City of Richmond

Report to Committee

To:	Parks, Recreation and Cultural Services Committee	**Date:**	November 6, 2012
From:	Mike Redpath Senior Manager, Parks	**File:**	06-2400-20-RAIL1/Vol 01
Re:	**Railway Corridor Greenway - Phase 1 Implementation Plan**		

Staff Recommendation

That the Phase 1 Implementation Plan as described in the report titled "Railway Corridor Greenway-Phase 1 Implementation Plan" dated November 6, 2012 from the Senior Manager, Parks, be approved.

M. Redpath

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

Att: 3

REPORT CONCURRENCE			
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**	
Finance Division Transportation	☑ ☑		
REVIEWED BY SMT SUBCOMMITTEE	**INITIALS:**	**REVIEWED BY CAO** yes	**INITIALS:**

Origin

At the March 12, 2012 Council endorsed the following recommendation:

> "That the submission of the Railway Avenue Corridor Greenway pedestrian and bicycle facility improvement for cost-sharing as part of the TransLink 2012 Bicycle Infrastructure Capital Cost-Sharing Program, as described in the report, be endorsed."

In that report, Guiding Principles for the development of the Railway Corridor Greenway were identified as well as the requirement to conduct a public engagement process.

This report relates to the achievement of the following Council 2011-2014 term goal:

> **7.2** Develop a plan to ensure the provision of public facilities and services keeps up with the rate of growth.

The purpose of this report is to present a summary of the public engagement process and the proposed 2013 Phase 1 implementation Plan for Railway Corridor Greenway.

Analysis

Background

In 2010, the City purchased the Canadian Pacific Railway (CPR) corridor adjacent to Railway Avenue between Granville Avenue and Garry Street. The goal to develop a trail/greenway for pedestrians, cyclists and other wheeled users along the 3.7 kilometre corridor was established in the original 1979 *Trails Plan* and the subsequent *2010 Trails Strategy*. The corridor connects to existing trails on McCallan Road right-of-way adjacent to Thompson/Burnett Park and the sidewalks south of Garry Street.

The City has the opportunity to now fulfill the long-held vision of creating a major recreational, north-south greenway (approximately 5.6 kms in total) to connect the South Dyke/Steveston and Middle Arm waterfronts. The city-wide benefit is even greater when considering that the greenway will also connect into the existing Middle Arm, Terra Nova, West Dyke and Steveston trail systems creating a continuous 15 km loop **(Attachment 1)**.

Within the March 12, 2012 report to Council asking for approval to submit to TransLink for cost sharing funds, the following principles were identified for the design and development of the Railway corridor:

- reference its major historic and present day transportation role;
- promote and reinforce the connections to the many neighbourhoods it crosses through;
- introduce nature and restore ecological health;
- create distinct points of interest; and
- respect its strong linear character and view corridors.

The City was successful with the application to the TransLink Bicycle Infrastructure Cost-Capital Sharing Program and received $201,200 towards the Railway Corridor Greenway project.

Preliminary work began on the Corridor in 2011 with the clearing of invasive plants and removal of organic material within the surface of the rail bed.

Public Engagement Process

The development of a plan for the Railway Corridor has, to date, incorporated public input at three distinct venues. The public engagement process began with a preliminary introduction of the project at the 2012 July 1st Salmon Festival in Steveston Park. Much interest was generated and 108 surveys were completed. The comments received were very positive and there was a general sense of excitement looking forward to the implementation of the project.

This was followed up by a focus group workshop held at Thompson Community Centre on September 18th with representatives from Thompson, West Richmond, and Steveston Community Associations; the Richmond Cycling Advisory and Heritage Advisory Committees; Steveston 20/20 Committee and Steveston Historical Society.

On October 20th, a Public Open House was held at Thompson Community Centre with approximately 200 people attending and 130 surveys completed. The Open House was advertised in the local newspapers accompanied by a news release as well an invitation was mailed out to the majority of the residents that lived directly on or across the street from the Railway corridor.

The goal of the Open House was to present and receive feedback on the proposed Phase 1 Implementation Plan, introduce a menu of program elements for future phases of development, and to provide background history on the past rail use of the corridor. A film from the City Archives of the interurban travelling along the tracks was made available for viewing. A series of information boards and a 10 foot long aerial map of the Railway Corridor were used together with a survey to generate feedback from the public **(Attachment 2)**.

A total of 238 surveys were completed at both the July 1st and October 20th public open houses. In addition, another 50 comments were collected from the annotated maps and boards including comments from the Focus Group Workshop on September 20th.

The vision of an enhanced greenway along the Railway Corridor was compelling and people were genuinely interested. People could envision themselves actively using the trail with 80 % indicating that they would use the trail to walk or cycle for fitness purposes and 70% indicated that their primary destination would be parks followed by local shopping. A sampling of survey results are attached **(Attachment 3)**.

Phase 1 Implementation Plan – *Making the Connection*

The first priority for the Railway Corridor Greenway is '*making the connection*' which is the construction of the basic trail from Granville Avenue to Garry Street; the addition of functional trail elements for safety and ease of use; and the development of a unique character and identity.

The Trail

Three options were provided at the Public Open House for the layout of the trail. Of the surveys that were filled in, 80% of the public supported the recommended option of a 4.0 meter wide two-way multi-use asphalt trail predominately built on the spine of the former rail bed yet allowing for a deviation where there are significant stands of trees. This will be the only place in Richmond that will have a long continuous stretch of hard surface for recreational use. The other 20% either preferred completely separated trails or soft gravel trails due in part to a concern about potential conflicts between pedestrians and cyclists.

There are many studies that look at this issue of separation between pedestrians and cyclists with some studies indicating that it is more critical to separate a trail by direction rather than use. The recommendation for Phase 1 is to use painted lines to create a north-south separation. Cyclists who are commuting or wish to go faster can still use the on-street bike lanes. Use will be monitored on the trail and if conflicts occur then additional trails can be considered in the future.

Intersection Improvements

Critical to the success of creating a safe and legible trail is the transition from the trail to the corners at each of the five major intersections. Currently, there are no sidewalks on the west side of Railway Avenue which has resulted in minimal pedestrian upgrades at the corners, e.g. no curb and gutter separating pedestrians from the driving lanes. To create safer waiting and crossing areas for trail users at the intersections a number of interim measures will be required including the creation of setback 'landing areas', some ditch infill, installation of bollards or fences, and extruded curb (as the budget allows).

The implementation of the trail and the interim improvement measures at the intersections will not affect future plans to modify the intersections to create left-turn lanes, which typically would involve minor widening to establish a left-turn lane, combined through-right turn lane plus a bike lane at the approach and sufficient width for a receiving through lane and bike lane. This work is anticipated to be phased over several years (e.g., approximately one intersection per year as budget permits) beginning in 2013/2014.

Revealing History and Wayfinding Signage

Revealing the history and creating an identity/branding unique to the Railway greenway was enthusiastically supported by 92% of those surveyed. Ideas included creating a logo using an image of the interurban on signage and site furnishings as well as painting old tram timetables on the asphalt at the former tram stops. Phase 1 will include developing this logo and including it in the preliminary wayfinding signage.

Branscombe House Staging Area

Branscombe House is currently being retrofitted and one of the adaptive reuses is a publicly accessible washroom that will be accessed from the exterior. This will be available for the greenway users and other potential programs such as a community garden. Branscombe is envisioned to become a stopover along the greenway by providing other amenities such as a rest area with seating and a bike servicing station to provide air for tires. Included within this phase is the perimeter landscaping around the Branscombe building which will be coordinated with the restoration of the building.

Future Phases – Adding other layers

Further public consultation is required to finalize a long term vision that can be implemented over a number of years. The intent of Phase 1 is to ensure that the basic trail amenities are constructed to promote the active and safe use of the trail in 2013. Ultimately, though, the location and the width of the railway corridor allows for a variety of other recreational activities and program elements to be introduced.

A number of concepts as well as a 'menu' of landscape features were presented at the October 20th Open House and applied to five study areas. Each study area represented a section of the corridor between the major arterial cross roads e.g. Granville to Blundell, Blundell to Francis Road **(Attachment 2)**.

Landscape Program Elements

The menu of activities that could be considered for the Corridor included public art/interpretation, washrooms, bike facilities, community gardens, tree groves, seating and picnic areas, bike terrain park, light recreational features (fitness stations, small play elements), secondary trails, orchard, meadow or open grass areas, and wetland (potential storm water management feature). These features would support the guiding principles of introducing nature and ecological health, and creating distinct points of interest.

The survey results indicated that the number one priority for additional elements was seating (70%) followed by community gardens (60%) and trees (55%). While locations were suggested in the study areas, more detailed design work and consultation is required to determine the feasibility and best siting of these features.

Connections and Bus Stops

Currently, there are nine bus stops on the west side of Railway Avenue between Granville Avenue and Garry Street that have minimal passenger facilities (e.g., not universally accessible, limited pedestrian connections to adjacent residential areas). Transportation has a plan to upgrade these bus stops over the next several years (e.g., two bus stops per year) to provide landing pads, and improve pathway connections to the greenway. This will also help minimize the current conflict between transit passengers and cyclists using the on-street bike lanes. Presently, transit passengers must walk in the bike lane when using the transit service. These

improvements would be eligible for 50-50 cost-sharing with TransLink. There was 90% support for improving the bus stops. Providing lighting along the paths especially at the bus stops and local neighbourhood connections was mentioned numerous times.

Pedestrian/ Cyclist Priority Intersections

As use on the Railway Corridor Greenway establishes itself, then a future consideration may include substantial upgrades to the intersections to give priority to pedestrians and cyclists. A variety of treatments including signal activation, green pavement markings, proper sidewalk curb and gutter, and relocated stop bars for cars would provide a safe, direct and clearly delineated path for cyclists and pedestrians through the intersections.

Other Considerations – Reinstating the interurban tram

A number of people discussed the idea of reinstating the interurban tram along Railway Avenue as both a transit alternative and as a tourist attraction. The bed of the former rail is being utilized as a cost savings for construction of the trail as well as the only option in a number of narrow areas. Some sections of the trail which will be constructed adjacent to the bed where there are significant trees and room available. It is believed that the cost savings realized now would justify using the current bed of the rail. The proposed trail surface will preserve the existing rail bed and will not negatively impact an option to accommodate a tram line in the future.

Next Steps

The next steps in the process of developing the plan and preparing for Phase 1 Implementation include:

- Further design detailing of the trail location, interim intersections, logo and wayfinding signage, and landscape plan for Branscombe House;
- A tree health assessment and tree replacement strategy;
- Identification of other potential funding sources e.g. Transportation has applied for a bicycle facility improvement along Railway Corridor as part of the TransLink 2013 Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program;
- Construction of the trail in 2013; and
- Commencing with Phase 2 of the public consultation in Fall 2013 to develop a final plan that includes neighbourhood connections and other potential program elements.

Financial Impact

The total proposed project cost for Railway Avenue Greenway is $2,500,000 sourced from Parks DCCs and the TransLink contribution as shown in the table below:

Funding Source	City Contribution Amount	External Source	Total
2011 Trails Program	100,000		100,000
2012 Trails Program	200,000		200,000
2012 Characterization Program	50,000		50,000
2012 Translink Contribution		201,200	201,200
Total Amount approved by Council in prior years	**350,000**	**201,200**	**551,200**
2013 Railway Avenue Greenway	2,000,000		2,000,000
Total	**2,350,000**	**201,200**	**2,551,200**

Of the $2,500,000, $551,200 has already been approved by Council in 2011 and 2012. $2,000,000 has been approved as part of the 2013 Capital Budget and will be included in the 5-Year Financial Plan (2013-2017). The Operating Budget Impact for additional maintenance will be $10,660.00 which has been approved as part of 2013 Capital Budget Submission.

Conclusion

Railway Avenue Corridor Greenway will be a significant addition to the Richmond trails network. A public consultation process was undertaken beginning in July. There was overwhelming public support and excitement for the 3.7 kilometre greenway that will create a north-south connection between the Middle Arm and South Dyke/Steveston waterfronts. The vision of an enhanced greenway along the Railway Corridor was compelling and people were genuinely interested and saw themselves actively using it. The Phase 1 Implementation Plan will focus on '*making the connection*' which is the construction of the main trail from Granville Avenue to Garry Street; the addition of functional trail elements for safety and ease of use; landscaping around Branscombe House, and the development of a unique character and identity brand for the Railway Corridor Greenway.

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Park Planner
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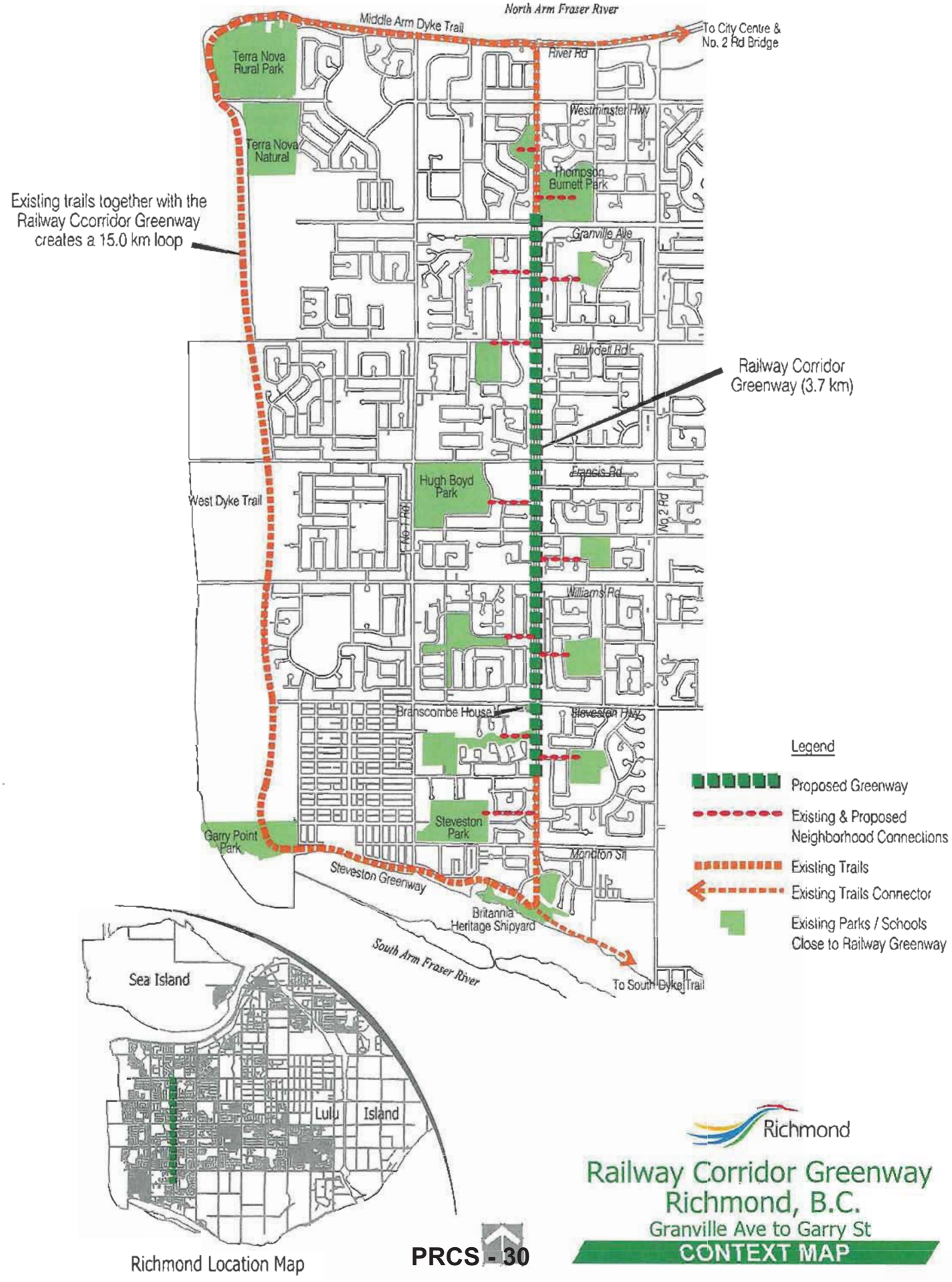
Attachment 1	Railway Corridor Greenway Context Map	REDMS #3702606
Attachment 2	Railway Corridor Greenway Concept Boards	REDMS #3702466
Attachment 3	Railway Corridor Greenway Sampling of Survey Results	REDMS #3702436


North Arm Fraser River
Middle Arm Dyke Trail
To City Centre & No. 2 Rd Bridge
River Rd
Terra Nova Rural Park
Terra Nova Natural
Westminster Hwy
Thompson Burnett Park
Granville Ave
Existing trails together with the Railway Ccorridor Greenway creates a 15.0 km loop
Blundell Rd
Railway Corridor Greenway (3.7 km)
Francis Rd
Hugh Boyd Park
West Dyke Trail
No 1 Rd
No 2 Rd
Williams Rd
Branscombe House
Steveston Hwy
Steveston Park
Garry Point Park
Moncton St
Steveston Greenway
Britannia Heritage Shipyard
South Arm Fraser River
To South Dyke Trail
Legend
Proposed Greenway
Existing & Proposed Neighborhood Connections
Existing Trails
Existing Trails Connector
Existing Parks / Schools Close to Railway Greenway
Sea Island
Lulu Island
Richmond Location Map
Richmond
Railway Corridor Greenway
Richmond, B.C.
Granville Ave to Garry St
CONTEXT MAP

PROJECT BACKGROUND/PRINCIPLES

Background - 'Rails to Trails'

1979 The Railway Corridor owned by Canadian Pacific Railway(CPR) was first identified in the original 1979 Richmond Trails as a desired trail connection.

2000 The 2010 Richmond Trail Strategy: Linking People, the Community and Nature reinforced the importance of this corridor as a critical north-south greenway linking the Middle Arm Waterfront to the Steveston Waterfront.

2010 The City of Richmond purchases the Railway Corridor (14.7 acres of land) from CPR for public recreational use.

2011 The City applies and receives TransLink funding to assist in the construction of a basic trail from Garry Street to Granville Avenue.

2012 July 1st at the Salmon Festival in Steveston background information and program ideas were first introduced to the public for initial feedback.
September 18th Focus Group Workshop
October 20th Public Open House for review and input
November Council Report Recommendations for Phase 1 Construction

2013 Construction begins of the basic trail Phase 1 between Garry Street and Granville Avenue.

Connect the existing regional Middle Arm Dyke and Steveston/South Dyke Greenways

Complete a loop system that would include the regional West Dyke Trail

Guiding Principles

The City of Richmond is facilitating public consultation and design for Railway Greenway, former site of the Interurban rail line.

Council has approved the following Guiding Principles for developing the future greenway :

HERITAGE AND MEMORY
Incorporate the major historic and present day memories of the site

CONNECTIONS
Promote and reinforce connections to the neighbourhoods and larger trail system

SUSTAINABILITY AND NATURE
Introduce nature and ecological health

CHARACTER AND LEGIBILITY
Create an interesting, distinct, accessible sense of place

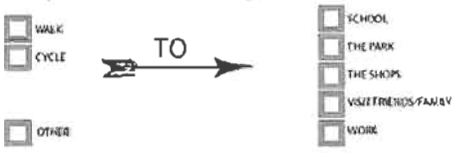
ACTIVE LIFESTYLES
Promote commuter and recreational cycling and walking

WHAT WE'VE HEARD SO FAR

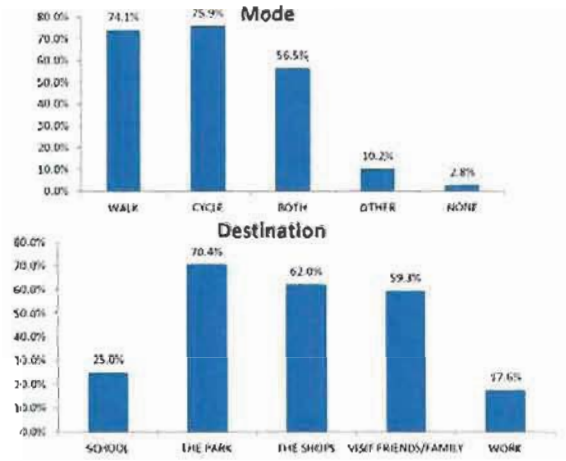
The Greenway

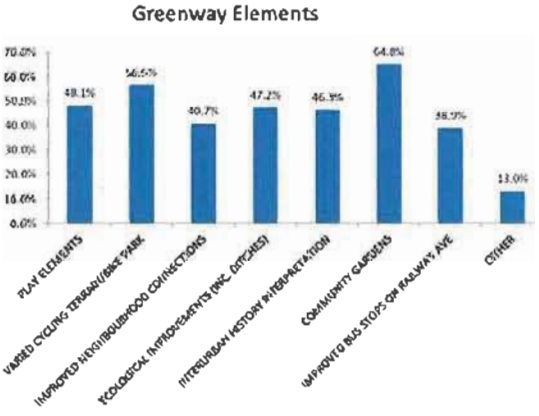
The development of the Railway Avenue corridor as a Greenway for walking and cycling presents an extraordinary opportunity to develop a link to the Dyke Trails (the Middle Arm, West Dyke and Steveston) and to connect neighbourhoods to the city-wide and regional greenway system

How do you think you would use the Greenway?



(out of 108 submitted surveys)





Linear Park Other Comments

GENERAL

- please make rollerblade friendly
- How about a canal (that's big enough to accommodate narrow barges like in Europe.
- maybe add a hedge between traffic and the gardens in order to protect plants and people from noise and air pollution.
- Other transit options ie. Airport rail
- light transit

PLANTING

- decorative planting
- put back the blackberries
- put blackberry bushes back in places
- plant something you can eat - blueberries, blackberries, crab apples, any wild fruits
- decorative planting including flowers and specimen plants (stand-alone botanical)
- community crab apple trees, fruit trees, etc berries.

FACILITIES

- small café/bistro along as an intersection. Washrooms.
- seating, drinking fountains, wi-fi, air for bike tires
- drinking fountains
- dog park, off-leash dog park/areas, picnic area, benches, rest areas, water station for dogs to drink water
- picnic area w/ benches
- rest places/water (drinking)
- picnic/community gathering areas
- information signs + info.

ACTIVITIES

- buskers
- nodes for activities - ie. Small groups musical
- rollerblading
- off-leash dog areas
- doggie run

Greenway Other Comments

CONNECTIVITY/TRANSPORTATION

- Any chance of a tram?
- Connect to Richmond Center Canada Line.
- Hope this does not preclude option for future rail transit connection to Canada Line – connecting Steveston Village to downtown.
- Bring back the tram or make it a trail system for leisure.
- I'm not sure if I would use it at all (house further away)

MODES/USE

- Scooters. Rollerblades.
- It's an awesome idea and we look forward to having more options for cycling!
- Pure exercise!
- Just for enjoyment/exercise

FEATURES

- Community garden – there is already a long waiting list for garden plots.
- Horrified that all the berries were killed against the wishes of the citizens.
- Potential good place to bring visitors; pause for snack/picnic break. Educational value hopefully. Need good garbage management efforts.

The Linear Park

This corridor is wide enough that it can be more than a Greenway.

What other elements should be included to make the Greenway more like a park?

(out of 108 submitted surveys)

Other Comments

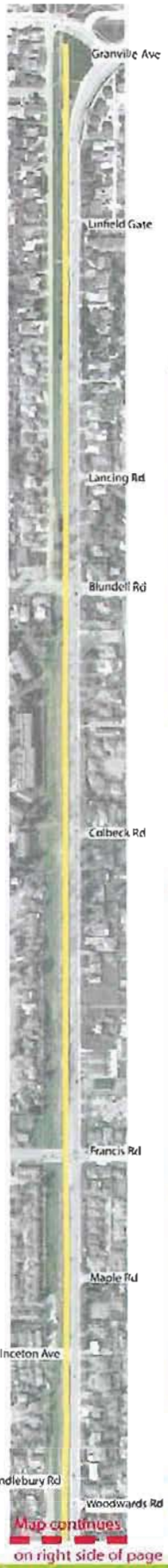
TRANSIT/CONNECTIVITY

- Keep potential for transit – do not remove the rails!
- Possible to develop the greenway and former rail route into a commuter tram? To connect to Canada Line? Steveston is so isolated and moreso since the Olympics and Canada Line. TransLink has let us down. A modest/sustainable transport would be welcome
- Pedestrian crossings along Railway. They should be safer
- Any improvement for getting around is for the better
- Get the cars out and off the streets as much as possible. Price is very affordably and make it as convenient as possible. (bikes I assume?)
- I won't ride my bike on the roads but I do use a path (dyke etc). Roads too dangerous – bike lane should not be part of road!
- Keeping the option open to restore the interurban service is great. Connections to Steveston from the Canada Line would be enhanced.
- As a cyclist I would envision (eventually):
  - A separate path for pedestrians, wheelchairs, personal mobility devices
  - A separate path for leisurely cycling – leave on-road bike lanes as is
  - Signage to clearly indicate who and what should be on each path, to promote self-management of conflicts between users
  - If by-laws will apply to who may or may not use one of the paths, post that clearly
- Buses can turn right on red. Other vehicles cannot. No sign along railway avenue informing pp, cyclists, and vehicles that buses can turn right on red. This is considered dangerous.
- Bike trail on one side and bike lane would be great beside it with stops (resident 4120 Williams rd.)
- I like on McCallan's and near Railway. This is a great idea but would hope there's design to help keep noise from disturbing the nearby homes. Would like to see lots of tree's and natural vegetation as a sound buffer.
- Ecological restoration is very important to me. I'd love to see restoration of native plant species and ditch/slough restoration and re-daylighting of streams. I would rather see that sort of heritage celebrated (ecological) than wide paved surfaces. Creating suitable habitat for local birds and animals would be educational for residents! Thanks!
- Branscombe House should be an element along the way.
- Varied hilly terrain would be excellent considering the flat Richmond terrain.
- Dog park.

CONTEXT MAP

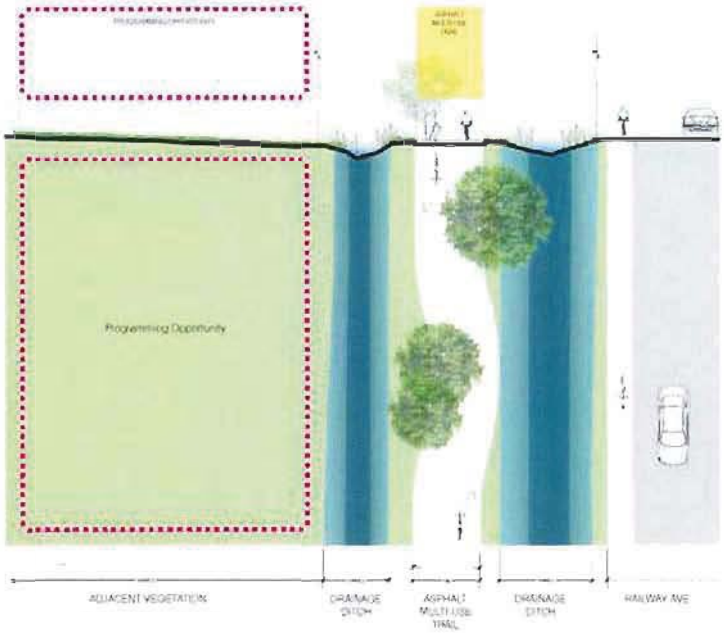
PUT A PIN WHERE YOU LIVE..

Basic Trail Layout



Phase 1 - Making the Connection

- Construction of a trail in 2013 from Granville Avenue to Garry Street that connects with the existing trail system and the neighbourhoods.
- Addition of signage and other functional trail elements for safety, information, and ease of use.
- Development of a unique character and identity for the Greenway that reflects the historic transportation uses.



Basic Trail Design - Typical Section
Scale 1:100

Description:

A 3.7 km trail will be built from Granville Avenue to Garry Street in the railway corridor. For Phase I of the Railway Greenway construction, a 4.0 m wide multi-use asphalt trail will follow the spine of the former rail bed adjacent to Railway Avenue. Since there are a number of constraints and opportunities to how the trail can be laid out, two alternatives to the basic design were considered. Analysis of the pros and cons for each alternative resulted in a decision to build the basic trail design shown.

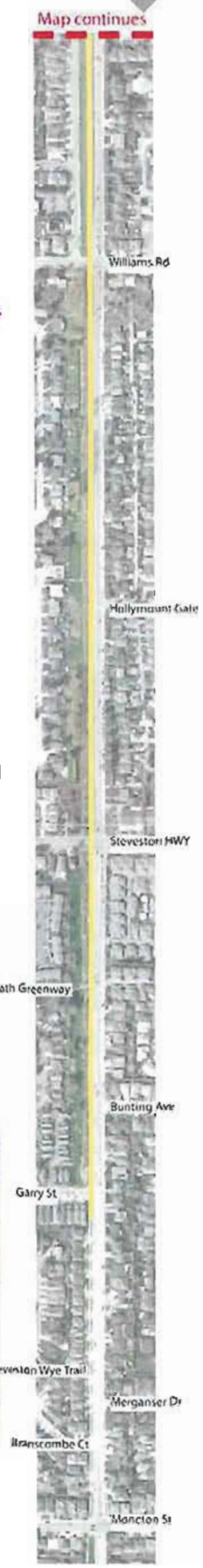
Pros

- Most cost effective
- Trail splits to retain viable existing trees
- Utilizes existing rail bed base
- Maximizes space for programming opportunities
- The multi-use trail separated by direction (N/S)
- Meandering gravel pedestrian trail may be added west of the greenway at a later phase

Cons

- Selective removal of existing birch trees in rail bed (arbourist to evaluate all trees since this species is susceptible to birch borer disease)

Imagery



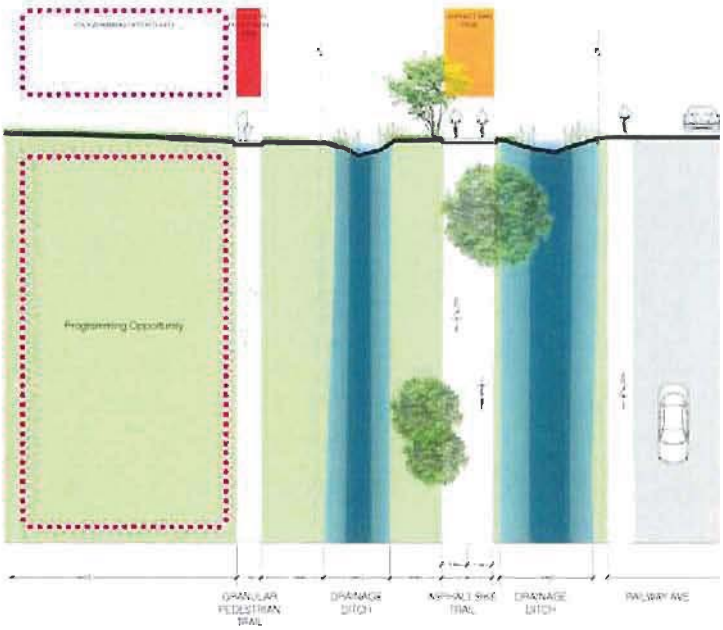
LEGEND

- Granular Pedestrian Trail
- Asphalt Bike Trail
- Asphalt Multi-Use Trail

Scale 1:2000

GREENWAY - ALT. TRAIL DESIGN 1

Trail Layout - Alternative 1



Alternative 1 - Typical Section
Scale 1:100

Description:

As an alternative to the basic trail design, we explored alternatives that separate pedestrians and cyclists. Alternative 1 includes a 3.0 m wide (1.5 m each way) asphalt bike trail to follow the spine of the former rail bed and a separate 1.5 m wide gravel pedestrian trail.

Pros

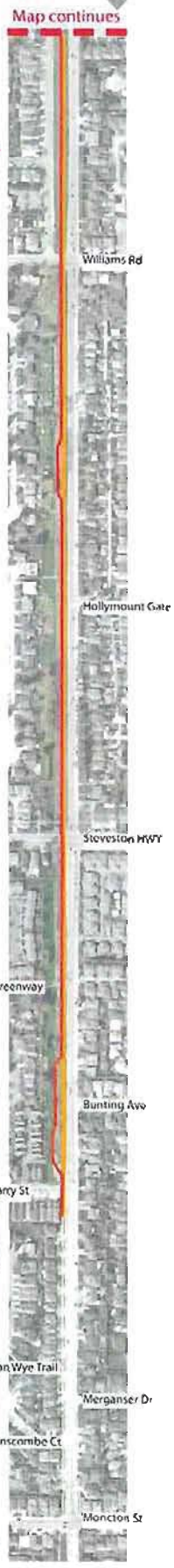
- Utilizes existing rail bed base

Cons

- Selective removal of existing birch trees in rail bed
- Higher construction costs
- Studies show separating the greenway trail by use does not work as well as separating the trail by direction
- Difficult to merge pedestrians and cyclists at N/S intersections
- Pedestrian access to bus stops is limited

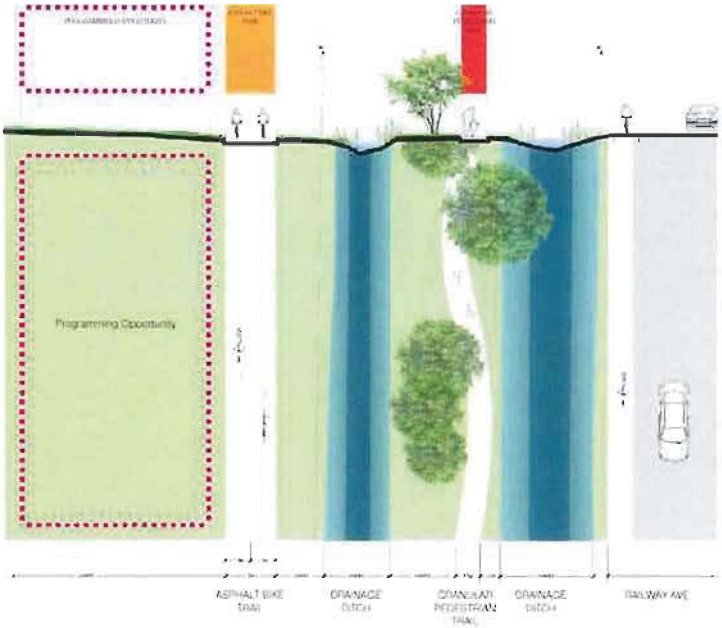
Imagery

LEGEND
- Granular Pedestrian Trail
- Asphalt Bike Trail
- Asphalt Multi-Use Trail



GREENWAY - ALT. TRAIL DESIGN 2

Trail Layout - Alternative 2



Alternative 2 - Typical Section
Scale 1 100

Description:

Alternative 2 to the basic trail design includes a 1.5 m wide meandering gravel pedestrian trail to follow the spine of the former rail bed and a 3.0 m wide (1.5 m each way) asphalt bike trail west of the rail bed.

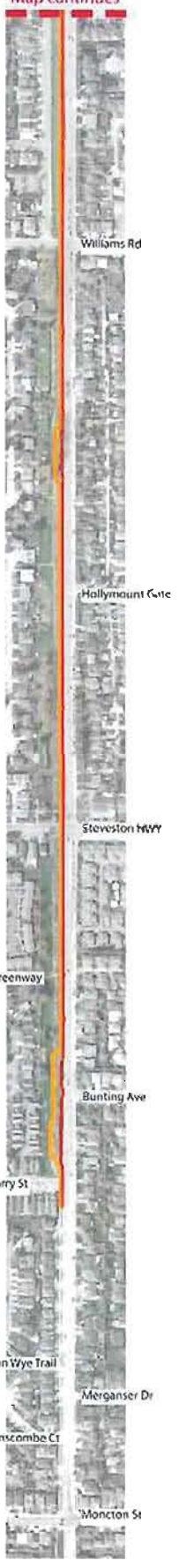
Pros

- Pedestrian trail meanders to retain viable existing trees
- Creates a more interesting pedestrian journey

Cons

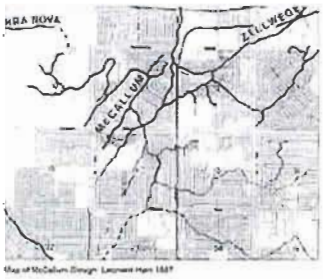
- Limits programming space
- Does not utilize existing rail bed base for asphalt trail
- Higher construction costs
- Selective removal of existing birch trees in rail bed
- Studies show separating the greenway trail by use does not work as well as separating the trail by direction
- Difficult to merge pedestrians and cyclists at N/S intersections
- Cyclist access to bus stops is limited

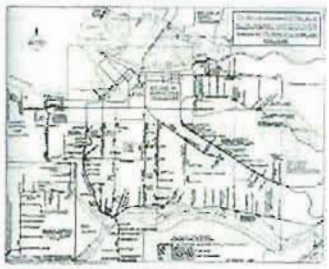
Imagery



LEGEND

- Granular Pedestrian Trail
- Asphalt Bike Trail
- Asphalt Multi-Use Trail





Historical themes associated with the Railway Greenway

The BC Electric Railway has been a dominant physical feature of Railway Avenue since its construction in 1902 by the CPR.

But while Railway Avenue's heritage is most often associated with the BC Electric Railway, there are several historical themes that have shaped the cultural and physical landscape we see today.

The corridor developed generally along the historical patterns that distinguish Richmond's history: the early surveys that established the road grid, ditching and dyking to create viable farmland, and agriculture eventually giving way to suburban development.

Physical Geography

This theme explores the geography of the Railway Avenue corridor and its environs, and the way in which this geography has contributed to the evolution of the landscape. The flat topography is typical of Richmond, and the natural vegetation of grass prairie and low shrubs made clearing for agriculture easy.

The low-lying nature of the land is illustrated by two sloughs which once permeated what is now the corridor. McCallum Slough extended as far south as Francis Road, with spawning chum salmon once found in its drainage canals. The No. 1 Road Slough was thought to have been navigable to Railway Avenue.

Local Agriculture and Employment

This theme underscores the Railway Avenue area as being dominated by agriculture, including hay production, but including dairying, orchards, and animal husbandry, such as the Ransford mink farm.

Farming on Railway Avenue also included the Fennell Farm thoroughbred breeding farm in the 1950s. This agricultural land use is also a connection to the important social use of the BCER "Sockeye Special" to attend racing at Brighouse and Lansdowne.

While farming continued to be a primary occupation in the area for many years, workers' jobs also diversified over time. In the 1930s, '40s and '50s, carpenters, engineers, plumbers, accountants, truck drivers and machinists were all resident along Railway Avenue. It is certain that the tram played a key role in transporting Railway Avenue workers to their respective jobs.

Infrastructure: the BC Electric Railway

This theme underscores the importance of the BCER to both the development history and community character of the Railway Avenue corridor and the City of Richmond as a whole.

The BCER was key in carrying dairy and other agricultural products from Richmond to markets in Vancouver and New Westminster, while cannery workers used the line extensively.

Pioneers and Multiculturalism

This theme addresses the diverse nationalities that made the Railway Avenue corridor their home. Among other nationalities, the corridor had people of Chinese, Japanese, Eastern European, German descent.

In 1942, the federal government's policy of removing all persons of Japanese descent from the west coast during World War II impacted those Japanese families on Railway Avenue.

The Branscombe house, constructed between 1906 and 1908, was home to the pioneering Branscombe family, who operated a dairy farm on their property to the south and west. The house is a significant example of Richmond's early housing stock in this area, as is the Craftsman style Ransford house just north of Steveston Highway. The Yarmish family were instrumental in the construction of the Ukrainian Catholic church.

Transformation to Suburban Development

Like the rest of Richmond, the farms along Railway Avenue began to be subdivided and transformed into suburban enclaves beginning in the 1950s, when Richmond was marketing itself as a place to live a modern life.

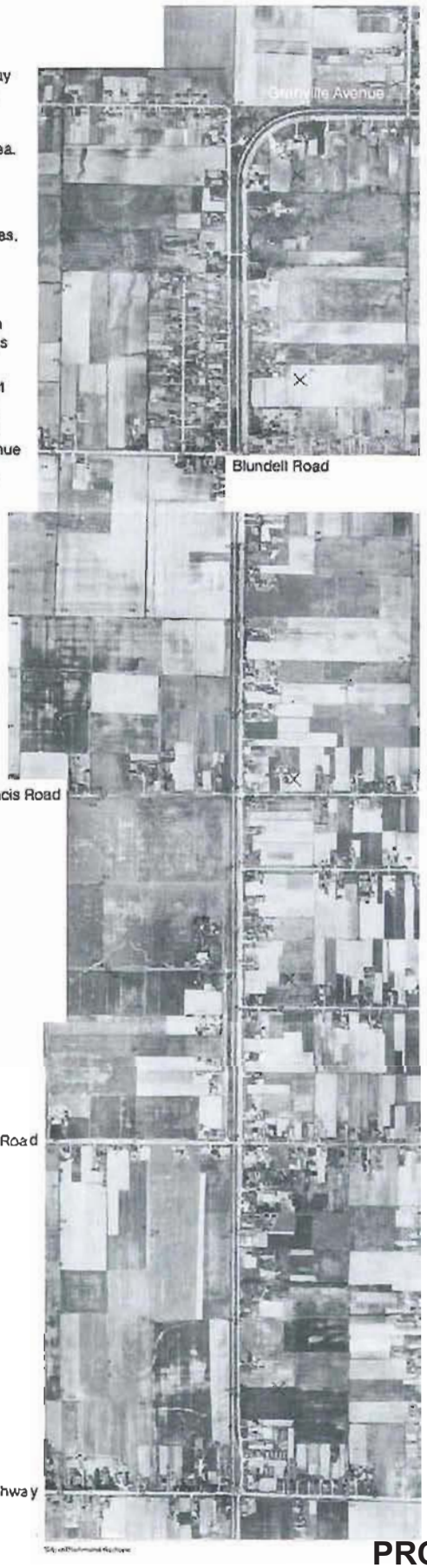
The first subdivision was developed on John McCallan's 200 acres at Railway Avenue and Blundell Road.

HERITAGE SIGNIFICANCE

Post World War II, Railway Avenue was in transition from being primarily a farming corridor to a developing suburban area.

This aerial photograph from 1954 illustrates a number of cultural and natural landscape features, including:

- The BCER Railway corridor
- Traces of the McCallum and No. 1 Road sloughs
- The grid pattern of Richmond's road layout
- Farm and field patterns still stretching east and west from Railway Avenue
- Emerging subdivisions and residential development along Railway Avenue
- The clustering of development at major intersections



Heritage values associated with the Railway Greenway

The BC Electric Railway has played a major role in the evolution and development of the City of Richmond, and is a valuable heritage resource for the city. The associated history of Railway Avenue and its evolution as a community is also important. Some identified values include:

- As part of a transportation system that operated between 1902 and the late 1950's, the BCER has historical and symbolic importance to the City of Richmond when the community's economy was dominated by fishing, canning, agriculture and sawmills, and the need to transport these products to Vancouver and the Fraser Valley.
- The electric railway played a social role in the lives of Railway Avenue residents as they traveled on the tram for work or leisure.
- Part of an important regional transportation network, the corridor is a a reminder of the materials, construction techniques and the regular ordering of tracks, electrical poles and stations along the route
- A reminder of a system which used the most current technological innovation available to power the electric trams, at a time when the use of electricity was becoming common throughout the province.

Mapping Community Heritage

The purpose of this interactive mapping exercise is to articulate why the heritage and character of the Railway Greenway is valuable and significant to the community.

Heritage values are defined as the historical, aesthetic, spiritual, social, cultural and scientific significance or importance of a place for past, present or future generations.

Values can relate to the physical aspects of the place, such as uses, buildings, landscapes, trails, spiritual sites, or natural features.

Values can also be intangible, including stories, memories, traditions, events, language or place names.

Review the historic themes developed for the Railway Greenway. Then consider the questions below relating to the heritage value and character of the Railway Greenway.

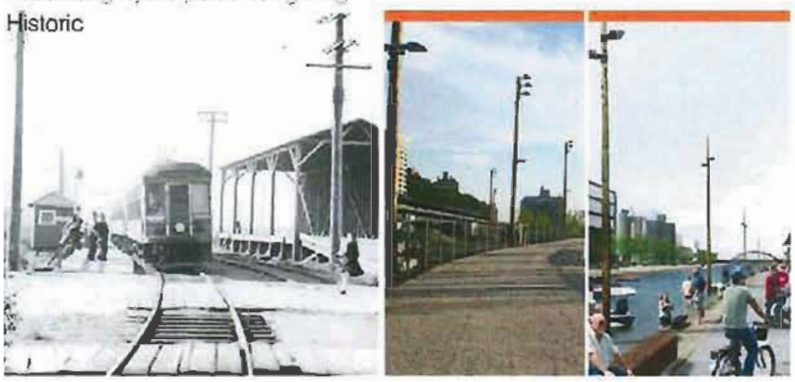
1. **What are the heritage values associated with the Railway Greenway, and why are they important to you?**
2. **What are some of the places, events, people or stories that are important in illustrating the Greenway's heritage?**
3. **What are some of the historical and current landscape features that give the Greenway its character?**

Provide your responses by:

- Writing or drawing directly on the map
- Use a post-it note to record your ideas and place it on the map
- Write your thoughts and place in the box

Tracing and revealing the interurban tram line

Retrofitting hydro poles w/ lighting

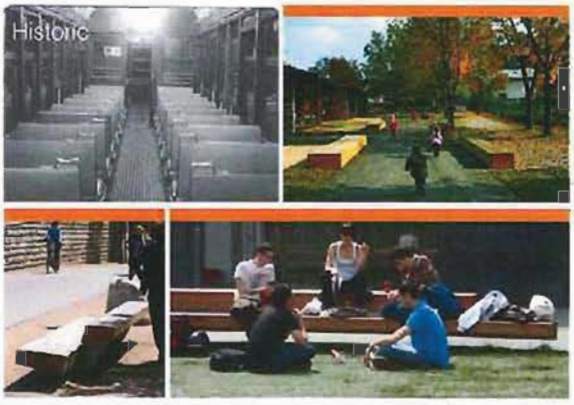


Repurposing rail bed

Highlight relict tram infrastructure

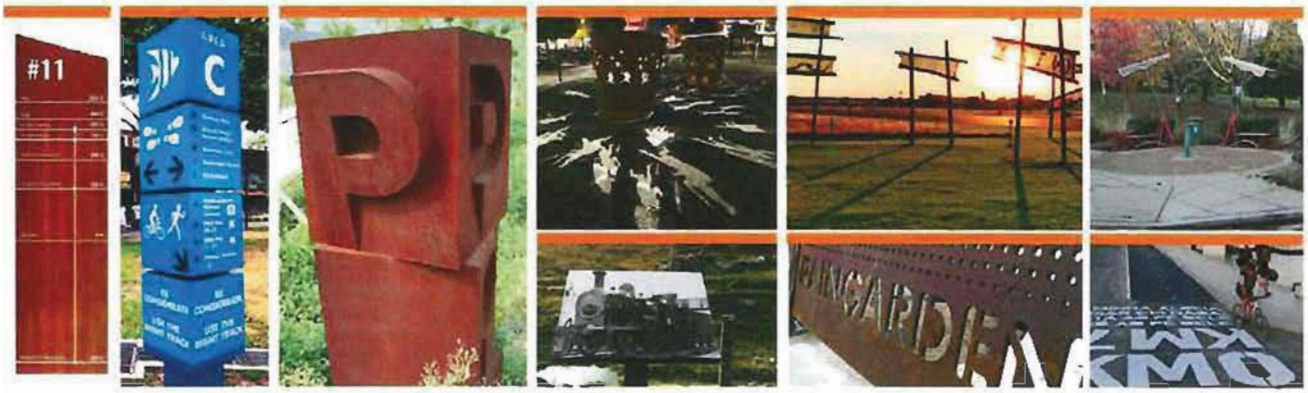
Tram stops reinstated as bus shelters

Train car style seating



Trestle crossings

Public art, wayfinding and interpretive info



WAYFINDING

In order to feel like a cohesive journey and to add value to this new amenity, Railway Greenway needs a standardized system of signs which will clearly communicate where you are, which way you need to go next and what you might find when you get there.

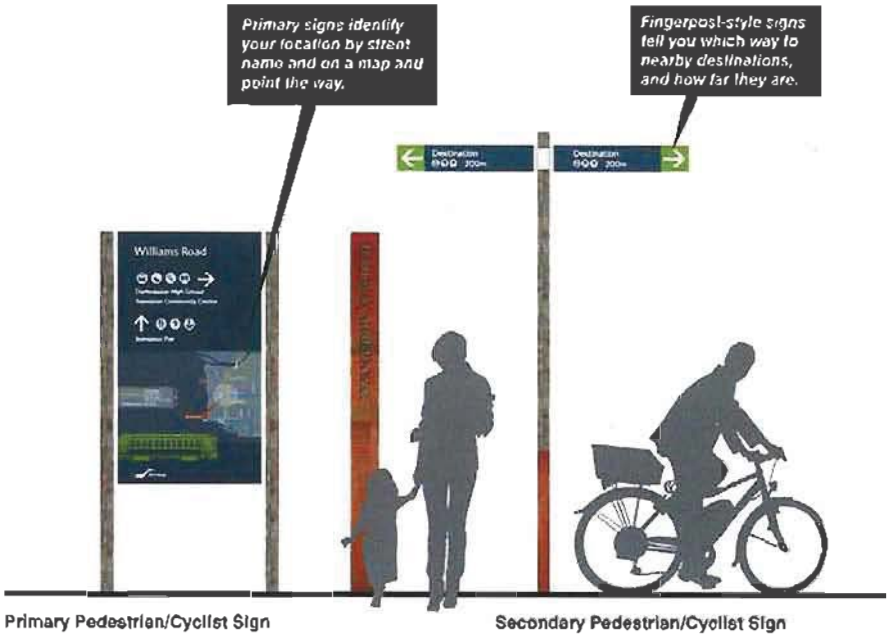
We are proposing a consistent approach to signage throughout Railway Greenway which includes the following sign types:

Wayfinding Signage

Greenway users need wayfinding information in a system of progressive disclosure. This means that you get the information you need to make the choice at hand—left, right, or continue on?—but not be overwhelmed by too much information at once. These sign types are proposed:

Primary Pedestrian/Cyclist Sign
- Identify Railway Greenway
- directions and distances to nearby key destinations
- diagrammatic orientation map linking to South Dyke Trail, among other bike routes

Secondary Pedestrian/Cyclist Sign
- directional fingerposts with icons for amenities
- distance indicator

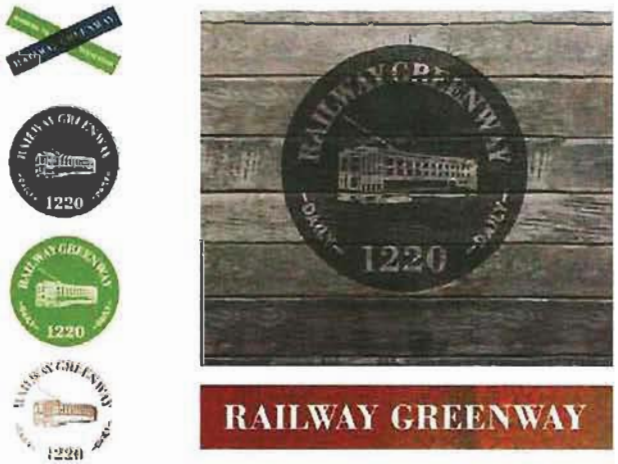


Primary Pedestrian/Cyclist Sign

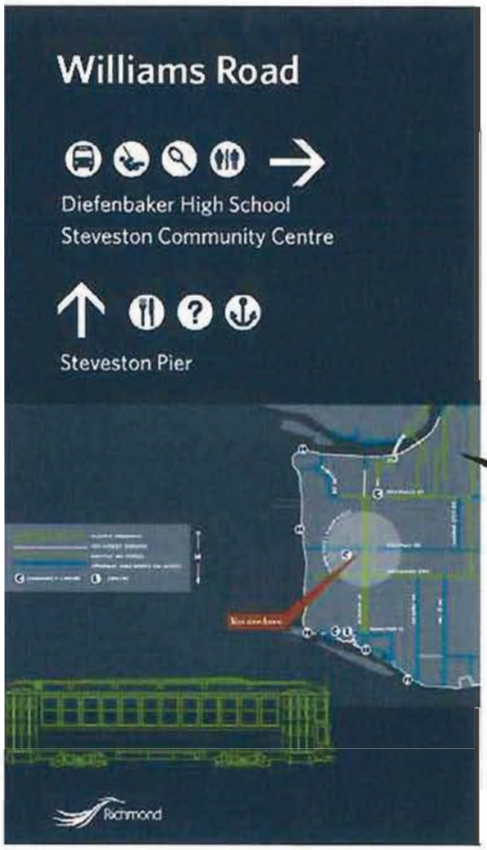
Secondary Pedestrian/Cyclist Sign

Concept Studies for Icon & Colour Palette

Materials Palette showing Bridge Decking with Icon, Coreten Steel Cutout



This is a series of options and studies for identity markers using icons of railway history. Unique identifiers add meaning and value to an amenity such as Railway Greenway.



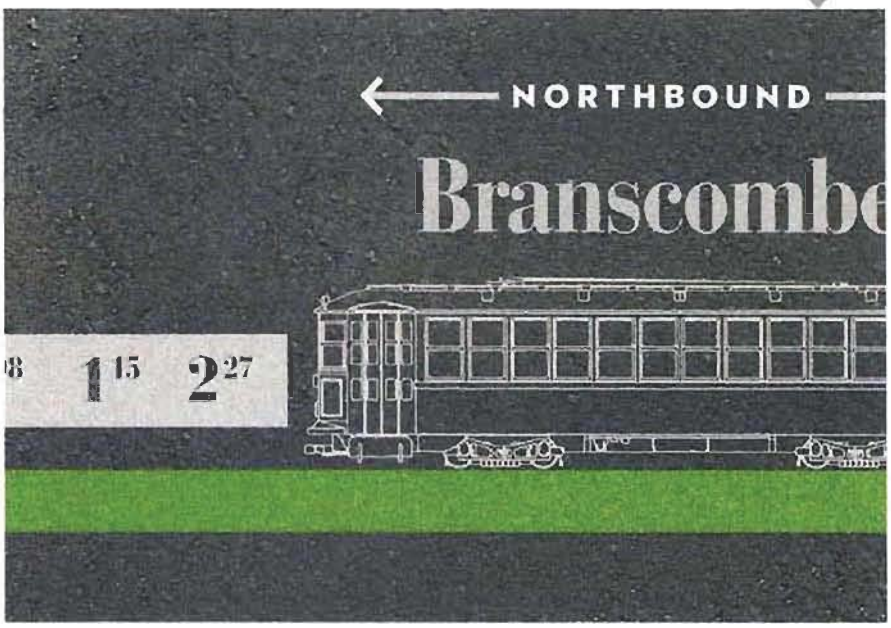
Simple graphic map showing key streets, and connections to other bikeways.

Interpretive & Identification Signage

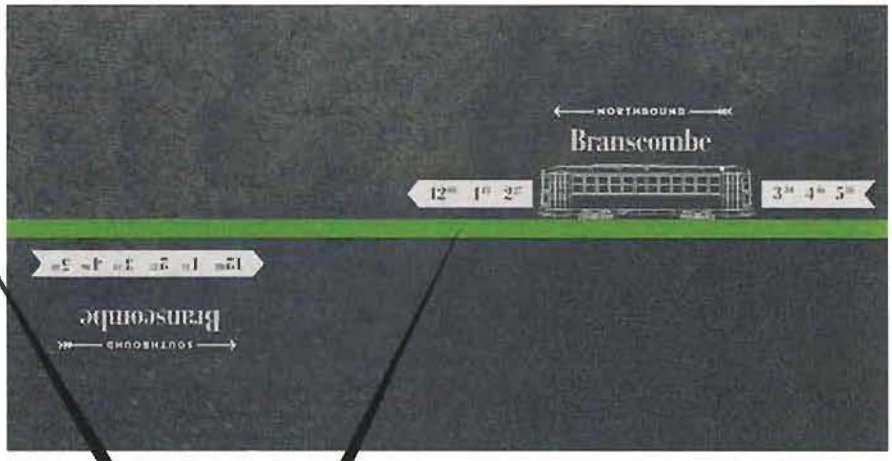
In addition to simple wayfinding, Railway Greenway signage can convey a unique identity for this corridor and tell stories of historical interest. We propose an combination of identity and interpretive signage incorporated into the landscape and architectural design of the greenway:

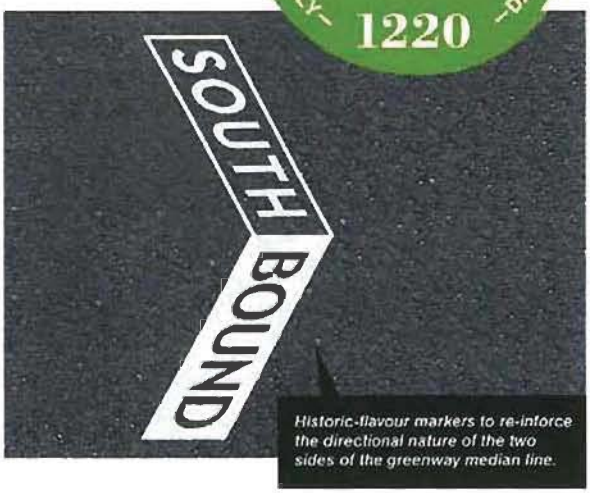
Ground Plane Graphics
- markers on asphalt indicate historical tram stops
- identity icon embedded in paving and on wooden bridges

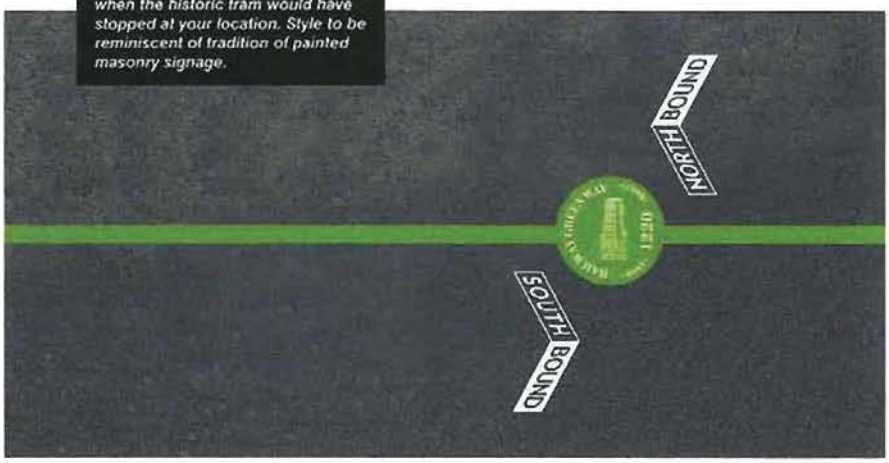
Interpretive Signage
- text, photos and/or graphics telling a specific story or memory of that station stop (NOT SHOWN)



Ground Plane Graphics — Historical Station Marker (Detail)







Ground plane Graphics — Directional Reminders & Route Identifier

Future Phases: Adding the extra layers

The location and width of the railway corridor allows for a variety of other recreational activities and program elements to occur.

These other 'layers' will require further community input and future budgets.

However, if the community determines some of these program elements are a priority then they may be added to Phase 1 as the budget allows.

Social, Active and Ecological Program Options:

How can we arrange the activity along the corridor?

Disperse

The DISPERSE Concept suggests to arrange activities and ecological features along the corridor in a scattered way.

PROS:
Each neighbourhood along the corridor would have local access to a variety of programs.

CONS:
Activities and landscape types along the corridor may be too small to create strong identities. Memorable moments along the greenway will be at a small, local scale.

Define

The DEFINE Concept suggests that activity is arranged in large clusters of specific elements.

PROS:
Elements along the corridor will be large and distinctive, creating memorable places with defined identities. This is in keeping with the regional scale of the Railway Corridor.

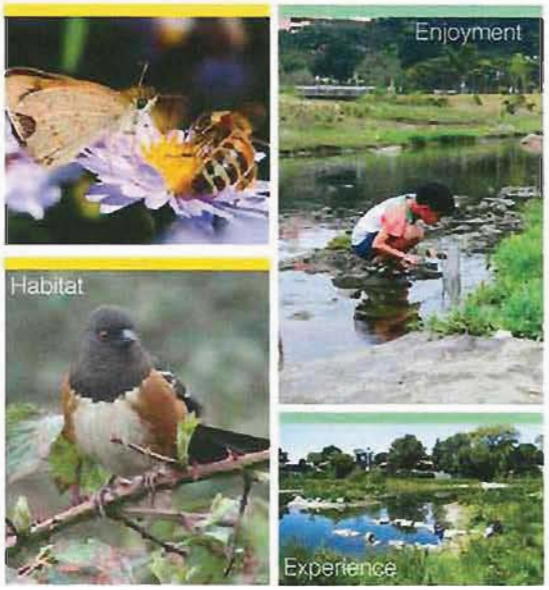
CONS:
Collecting all of a specific program in one place may emphasize the regional over the local and require users to travel longer distances to access specific activities, such as community gardens.

ECOLOGICAL IMPROVEMENT

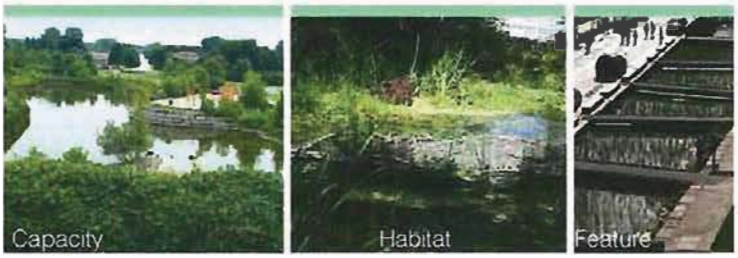
Stormwater Management

Stormwater Conveyance / Detention

Learning and Experiencing



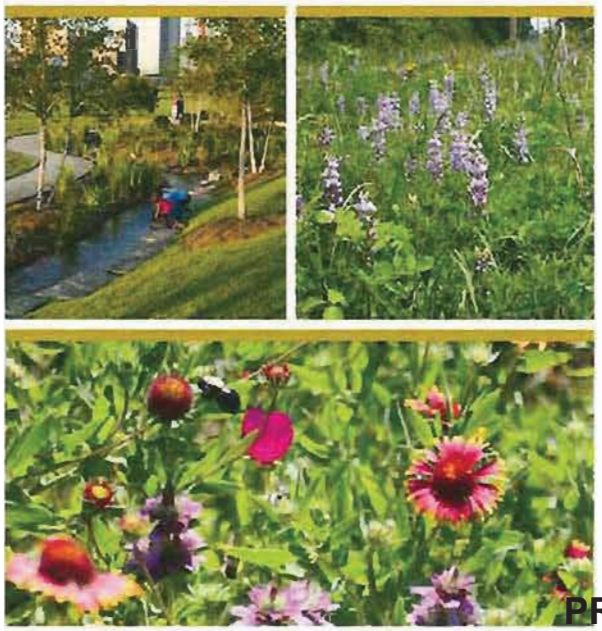
Stormwater Storage



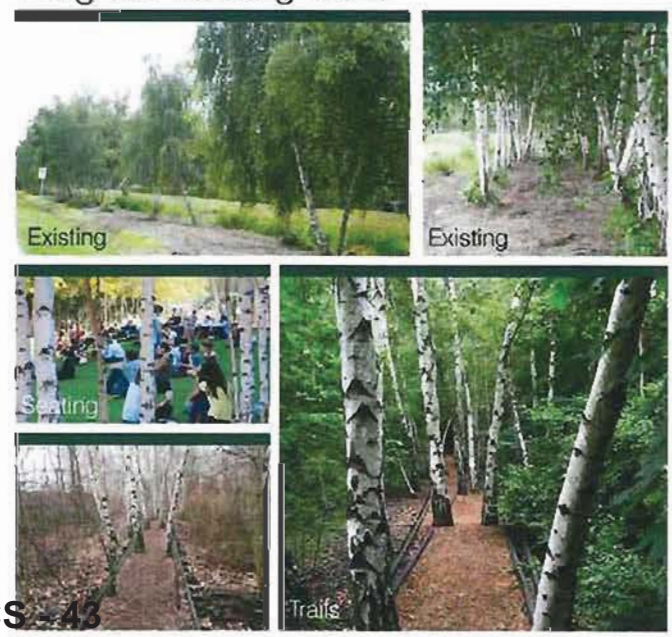
Native Planting

Invasive Species Strategy

Wildlife Enhancement



Integrate Existing Trees



PROGRAM

Active

Play features

Dog park

Bike terrain park

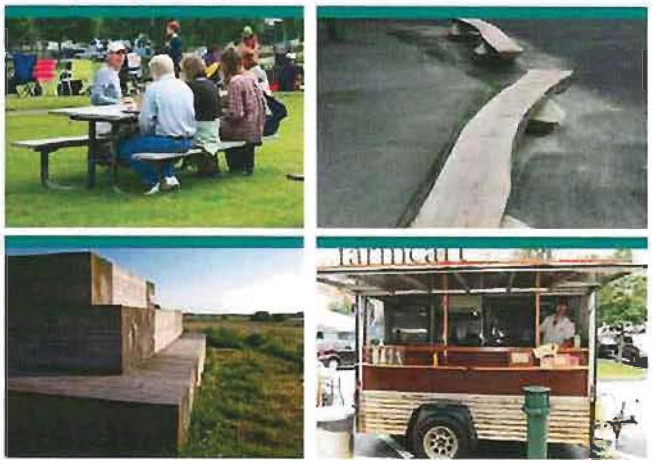
Health and wellness

Passive

Community garden

Urban orchard

Seating and gathering



Everyday / Events

Facilities

Washrooms

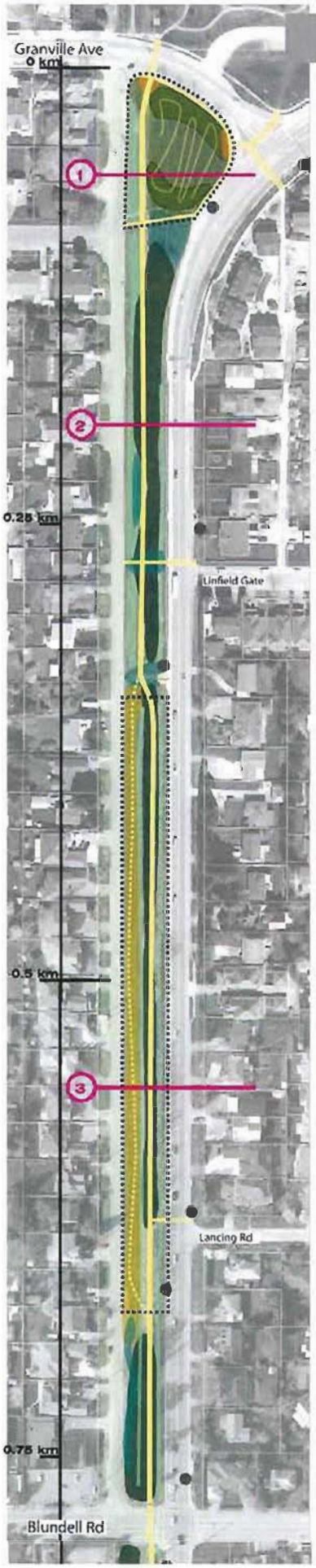
Seating

Fountains

Bus shelters

Bike stations

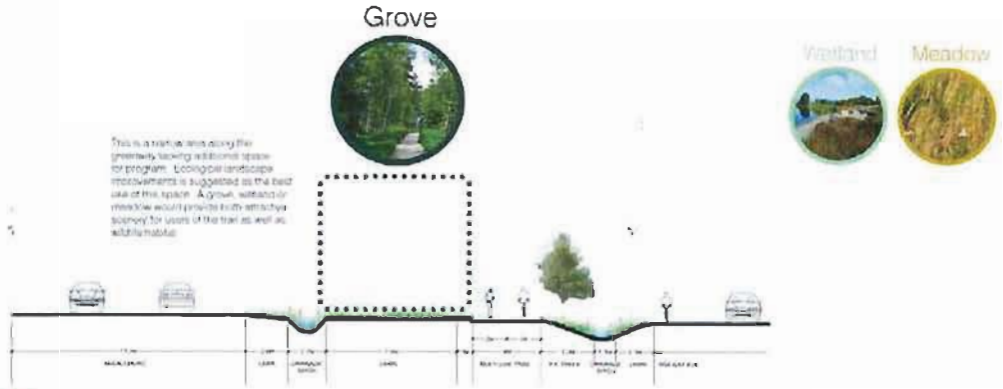
STUDY AREA ONE - Granville to Blundell



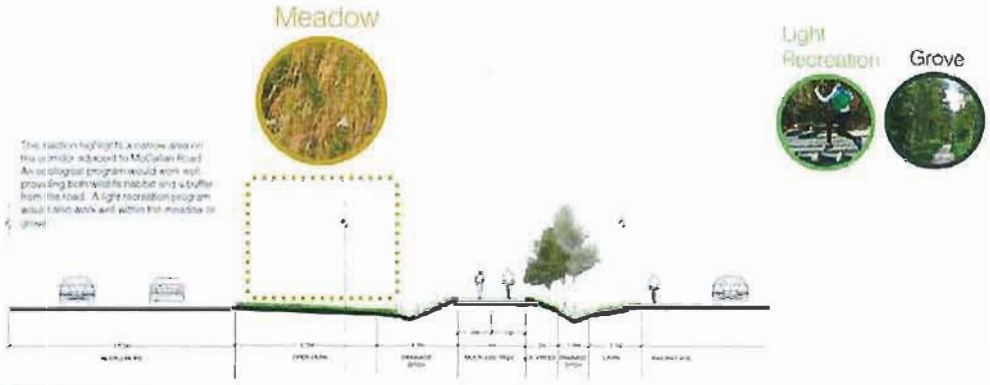
Suggested program:

Other program possibilities:

1 Section
Scale 1:100



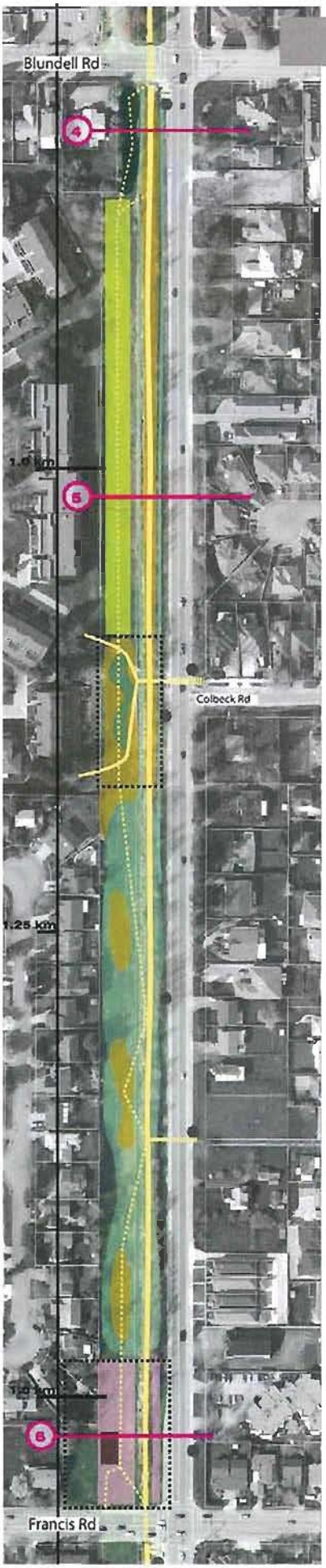
2 Section
Scale 1:100



3 Section
Scale 1:100

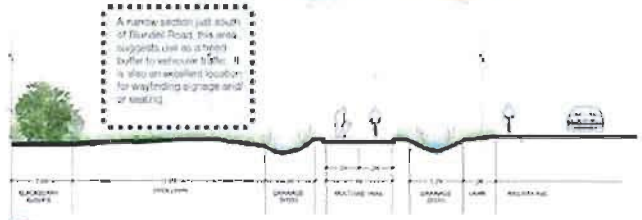
N
Scale 1:750

STUDY AREA TWO - Blundell to Francis

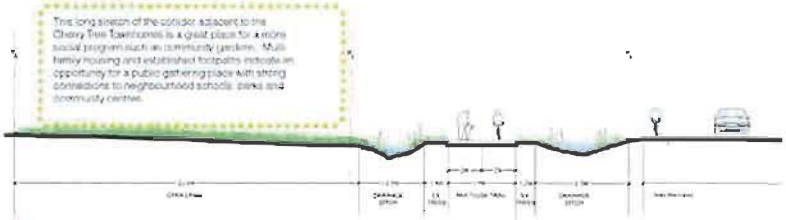


Suggested program:

Other program possibilities:



4 Section
Scale 1:100



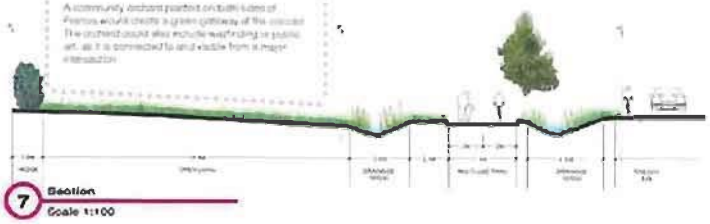
5 Section
Scale 1:100

6 Section
Scale 1:100

N
0 50 100 150m
Scale 1:750

STUDY AREA THREE - Francis to Williams

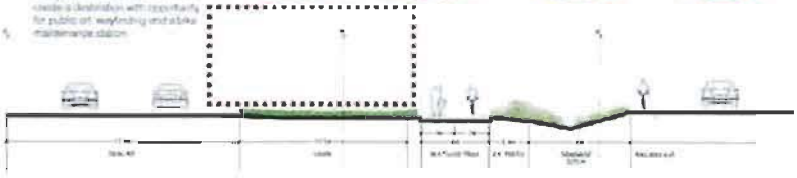
Suggested program:



7 Section
Scale 1:100

Other program possibilities:

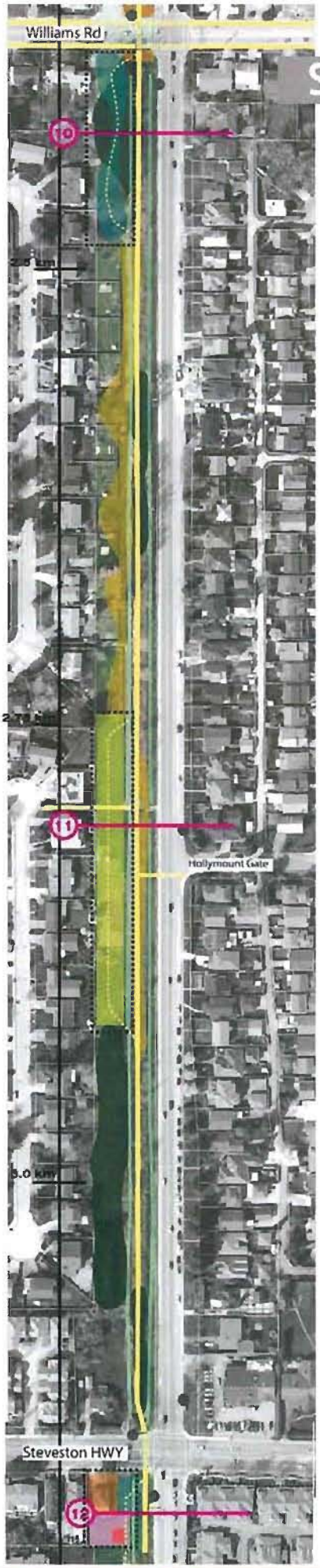
8 Section
Scale 1:100



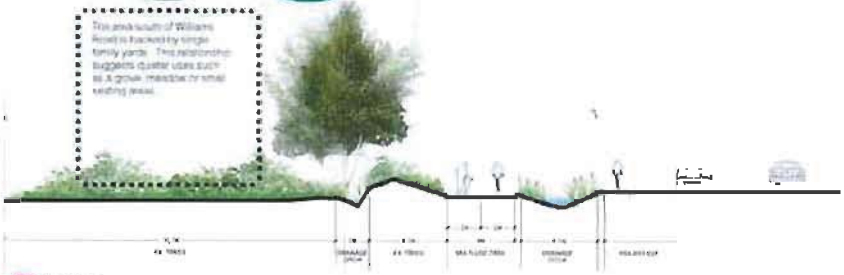
9 Section
Scale 1:100

N
0 50 100 150m
Scale 1:750

STUDY AREA FOUR - Williams to Steveston HWY



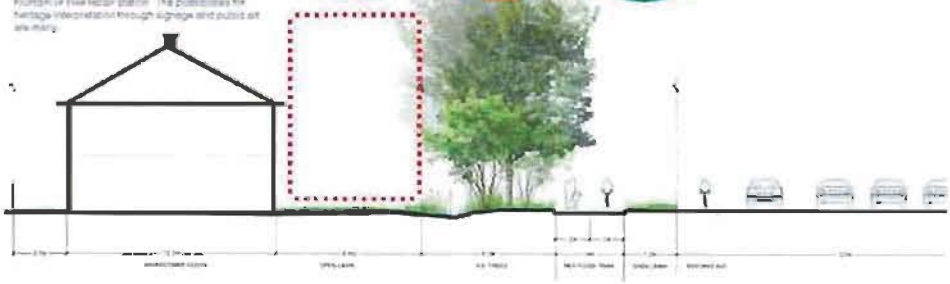
Suggested program:



10 Section
Scale 1:100

Other program possibilities:

11 Section
Scale 1:100

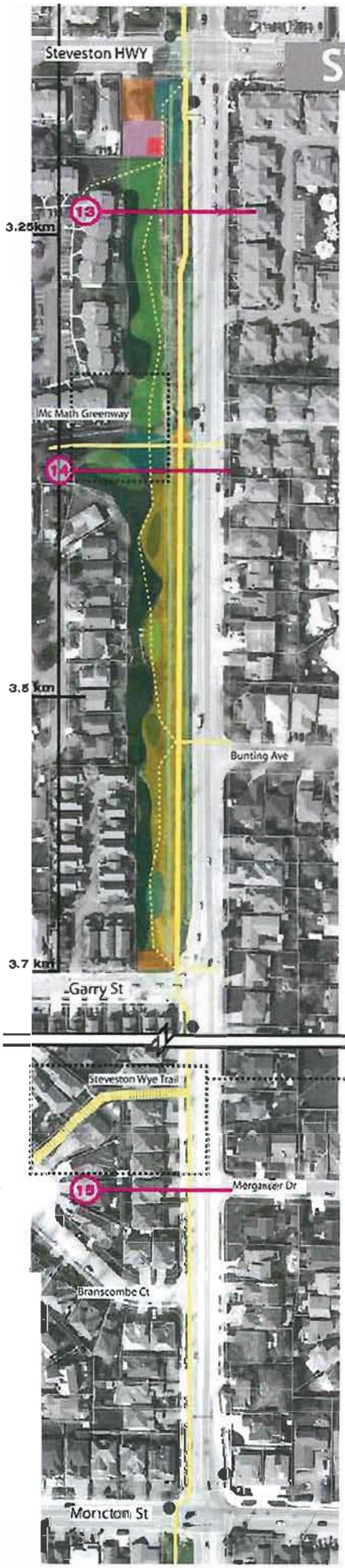


12 Section
Scale 1:100

N

Scale 1:750

STUDY AREA FIVE - Steveston HWY to Moncton



Suggested program:

Other program possibilities:

Light Recreation

Meadow

Grove

A fairly wide lawn area exists between Steveston Highway and the McMath Greenway. This area is well connected to the neighbourhood and may be programmed for light recreation such as fitness stations, ping pong, lawn sports, etc.

13 Section
Scale 1:100

Light Recreation

Seating

Art / Signage

Community Garden

Dog Park

The connection to the McMath Greenway should be a well defined node along the route. This is an opportunity for wayfinding signage as well as existing plaza and active parklike programming.

14 Section
Scale 1:100

An existing shared pedestrian and cyclist trail that follows the old railway through Steveston Park to the corner of No. 1 Road and Moncton Street. A train building is currently under construction that will house the interpretive railway. This trail is a result of the train infrastructure and an important connector from the Railway Greenway to the Steveston Community Centre and new train building.

Between Glenn Street and Moncton there is no longer a rail bed for the greenway. The greenway will continue and connect to the Britannia Heritage Shipyard and the Riverfront. Bicycle traffic will either transfer to the bike lane on the roadway or use the existing extra wide sidewalk to continue south.

15 Section
Scale 1:100

N

0 50 100 150m

Scale 1:750

INTERSECTIONS AND CROSSINGS

Granville Ave

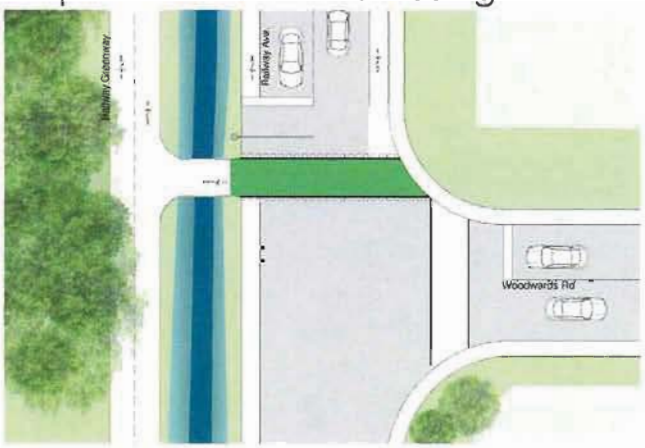
Linfield Gate

Landing Rd

Blundell Rd

Colbeck Rd

Proposed East-West Crossing



Existing crossing at Woodwards Rd and Railway Ave:

- no signal at crossing
- on west side, pedestrians land on Railway Ave bike lane

Proposed signalled crossing:

Button controlled signal at appropriate height for cyclists.

Signal at crossing to stop vehicular traffic.

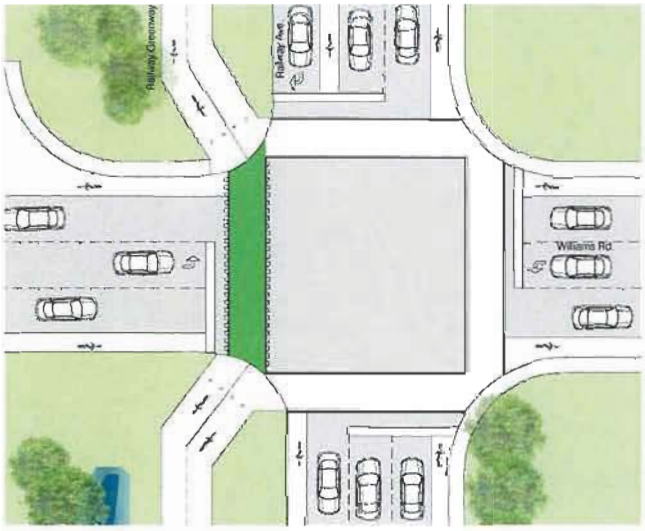
Francis Rd

Maple Rd

Woodwards Rd

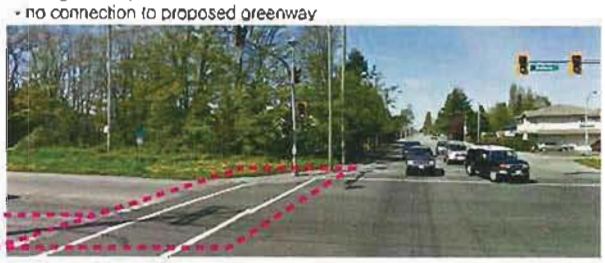
Williams Rd

Proposed N-S Intersection - Interim Condition



Existing crossing at Williams Rd and Railway Ave:

- designed for pedestrians
- no connection to proposed greenway



Proposed signalled crossing:

Temporarily paint and mark existing crossing with "elephant's feet" indicating the crossing is shared for pedestrians and cyclists.

Hollymount Gate

Steveston Hwy

Bunting Ave

Garry St

LEGEND

Major Intersection

Crossing

Moncton St

Proposed N-S Intersection - Future Condition

Typical Plan
Scale 1:150

0 5 10 15 m N

As funding allows, construct a shared crossing that allows greenway cyclists and pedestrians to cross the road directly from the greenway:

Button signal at appropriate height for cyclists.

Bollards or markings to make cyclists and pedestrians aware of street crossing.

Future construction may also include small plazas at intersection corners with:

Bike Parking

Public Art

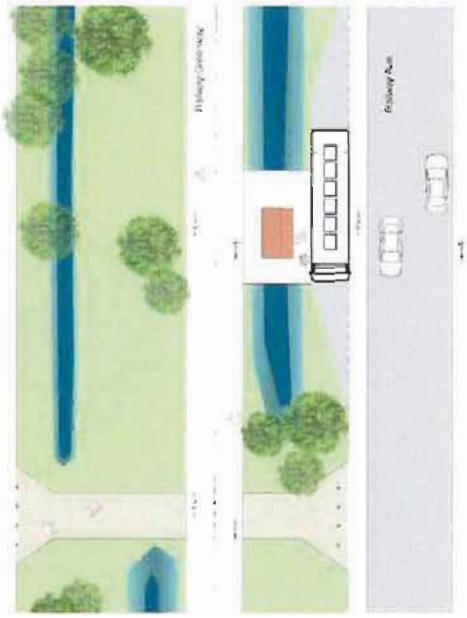
Bike Stations

Seating

BUS STOPS AND SHELTERS

Proposed Improved Bus Stops on Railway Ave

Typical Section Scale 1:100



Typical Plan
Scale 1:150

Proposed bus stops:

Bus stops have shelter for weather protection and are accessible to all

Bus shelters may take on a similar form and character reminiscent of the historic tram stops with direct connections to the proposed Greenway

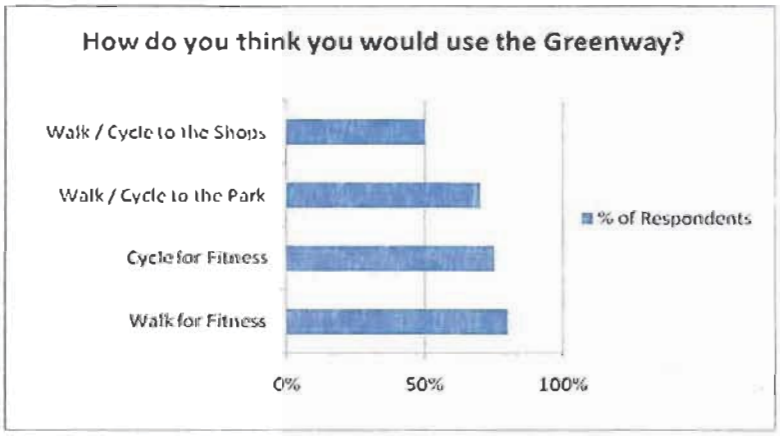
Existing bus stops on Railway Avenue:
- no shelter for transit users
- bus pulls into bike lane to pick up passengers
- stops are not accessible

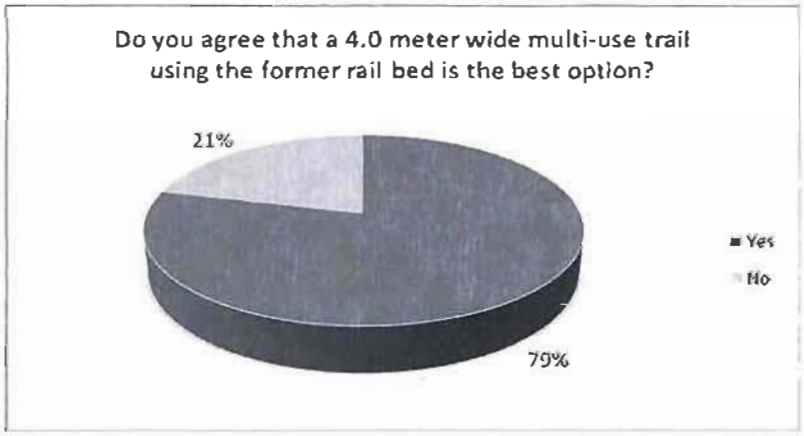
Bus bay is extended to allow safe passage for cyclists on Railway Ave bike lane.

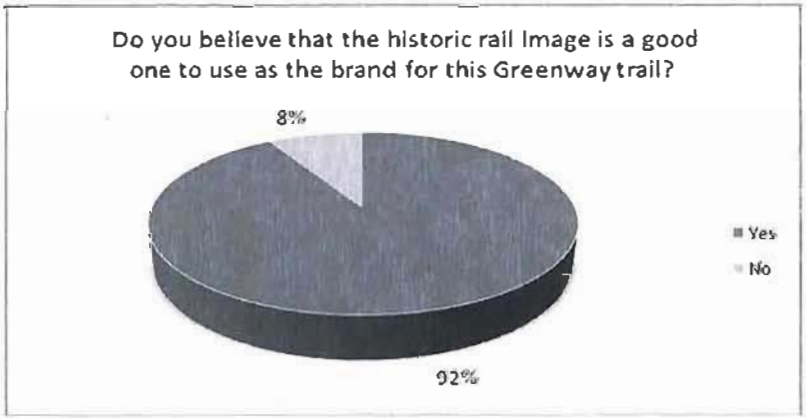
Railway Corridor Greenway
July 1 and October 20, 2012
Public Open House Survey Results

A total of 238 surveys were completed at both the July 1st and October 20th public open houses. In addition, another 50 comments were collected from the annotated maps and boards including the Focus Group Workshop on September 20th.

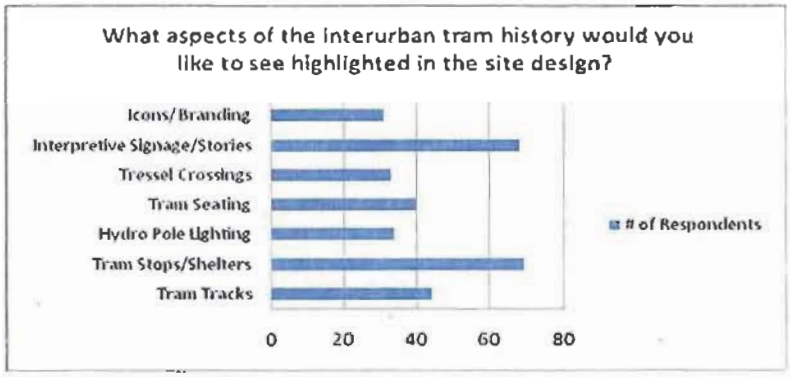
The following pages summarize key survey results and comments made at these three public engagement venues.

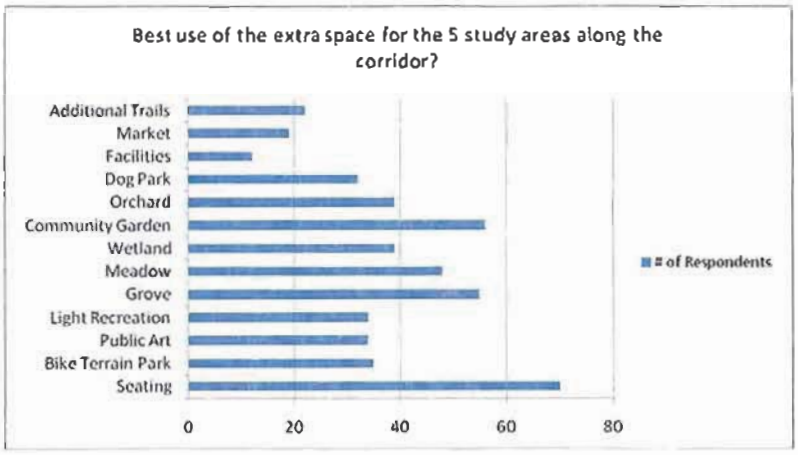


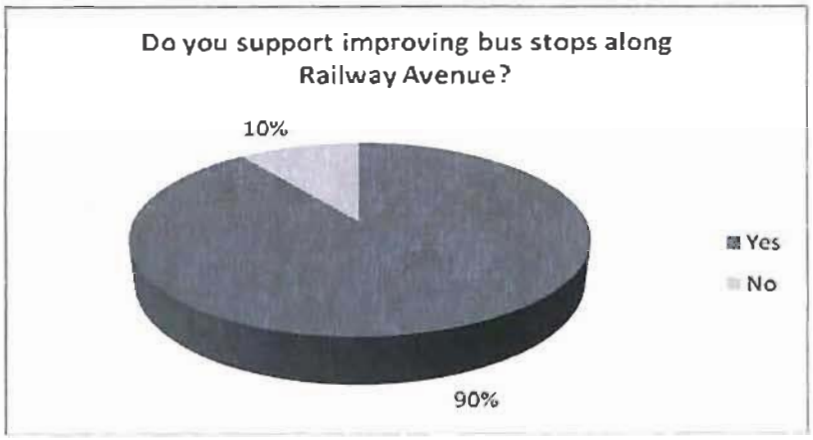




Railway Corridor Greenway
July 1 and October 20, 2012
Public Open House Survey Results







Do you agree that a 4.0 meter wide multi-use trail using the former rail bed is the best option?

- Should be wider.
- Full width of existing right of way; use basic trail design with rest areas and some meandering of trail.
- I prefer alternate trail design 2 where the pedestrian trail is separate from the cyclist trail. But yes, using the former rail bed is a good idea.
- Cover the drainage ditches - more area to play with - less bugs and rats.
- Not enough running room, walking room; cycle - lots already; really wider please.

Do you believe that the historic rail image is a good one to use as the brand for this Greenway trail?

- Graphic design looks classy.
- Past is interesting, but think about the future as well.

What aspects of the interurban tram history would you like to see highlighted in the site design?

- Very good signage; display ideas; integrate history with heritage bus stops.
- Lots of historical stories & signs & photos/local art.
- Wonderful for tourists.
- Mini-tram for kids as a playground option (like mini-boat on River Rd., W.E. Corridor).
- Tram era benches and other street furniture.
- Whatever is fine but keep maintenance of adjacent green space in mind.
- All would be interesting, but give a contemporary twist to these historic features; avoid replicas.
- Bring back the tram.

Best use of the extra space for the 5 study areas along the corridor?

- Branscombe House Gardens, Apple Orchard (water available), see sales @ Branscombe.
- Keep green space. No dog or bike park. Long standing issue with dog residue.
- Dog park only if fenced in. Terrain park full length of greenway for x mountain biking.
- Washrooms; park areas (playground).
- Allow asphalt for bikers & runners.
- Bring back the blackberries. The community enjoyed these for years.
- Adult fitness 50+ outdoor stations near Burnett Sec. In the big triangle space; Community garden; Water fountains; washrooms.
- Restore Branscombe House - tea house, snack bar, museum.
- Why not a couple of croquet pitches where space will allow; will vendors be allowed to sell their food or wares?

General Comments

- Drinking fountains & washrooms; parking for visitors & cyclists.
- Try to integrate existing trees - make track winding.
- If wetland is incorporated, please don't restrict dogs! Dog owners are one of the few groups who actually stop along walks and talk to each other.
- Foot bridges east/west; remove small drainage ditch - is there a need for two?
- Use existing trees especially the birch.
- If the Bike Park were placed across from Burnett School in the "triangle" I am pretty sure the Association would help fund this.
- Whatever is done to pave the trail, don't put gravel, pebbles or small rocks.
- Every bus stop should have a good shelter.
- The Railway Avenue ditch is needed and ok.
- It's an awesome idea and we look forward to having more options for cycling!
- Pure exercise!
- Please make rollerblade friendly.
- How about a canal that's big enough to accommodate narrow barges like in Europe.
- Plant something you can eat - blueberries, blackberries, crab apples, any wild fruits.

Facilities

- Seating, drinking fountains, Wi-Fi, air for bike tires.
- I live on McCallan near Railway. This is a great idea but would hope there's design to help keep noise from disturbing the nearby homes. Would like to see lots of trees and natural vegetation as a sound buffer.
- Ecological restoration is very important to me. I'd love to see restoration of native plant species and ditch/slough restoration and re-daylighting of streams. I would rather see that sort of heritage celebrated (ecological) than wide paved surfaces. Creating suitable habitat for local birds and animals would be educational for residents. Thanks!
- Branscombe House should be an element along the way.
- Varied bike terrain would be excellent considering the flat Richmond terrain.
- I think it's a good idea because I don't feel safe riding my bike next to the buses.
- This is a great opportunity for safely getting from north dyke to Steveston.
- Great idea!
- Great endeavour! Thanks. Get on with it!