The North Arm Confluence

The North Arm Confluence which includes Marpole, Richmond City Centre and the tip of Sea Island, is an emerging focus area for Experience the Fraser. Communities, highways, bridges, the Canada Line, Vancouver International Airport (YVR), Trans Canada Trail, municipal and regional greenways all converge here. The Marpole Midden, located near the north end of the Arthur Laing Bridge, tells us people have been drawn to this area for thousands of years. While there is currently limited public access to the water - bold, new visions are emerging that are increasingly focused on connecting people with the Fraser River and creating a destination, entry point and intersection at an international, regional and local level.

On the south side – the long term vision for Richmond City Centre is an international destination and cultural heart of the city that will include an arts district, amenities, shopping and residences with the waterfront being the signature feature of the public realm. In fact this transition is well underway – the Richmond Olympic Oval, public art and new residences are popping up. A major new park, pedestrian bridge and more are planned over the long term.

On the north side, Marpole in Vancouver continues to grow with a renewed focus on the river. The Marpole Community Plan envisions a Fraser Riverfront Trail, improved connections, new parkspace, an enhanced, walkable Granville Street, integrated with continued industrial waterfront use. Pedestrians can already cycle, walk or take skytrain between Marpole and Richmond City Centre over the Canada Line Bridge – the only dedicated pedestrian/rail bridge over the Lower Fraser. On Sea Island, YVR is developing a walkable shopping district near the tip of the island.

Experience the Fraser recognizes the emergence of this area as a major Fraser River hub in a geographically powerful point in the river. In the future, Richmond City Centre could become an ETF Portal with the Canyon to Coast Trail extending out from The North Arm Confluence in all directions. The North Arm Confluence is a place to target investment, encourage inter-municipal connections, and continue to focus on the Fraser River.



Global Gateway – Vancouver International Airport

YVR is a global gateway which presents an opportunity to showcase the river, and opportunities to experience it, to international and domestic travelers. It is envisioned as an entry point to the ETF network, an orientation point for those who have come specifically to Experience the Fraser, and an opportunity to capture the interest of those who may want to incorporate a Fraser River experience into their trip. In the future travelers will have an opportunity to go from plane to bike – or simply learn about the Fraser River experiences they could incorporate into their trip.



Coast Points and Canyon Point (*iconic 'kilometer 0'*)

ETF was originally envisioned as an east-west trail system with loop options on both sides of the river. The North Arm Extension introduces new trail spurs into the network. With these additions the Canyon to Coast Trail network fans out as it connects with the Salish Sea, just like the Fraser River Delta itself.

Canyon and Coast Points are proposed in support of the long term vision of traveling the Canyon to Coast Trail from end to end. These points will be mapped and marketed as places to start or finish the journey. Little or no infrastructure is required on the ground – just simple signage, integrated with pavilions and kiosks as appropriate for the site.

Three Coast Points are proposed for the North and Middle Arm, all except one are associated with a proposed Node. These are places

where an ETF traveler can see and feel the river meet the sea, or in the case of the Marine Drive location – where the Canyon to Coast Trail transitions to another trail and experience type.

North and Middle Arm Coast Points:

1. Marine Drive – Musqueam Park
2. Iona Beach Regional Park Beach
3. Terra Nova Rural Park

While outside of the North Arm Extension study area, the West Portal (Tsawwassen Ferry Terminal) and Steveston are also identified as future Coast Points. A canyon point is proposed for the East Portal (Hope) in the spirit of an iconic 'Kilometer 0'.



Nodes

Nodes are destinations along the Trail and Blueway where people can come to the project to connect with an experience of the Fraser without having to travel the Canyon to Coast Trail. The six North Arm Nodes reflect the level of development at this point in the river and the scale at which the North Arm Plan was completed. These Nodes add to the existing network of Nodes established in the initial Concept Plan.

1. TERRA NOVA RURAL PARK – A spectacular place to experience the river meeting the sea, kickoff a multi-day ETF journey, and connect with world class cultural and recreational amenities in Richmond. Terra Nova includes gardens, demonstration farming and playgrounds. From here, visitors have access to the West Dyke Trail that connects to Steveston, and the Middle Arm Trail that connects to City Centre, passing the Richmond Olympic Oval, public art and the UBC Boathouse. Both trails form part of the Canyon to Coast Trail network.

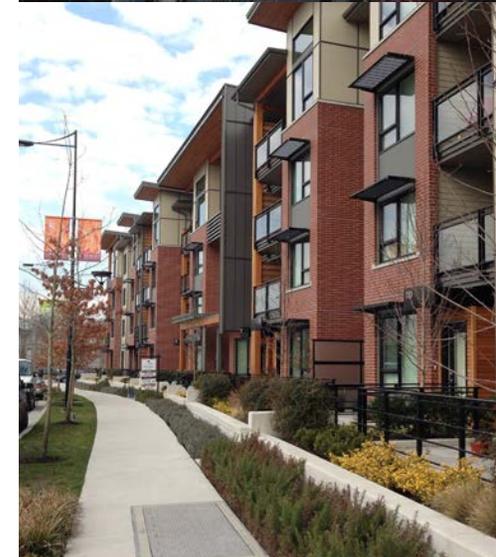
2. IONA BEACH REGIONAL PARK – On the north side of the park the North Arm meets the Salish Sea - stroll along the shore, look for harbor seals, watch the tug boats work and enjoy views across the river to Pacific Spirit Regional Park. On the west side of the park is the Salish Sea – stroll along the beach and catch a sunset or walk out the spit into the sea and Fraser River plume.

3. MARPOLE – A vibrant community with a rich First Nation and pioneer history. Granville Street, a classic walkable main street, is where visitors can access restaurants, shops and services. Marpole is a key entry point – accessible by road, skytrain and a dedicated pedestrian bridge over the Fraser to Richmond. Its also a meeting place where bridges, roads, transit, trails and greenways converge. Over the long term, a new Fraser River park is envisioned that will connect to a trail along the industrial riverfront.

4. RICHMOND CITY CENTRE – Envisioned as the heart of the city with the riverfront as the signature feature of the public realm. Dyke trails, public art, the Richmond Olympic Oval, Richmond Night Market and River Rock Casino already draw people to the area. A long term proposal for a pedestrian bridge to Sea Island, new riverfront park, arts district and continued enhancement of the public realm will add layers and interest to the area. Skytrain, cycling, and road connections to Vancouver and YVR with trail options extending in all directions make this a well-connected Fraser River destination. Considering its connectivity, dynamism and Fraser River-focused public realm, Richmond City Centre could become ‘The North Arm Portal’ as the vision for this area is realized over time.

5. RIVER DISTRICT – An emerging Fraser River Community in south east Vancouver that will eventually be home to 15,000 residents. This walkable, cyclable community will include waterfront parks and plazas, habitat islands for songbirds, a wharf, and restaurants accessible by bike, on foot and from the blueway.

6. BURNABY FRASER FORESHORE PARK – This sprawling park in south Burnaby is a wonderful place to relax by the river, walk along its shores, through conservation areas and boardwalks. Playgrounds, picnic areas and open space provide opportunities to connect with the river. This park is large enough to support small Fraser River festivals, celebrations and gatherings.



Foundational Program

The North Arm Extension adds 14 new items to the existing Illustrative Foundational Program of actions and projects essential to building a strong and recognizable ETF identify. These include:

Canyon to Coast Trail

Three trail segments will fill priority gaps in the North Arm CTCT Vision Route:

- Route from the Canada Line Bridge through Marpole to Fraser River Park
 - Riverfront route from the Middle Arm Trail through Richmond City Centre to the Canada Line Bridge
 - The Burnaby - New Westminster connection from Burnaby Fraser Foreshore Park to the New Westminster waterfront
- Recreational access will be secured through agreements with private land owners along the east Burnaby riverfront incrementally as (re)development occurs
 - Pedestrian/cycling Crossings to advance connectivity along the North and Middle Arm
 - Proposed long-term plan for a pedestrian/cycling bridge over the Middle Arm from Sea Island to Richmond City Centre
 - Upgrade/repurpose East Richmond- Burnaby rail bridge to accommodate cycling/pedestrian use
 - Upgrade pedestrian and cycling access to and over the Knight Street Bridge and Arthur Laing Bridge
 - Sign Canyon to Coast Trail as intact segments come on line



- Work with municipal planning departments and development community to incorporate ETF vision, CTCT and Blueway in residential community development along the North and Middle Arm

Recreational Blueway – Supporting Infrastructure

- Explore opportunities for a small, rustic beach landing and adjacent group camping area for organized, non motorized blueway travelers in Iona Beach Regional Park
- Explore opportunities for pedestrian/cycling ferry service along the north and Middle Arm Blueway over the long term
- Sign blueway amenities from the water
- Establish two car-top canoe/kayak launches in Vancouver/Burnaby
- Expansion of water-based recreation amenities/facilities on the Middle Arm

Amenities and Feature Points

- Continue development of Richmond City Centre as a river-focused heart of the city
- Establish a new waterfront park in Vancouver with pedestrian connection to Skytrain over the long term
- Establish a new waterfront park in Richmond City Centre over the long term
- Host one new Fraser River event/festival in Vancouver and one in Burnaby





Aspirations... More Big Ideas

While the Concept Plan and Illustrative Foundational Program focus on practicality, establishing a vision and priorities that knit together ideas, trails and amenities already planned by partner agencies, the project has the potential to stretch even further. The big ideas outlined below build on those included in the initial Concept Plan, adding even more big and creative ideas that could help to define ETF and set the Fraser apart as a world class destination. The list is purely illustrative and intended to inspire potential partners to see themselves in the project.

BRIDGES – cantilever, repurpose, convert or improve pedestrian access and use on the many bridges spanning the North and Middle Arm. Priorities include the Burnaby-Richmond Rail Bridge, Knight Street Bridge and, and Burnaby Vancouver Rail Bridge.

FIRST NATION LANGUAGE – Incorporate traditional First Nation traditional language onto Canyon to Coast Trail signage. Explore opportunities to integrate art, interpretation and storytelling in partnership with First Nations.

NORTH ARM SEA BUS - Pedestrian Ferry Service – pedestrian ferry service along the North and Middle Arm is not a new idea, but as the network of new communities and amenities comes online, it could become viable.

FLOATING PARKS – the industrial Vancouver waterfront and agricultural lands in east Richmond make riverfront access, park space and separated trails a challenge – a barge or floating park could provide relief and a destination in these otherwise narrow and somewhat sparse corridors. Alternatively it could move up and down the river to support events or add excitement to existing parks and public space.

FLOATING STAGE – a floating stage/venue that moves along the river for various performances and events.



THE URBAN CAMPGROUND – supporting blueway use, environmental education, and an easy way to connect with Nature in the City – Iona Beach Regional Park can support organized group camping for Blueway travelers. Poplar Island could also present an opportunity depending on First Nation and provincial interest.

THE FLOATING CAMPGROUND – seasonal, temporary or permanent, and moveable - a floating campground could support multi-day blueway travel or those looking for a place to camp close to home.

THE INDUSTRIAL 'PARK' – where industry intersects with public space, beyond just a bypass trail solution. This could provide enhanced water access and continued industrial riverfront use along the industrial Vancouver waterfront – both desirable outcomes for ETF, Vancouver, Industry and the region.

THE BEGINNER BLUEWAY – the North and Middle Arm include some stretches of water that are fairly calm - suitable for beginner paddlers with instructors.

NORTH ARM ETF FONDO – the flat topography, easy access and numerous bridges provide a great venue for a Fraser River cycling event.

ROAD END POCKET PARKS – an opportunity to create interesting public space, staging areas and viewpoints in otherwise long narrow stretches. Vancouver industrial riverfront and East Richmond Lands offer good locations to consider.

MULTI-MUNICIPAL FRASER RIVER FEST – with events in municipalities from Vancouver to Hope with ferry or barge transportation running between event sites.

RIVER LIGHTS – illuminating the silhouette of bridge structures in urban areas can add excitement to public space. Light projection and art displays could also enhance the urban river experience. Lighting the Bridges of The North Arm Confluence could add to the dynamism of the area.

THE ISLAND PARK – In the narrowest corridors of the CTCT route where space, programming opportunities and even getting a trail route connection through is challenging, human-made islands can create park, habitat, staging opportunities, interest, and excitement.





Conclusion

The North Arm Addendum is an exciting addition to the Concept Plan which builds upon the Vision to showcase the Lower Fraser River as one of the world's great river destinations. The North and Middle Arm bring new and unique features and experiences to the project as well as an opportunity to connect with communities in the most densely populated stretches of the lower Fraser River.

The North Arm Addendum knits together and builds upon the visions, plans, and aspirations of the four North Arm municipalities (Vancouver, Richmond, Burnaby and New Westminster) and brings YVR into the project. The proposal includes an expanded Canyon to Coast Trail and Recreational Blueway network, six Nodes, the dynamic North and Middle Arm Confluence, an International Gateway, 'Coast Entry Points' and an iconic Canyon Point in Hope. The enthusiasm and thoughtful collaboration of the North Arm Municipal Staff Liaisons and YVR was foundational to the planning of the North Arm Addendum. The collaborative spirit of all Experience the Fraser partners will guide the realization of the ETF vision over the long term.





Implementation Plan

for local governments



North Arm Addendum

Introduction

The ETF Implementation Plan is an accompanying piece to the ETF Concept Plan. It identifies actions planned by local governments and project partners for the next few years that will advance the Concept Plan's Foundational Program. The identified actions are subject to budget processes and other approvals. As a result, this snapshot of implementation actions will evolve over time, with new opportunities emerging not identified here, or shifts in priorities.

This addendum builds on the initial ETF Implementation Plan adding actions that will advance the North Arm foundational program, and in turn the broader ETF project and vision. Regional Districts will be asked to endorse the Implementation Plan, and adopt actions within their authority and mandate. Municipalities, other agencies and organizations are invited to do the same.

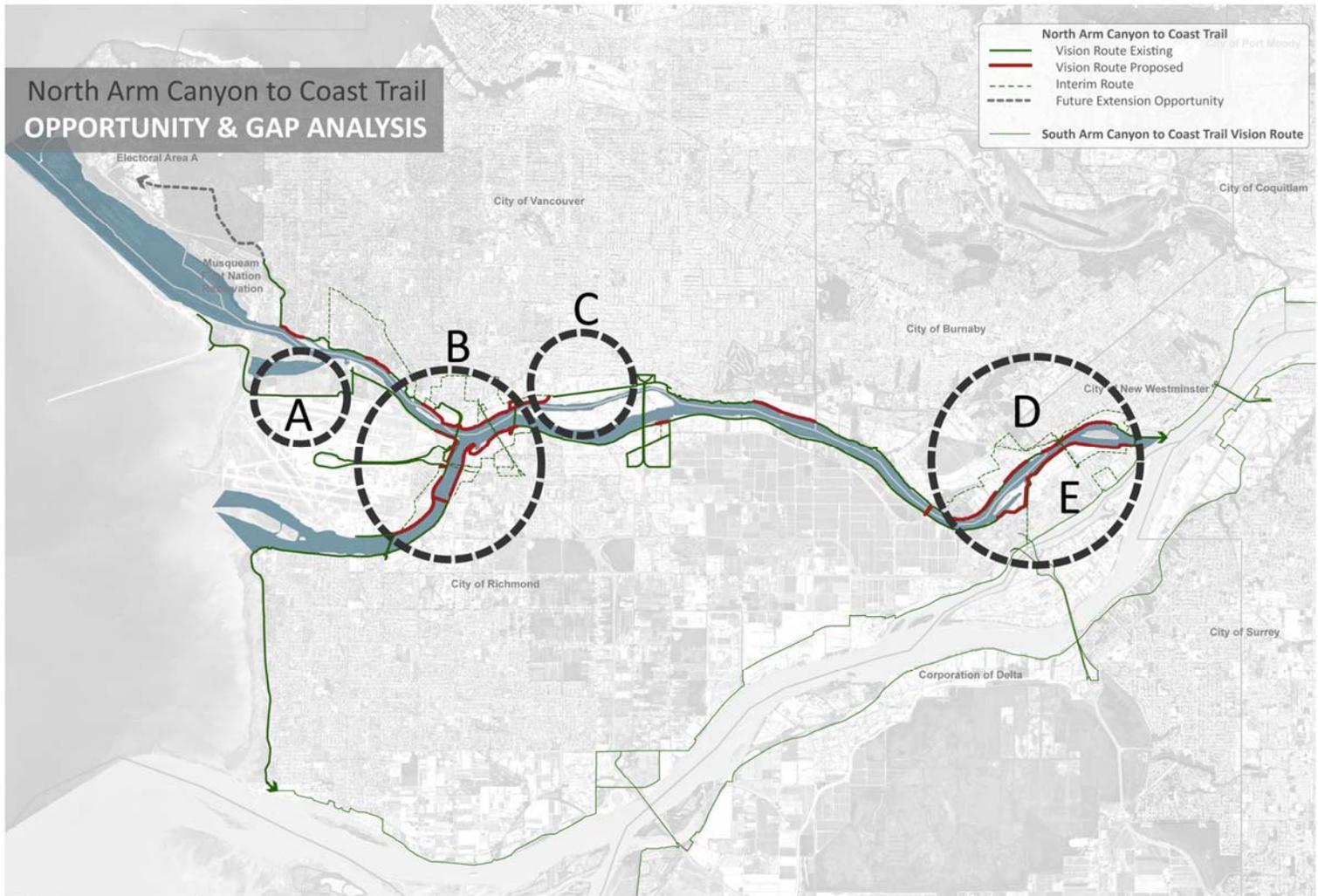
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GOAL 1

CONNECT HOPE TO THE SALISH SEA

A Canyon to Coast Trail Opportunity and Gap Analysis was completed for the North Arm to identify focus areas for enhancing trail connectivity. The analysis provides an overview and identifies considerations.

Next steps are outlined in the Planned Actions Table along with other actions that advance Goal 1.



OPPORTUNITY / GAP	OVERVIEW	CONSIDERATIONS
A North Sea Island	The Canyon to Coast Trail (CTCT) is on road from Macdonald Beach Park to Iona Beach Regional Park (along Macdonald and Ferguson Road). There may be a future opportunity for a separated or off-road CTCT route that aligns with future road improvements or an expansion of the Cara Brown Trail in Sea Island Conservation Area (SICA).	<ul style="list-style-type: none"> Sea Island includes multiple land owners, agencies, interested First Nations and stakeholder groups. Collaborative route planning and engagement is required. Environmental considerations - SICA (Sea Island Conservation Area), north of Ferguson Road is a conservation focused area managed by environment Canada
B Marpole Waterfront, Richmond City Center and Eastern Sea Island	Long range community, park and trail plans for Marpole, Richmond City Center and Eastern Sea Island include waterfront trails, public space and improved pedestrian/cyclist river crossing. These plans will be realized with (re)development and civic investment over the very long term. The interim route is set well back from the River, is often on road and circuitous.	<ul style="list-style-type: none"> Improving connectivity, water access Orientating people to the Interim Canyon to Coast Trail route Improving inter-municipal connections Maintaining viable industrial and commercial use and access to the river while improving trail access Existing land use along Eastern Sea Island make a waterfront route challenging
C Vancouver Riverfront (Ontario to Argyle Street)	From Ontario to Argyle Street the CTCT passes through Vancouver's industrial waterfront along Kent Avenue South and North. In the future there may be opportunities to establish riverfront CTCT sections and street end parks as redevelopment projects move forward.	<ul style="list-style-type: none"> Maintaining viable industrial access to the river while improving public access and trail connectivity Creative solutions for integrating recreation and industrial/commercial land use
D Burnaby - New Westminster - Connection	The long range vision is for a waterfront connection linking New Westminster Quay and Burnaby Fraser Foreshore Park. The interim route extends far back from the river, is mostly on road and crosses several busy roads. The narrow waterfront strip separating these two destinations includes an active rail yard, industrial land use, and roads – the long term feasibility of a waterfront route through this area is unclear.	<ul style="list-style-type: none"> Maintaining viable industrial access to the river while improving public access and trail connectivity Orientating people to the Interim Canyon to Coast Trail route Creative solutions for integrating recreation and industrial/commercial land use
E Queensborough – Richmond Connection	The long range vision is for a waterfront route from Queensborough to River Road. This area includes active and redeveloping industrial operations – the long term feasibility of a waterfront route through this area is unclear.	

Planned Actions

<p>GAP A – YVR (L) and Environment Canada (L), in collaboration with Interested First Nations, City of Richmond, Metro Vancouver and other partners will consider options for improved on road or separated Canyon to Coast Trail routing as part of future road network improvement projects, expansion of the Cora Brown Trail and long range planning initiatives.</p>	Ongoing
<p>GAP B - Metro Vancouver (L) will advocate for improved pedestrian / cycling access / infrastructure on existing and future North Arm Bridges as part of regular transportation planning work with municipalities, the province and agencies.</p> <p><i>City of Richmond (L) and City of Vancouver (L) will incrementally advance the Canyon to Coast Trail Vision Route through (re)development and civic investment, and work towards improved on road cycling facilities/pedestrian access and signage along the Interim Route.</i></p>	Ongoing
<p>GAP C - City of Vancouver (L) will explore options for riverfront sections of the Canyon to Coast Trail and street end parks in the Ontario Street to Argyle Street corridor, as redevelopment projects move forward.</p>	Ongoing
<p>GAP D & E - City of Burnaby (L), New Westminster (L), City of Richmond (L) and Metro Vancouver (L), will collaboratively explore creative solutions and options for waterfront connections, and confirm a viable ETF Vision Route through these areas.</p>	2015-2018
<p><i>City of Richmond (L) will update Trail and Blueway way-finding standards, exploring options to integrate Canyon to Coast Trail and Blueway signage as part of this work.</i></p>	2014-15
<p>The <i>City of Burnaby (L)</i> will work with private land owners to secure a continuous riverfront Canyon to Coast Trail route from (Sturgeon Slough or) Wiggins Street to Willard Street as properties are redeveloped.</p>	Ongoing
<p><i>The City of Burnaby (L)</i> will upgrade trail surfacing on the Canyon to Coast Trail through the western portion of Burnaby Fraser Foreshore Park in conjunction with dyke improvements.</p>	2014
<p><i>Metro Vancouver (L) and the Fraser Valley Regional District (L), in collaboration with the Municipal Liaison Team, will complete a gap analysis for the entire Canyon to Coast Trail route.</i></p>	2015-2016

GOAL 2 - LINK AND INSPIRE EXPERIENCES ALONG THE RIVER

Planned Actions

<i>City of Richmond (L)</i> will partner with <i>Private Enterprise (L)</i> , <i>Metro Vancouver (S)</i> , <i>Fraser Valley Regional District (S)</i> , and the <i>Province (S)</i> on a recreational-industrial interface demonstration project exploring innovative solutions for integrating recreational and industrial land use including trail bypass and experience options, interpretation and celebration of industry.	2014-15 (\$20 000 ETF funding)
<i>City of Richmond (L)</i> will complete preliminary feasibility studies for a new riverfront park along River Road, east of the Gilbert Road, incorporating riverfront trail access for the Canyon to Coast Trail, interpretation related to the ETF themes and an ETF Kiosk/information panel.	2015-18
<i>City of Richmond (L)</i> will complete improvements to Terra Nova Rural Park including the construction of a jetty, gardens, playground and boardwalk.	2014
The <i>City of Burnaby (L)</i> will design and construct trail and boardwalk connections around the perimeter of the Burnaby Fraser Foreshore Park Nature Reserve.	2019
<i>City of Vancouver (L)</i> will plan options for a new riverfront park in the Cambie Street corridor, incorporating riverfront trail access for the Canyon to Coast Trail, interpretation related to the ETF themes and an ETF kiosk/information panel.	2015
<i>Metro Vancouver (L)</i> and <i>Fraser Valley Regional District (L)</i> will update the original Concept Plan Map to include the North Arm Addendum.	2014

GOAL 3 – DEVELOPING ENDURING and COMMITTED PARTNERSHIPS

Planned Actions

<i>YVR (L)</i> will consider the ETF vision and Canyon to Coast Trail in the development of the YVR MasterPlan update and future Sea Island Parks and Recreation Plan.	2014-15
<i>Metro Vancouver (L)</i> will explore funding and grant opportunities with the Province to support implementation projects in ETF municipalities.	Ongoing
<i>City of Richmond (L)</i> will work with <i>Metro Vancouver (S)</i> , <i>private developers (S)</i> and <i>businesses (S)</i> to ensure the Canyon to Coast Trail and broader ETF vision are well integrated into City Center as it evolves into a sophisticated urban center with a lively 24-7 mix of uses as outlined in the City Center Area Plan and Waterfront Strategy.	Ongoing
<i>New Westminster (L)</i> will work with <i>Private Development Community (L)</i> and <i>Metro Vancouver (S)</i> to include ETF in the Port Royal development in Queensborough including signing the Canyon to Coast Trail, installing an ETF kiosk and exploring options to include ETF displays in community events and programs.	Ongoing
<i>City of Vancouver (L)</i> will work with <i>the Private Development Community</i>	Ongoing

<p>(L) and Metro Vancouver (S) to incorporate ETF into new Fraser River Communities including signing the Canyon to Coast Trail, installing an ETF kiosk and exploring options to include ETF displays in community events and programs.</p>	
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GOAL 4 – BUILD AND DEEPEN CONNECTIONS TO THE RIVER

Planned Actions

<p>YVR (L) will partner with Metro Vancouver (S) and the Province (S) to explore opportunities to share information on ETF including an ETF exhibit or kiosk in the terminal.</p>	<p>TBC</p>
<p>Metro Vancouver (L) and Fraser Valley Regional District (L) will advocate for safe and viable recreational connections, and, where appropriate, viewpoints, interpretation, art and signage for bridge connections as infrastructure improvement and replacement projects come forward.</p>	<p>Ongoing</p>
<p>Metro Vancouver (L) will explore opportunities for a small, rustic beach landing and adjacent group camping area for organized, non motorized blue way travelers in Iona Beach Regional Park.</p>	<p>2015-16</p>

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