



**Parks, Recreation and Cultural Services Committee
Electronic Meeting**

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

**Tuesday, October 22, 2024
4:00 p.m.**

Pg. # ITEM

MINUTES

PRCS-3 *Motion to adopt the **minutes** of the meeting of the Parks, Recreation and Cultural Services Committee held on September 24, 2024.*

NEXT COMMITTEE MEETING DATE

November 26, 2024, (tentative date) at 4:00 p.m. in the Anderson Room.

PARKS, RECREATION & CULTURE DIVISION

- STREET BANNERS PROGRAM UPDATE**
(File Ref. No. 11-7200-20-SBAN1) (REDMS No. 7786596)

PRCS-7

See Page PRCS-7 for full report

Designated Speaker: Alex Kurnicki

STAFF RECOMMENDATION

That the staff report, "Street Banners Program Update", dated September 26, 2024, from the Director, Parks Services, be received for information.

**Parks, Recreation and Cultural Services Committee Agenda
Tuesday, October 22, 2024**

Pg. # ITEM

2. **ASPAC RIVER GREEN LOT 1 PUBLIC ARTWORK TERMS OF REFERENCE**
(File Ref. No. 11-7000-09-20-228) (REDMS No. 7808271)

PRCS-15

See Page PRCS-15 for full report

Designated Speaker: Biliana Velkova

STAFF RECOMMENDATION

That the Aspac River Green Lot 1 Public Art Terms of Reference for the public artwork at 6011 River Road, as presented in the report titled “Aspac River Green Lot 1 Public Artwork Terms of Reference”, from the Director, Arts, Culture and Heritage Services, dated September 23, 2024, be approved.

3. **RAILWAY GREENWAY LIGHTING – ENGAGEMENT RESULTS AND NEXT STEPS**
(File Ref. No. 06-2400-20-RAIL1) (REDMS No. 7786781)

PRCS-45

See Page PRCS-45 for full report

Designated Speaker: Kevin Fraser

STAFF RECOMMENDATION

That Option 1, “Develop a Hybrid Lighting Implementation Plan”, as outlined in the staff report titled “Railway Greenway Lighting – Engagement Results and Next Steps”, dated September 26, 2024, from the Director, Parks Services, be endorsed.

4. **MANAGER’S REPORT**

ADJOURNMENT



Parks, Recreation and Cultural Services Committee

Date: Tuesday, September 24, 2024
Place: Anderson Room
Richmond City Hall
Present: Councillor Chak Au, Chair
Councillor Michael Wolfe
Councillor Laura Gillanders
Councillor Andy Hobbs
Councillor Bill McNulty
Also Present: Councillor Carol Day
Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on July 17, 2024, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

October 22, 2024, (tentative date) at 4:00 p.m. in the Anderson Room.

DELEGATION

1. Jim Wright, with the aid of a PowerPoint presentation (copy on file, City Clerk's Office), highlighted viewscapes along the Garden City Lands.

Parks, Recreation & Cultural Services Committee
Tuesday, September 24, 2024

In reply to queries from Committee, staff advised that (i) the Legacy Landscape Plan is in the implementation ages, (ii) over the past few years over 100 trees and shrubs have been planted, (iii) the next step is to develop the playground and new wayfinding signage, (iv) comments made by the delegation will be addressed in the plan, (v) orchards and fruit trees will be included as part of the plan, and (vi) opportunities to improve viewsapes and tree planting are always being reviewed.

PARKS, RECREATION AND CULTURE DIVISION

2. NAMING OF THE NEW COMMUNITY FACILITY AND FIELDHOUSE LOCATED IN HUGH BOYD COMMUNITY PARK

(File Ref. No. 06-2052-01) (REDMS No. 7772636)

Discussion took place on naming the new community facility and fieldhouse West Richmond Pavilion as it is more community focused.

It was moved and seconded

That the facility to be constructed in Hugh Boyd Community Park be named West Richmond Pavilion, as presented in the staff report titled “Naming of the New Community Facility and Fieldhouse located in Hugh Boyd Community Park”, dated August 29, 2024, from the Director, Recreation and Sport Services.

CARRIED

3. RECOGNITION OF FALLEN SOLDIERS ON RICHMOND CENOTAPH

(File Ref. No. 06-2000-20-001) (REDMS No. 7771142)

Discussion ensued with regard to options to add additional space for names to the existing cenotaph, and in response to queries from Committee, staff advised that a webpage is underway with information for members of the public on ways to provide information they may have with regard to individuals’ names that should be considered for inclusion on the Cenotaph.

It was moved and seconded

That the staff report titled “Recognition of Fallen Soldiers on Richmond Cenotaph”, dated August 26, 2024, from the Director, Arts, Culture and Heritage Services, be received for information.

CARRIED

The Chair advised that Multi-Purpose Recreational Facility be added as Item 3A, Washer and Dryer for the New West Richmond Pavilion be added as Item 3B, and High Jump Equipment Cover be added as Item 3C.

2.

Parks, Recreation & Cultural Services Committee
Tuesday, September 24, 2024

3A. MULTI-PURPOSE RECREATIONAL FACILITY

(File Ref. No.)

Discussion ensued with regard to developing a recreational facility similar to the Jack Crosby Centre in the City of Burnaby. As a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

That staff investigate and analyze, including costs, the propriety of Richmond duplicating a facility similar to the Jack Crosby Centre in Burnaby for the purpose of providing facilities for pickleball, tai chi, lacrosse, ball hockey and other sports, and report back to Committee in three months.

CARRIED

3B. WASHER AND DRYER FOR NEW WEST RICHMOND PAVILION

(File Ref. No.)

Discussion ensued with regard to adding washer and dryer connections to the proposed West Richmond Pavilion, and as a result, the following **motion** was introduced:

It was moved and seconded

That staff include an appropriate hook-up for a washer and dryer in the new West Richmond Pavilion.

CARRIED

3C. HIGH JUMP EQUIPMENT COVER

(File Ref. No.)

Discussion ensued with regard to adding a cover to the high jump equipment in Minoru Park, and as a result, the following **motion** was introduced:

It was moved and seconded

That staff work with Richmond Kajaks to provide a cover for the high jump equipment at the Minoru Track.

CARRIED

4. MANAGER'S REPORT

Homeless Connect Event

Discussion ensued with regard to the upcoming Homeless Connect Event scheduled on October 16, 2024 at Brighthouse Neighbourhood Park and access to the lacrosse box for event organizers. In response to queries, staff advised that Events staff can assist event organizers with their request.

3.

Parks, Recreation & Cultural Services Committee
Tuesday, September 24, 2024

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:47 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation and Cultural Services Committee of the Council of the City of Richmond held on Tuesday, September 24, 2024.

Councillor Chak Au
Chair

Sarah Goddard
Legislative Services Associate



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: October 8, 2024

From: Todd Gross
Director, Parks Services

File: 11-7200-20-SBAN1/CL
Vol. 01

Re: **Street Banners Program Update**

Staff Recommendation

That the staff report, "Street Banners Program Update", dated October 8, 2024, from the Director, Parks Services, be received for information.

Todd Gross
Director, Parks Services
(604-247-4942)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering Development Applications	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

This report is written in response to the following referral from the April 23, 2024, Parks, Recreation and Cultural Services Committee:

(1) That staff examine the possibility of installing street banners along No. 5 Road from Steveston Highway to Blundell Road; and

(2) That staff provide further details of the street banner program including quantities, distribution, and placement of banners;

and report back.

This report supports Council's Strategic Plan 2022–2026 Focus Area #6 A Vibrant, Resilient and Active Community:

Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.

6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.

Background

The Street Banner Program (the Program) was initiated in 1993 as part of a broader “No. 3 Road Beautification” program. The place making and civic enhancement practices it initiated including street banners, flowering hanging baskets and formal seasonal display beds in roadway medians throughout the City Centre still remain to this day as the current level of service for the area. Since that time, street banners are located beyond the No. 3 Road corridor within prominent locations throughout the City. See Attachment 1 for more information.

Analysis

Street Banner Program Overview

When the program was initiated in 1993, it was primarily focused on an aesthetic enhancement of the City Centre downtown core and was one facet of an overall beautification program. While the highest density of street banners remains in the City Centre area, banners can also be seen at key areas throughout the City, including the No. 2 Road Bridge, Steveston Highway near No. 5 Road, East Richmond/Cambie King George Park area and in the Hamilton neighbourhood. Expansion of the program to key areas also facilitated neighbourhood identity with banners displayed at Community Association/Society locations as well as means to promote tourism in locations such as Steveston Village.

Concurrently, the art work displayed has also evolved. The Program began with the profiling of drawings submitted by Richmond children, as an art contest was held with the cooperation of Richmond School District No.38. Since that time, it has expanded to include a broad range of art

mediums from residents. Annual submissions include photographs, graphic designs and art work by Richmond residents who submit their art work for consideration. While many professional artists submit proposals, the majority of the submissions are from residents who are expressing their creativity in a variety of ways and artistic mediums.

The Program has a strong community connection and receives an average of 600 new submissions from over 100 artists per year. From this pool, a short list of 20 semi-finalists is selected by a select jury of local artists. To identify the final 10 winning designs, the City hosts a two-week, online public voting process which typically garners 6,000 plus votes. This popular program continues to grow in participation numbers, demonstrating strong civic pride and engagement with residents.

In 2008, Council endorsed the Street Banners – Sponsorship – Policy 7707 (the Policy) (Attachment 2). With this policy, organizations may sponsor the placement of banners promoting their organization and/or a specific event or program. This includes the design, fabrication, placement and removal of the custom sponsor banner, as well as associated staff time to coordinate the sponsorship. Since 2008, the City has hosted sponsorship banners from organizations such as the United Way and Trinity Western University.

All submissions by sponsors are vetted according to the Policy prior to production and installation. Staff review proposed banner locations to ensure lamp standards or poles have the compatible infrastructure as well as the structural integrity to support banner installations. It should be noted that the Policy provides guidance that banner content “must be secular” in nature.

No. 5 Road Street Banners

In the referral, staff were asked to examine the possibility of installing banners along No. 5 Road. While installation of banners is not currently possible, from an engineering perspective, in order to add banners along No. 5 Road, from Steveston Highway to Blundell Road, there are three potential options to consider:

1. **Retrofitting Existing Streetlight Poles:** Adapting poles not originally designed to hold banners;
2. **Installing New Streetlight Poles:** Replacing current poles with ones specifically designed for banners; and
3. **Installing Street Banner-Only Poles:** Leaving the existing poles as they are and installing new, dedicated banner poles, where space allows.

1. Retrofit Existing Streetlight Poles

Retrofitting existing light poles to support banners poses engineering challenges, especially concerning wind loads and public safety. Light poles are designed for specific wind loads based on their height, material and structure. Adding banners increases these loads, potentially causing dynamic effects such as oscillations (that is, movement in a direction the pole is not designed to move in) that could lead to structural failure and safety hazards. The poles' foundations and anchor points, initially designed for the poles alone, may require costly modifications to handle the added loads. Examining alternative street banner designs and materials, which could also reduce wind loads, could be considered as well.

To address these issues, the City would need to hire a design consultant to review the current pole designs and provide detailed engineering drawings for any potential retrofitting. If retrofitting is pursued, each pole must be assessed individually, as the full history of each pole might not be available despite having the original design drawings.

2. Install New Streetlight Poles

Installing street light poles with banner hangers on both sides, is estimated to cost \$2.5 million for procurement, removal and installation of the 75 existing poles in this area. This is a preliminary estimate that takes into consideration the construction costs related to the removal and replacement of the existing poles; however, detailed design would be required for a more accurate cost estimate. Council could consider installation of new infrastructure on the east side of No. 5 Road, that is, along the frontages of only the faith-based communities in the area, the estimated cost to replace 38 poles would be \$1.4 million.

3. Install Street Banner-Only Poles

While the installation of street banner-only poles (no lighting feature) is technically feasible, accurate costs cannot be determined until the area is evaluated for any potential conflicts with existing utilities and infrastructure. Additionally, a layout of the street banner-only poles would need to be determined for this method to be implemented.

Financial Impact

The operating budget for the Program is \$68,000 annually. This provides for the display of 1,088 street banners on 544 poles throughout the City. Should the Program be expanded to include additional locations along No. 5 Road, the estimated capital cost would range between approximately \$1.4 and \$2.5 million depending on the type and location of poles. With the increase in banner locations, the operating budget would also need to increase accordingly.

Conclusion

The Street Banner Program enjoys broad community support from Richmond residents. Whether it is the hundreds of submissions the City receives each year or the sense of place and civic pride these banners instill in our community, the Street Banner Program is very successful by many measures.



Alexander Kurnicki
Manager, Parks Programs
(604-276-4099)

- Att. 1: Street Banner Program Summary Table and Map
- 2: Street Banners – Sponsorship – Policy 7707

Street Banner Program Summary Table and Map

Table: 2024 Street Banner Quantity Count

Left Banner: Theme	Right Banner: Image Description	Quantity
Island City	Tugboat	53
Connection	Hand Heart	49
The Arts	Painted Heron	42
Culture and Heritage	Boat in Window	42
Urban Landscape	Pier	45
Wildlife	Swans	49
Sustainability	Bees	43
Active Living	Kayaker	44
Community	Dancing Ladies	49
Nature	Grasshopper	46
Island City (reinforced)	Tugboat (reinforced)	32

Total City Street Banner Compatible Lamp Standards and Poles:	494
Total Association Banner Poles:	50
Total Poles:	544

Map: City of Richmond Street Banner Locations





Page 1 of 3	Street Banners – Sponsorship	Policy 7707
Adopted by Council: May 12, 2008		

POLICY 7707:

It is Council policy that the following shall be considered the City's policy on sponsorship of Street Banners, and such policy shall be reviewed on an annual basis:

1. Who May Apply

Any interested party may apply to sponsor street banners although the City reserves the right to refuse any application.

Application for street banner sponsorship must fall into one of four categories:

1. Sponsorship by Corporations (Corporate Sponsorship)
2. Sponsorship by Non-Profit Organizations (Non-Profit Sponsorship)
3. Sponsorship by Special Event Organizers (Event Sponsorship)
4. Other

Non-profit organizations must be registered as not-for-profit societies in British Columbia. Sponsorship by corporations may include an application made by a licensed Richmond business or a business improvement association (B.I.A.). Sponsorship by special event organizers may be by any event organizer of an event approved by the City's REACT (Richmond Events Approval Coordination Team) Committee. Other applications will be considered on an individual basis.

2. Application Process

For all sponsorship categories, applicants must apply to the City with their proposal indicating the locations of the banners they wish to install. This proposal is to include banner designs. Staff will review submissions and approve based on consistency with this street banner policy. Council will receive an annual update on street banner sponsorship applications.

In the event that there are conflicting applications for street banner sponsorship, the City will review the application on a first-come, first-served basis notwithstanding the following:

- The winning entries from the annual City of Richmond Street Banner Contest will have priority over all sponsorship applications
- Sponsorship applications from non-profit organizations will have priority over applications from events and corporations
- Sponsorship applications from events will have priority over applications from corporations



Page 2 of 3	Street Banners – Sponsorship	Policy 7707
	Adopted by Council: May 12, 2008	

3. Sponsored Banner Restrictions

The City reserves the right to limit the number of banners an applicant may sponsor at one time and the length of time a promotional banner can be displayed.

There will be no sponsored banners by any organization, other than the, “Look of the Games,” as authorized by the City of Richmond, permitted in the period Dec. 1 2009 through March 31 2010 in the City.

The City reserves the right to restrict any other periods of the year to sponsored banners.

4. Sponsor Recognition

Any corporate recognition or commercial content on any banner will not exceed 20% of the total area of the banner. This may be located on the banner itself or on a separate sponsorship flag affixed to the bottom of the street banner.

5. Banner Location

For banner displays outside of the locations in use by the existing City of Richmond Street Banner Program, consideration will be based on:

- a) how banners will contribute to and enhance the distinct character of the area
- b) the structural integrity of the street lighting fixtures in the proposed locations

Corporate sponsorship of street banners will be limited to the immediate proximity of the sponsoring business or business improvement association (B.I.A.).

Non-profit sponsorship of street banners will be limited to the immediate proximity of the not-for-profit society’s business office.

Event sponsorship of street banners will be limited to the immediate proximity of the event and will be installed for a period of time agreed upon by the City.

6. Design

The production of street banners must conform to the standards established by the City in regards to colour, content, material, and dimensions. The banner content must be secular, non-partisan, and non-political.



Page 3 of 3	Street Banners – Sponsorship	Policy 7707
Adopted by Council: May 12, 2008		

7. Cost to Sponsor

Sponsors are responsible for all costs associated with the manufacturing, installation, and removal of banners, including hardware costs if it is not already in place.

Installation of street banners on City street lighting fixtures may only be performed by City staff. The sponsor is required to provide the City with the total number of banners approved for installation as well as a 10% contingency for replacement due to damage or loss due to winds. The City is not responsible for lost or damaged street banners.

Corporately sponsored banners that contain commercial content and/or logos or slogans will be charged a monthly rental fee of \$20 per banner pole.

Payment for installation and removal must be received 14 days prior to installation.



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee **Date:** September 23, 2024

From: Marie Fenwick, Director, Arts, Culture and Heritage Services **File:** 11-7000-09-20-228/Vol 01

Re: **Aspac River Green Lot 1 Public Artwork Terms of Reference**

Staff Recommendation

That the Aspac River Green Lot 1 Public Art Terms of Reference for the public artwork at 6011 River Road, as presented in the report titled “Aspac River Green Lot 1 Public Artwork Terms of Reference”, from the Director, Arts, Culture and Heritage Services, dated September 23, 2024, be approved.

CM Fenwick
 Marie Fenwick
 Director, Arts, Culture and Heritage Services
 (604-276-4288)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks Services	<input checked="" type="checkbox"/>	<i>BAyers.</i>
Development Applications	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: <i>CJ</i>	APPROVED BY CAO <i>Seren.</i>

Staff Report

Origin

Richmond's Public Art Program Policy 8703, as amended in 2020, indicates that Council approval is required at the Terms of Reference stage for artworks that are to be sited on private property when the artwork project budget exceeds \$250,000. The budget is based on the total dollar value for the voluntary public art contribution as determined at the Development Permit Application stage.

This report presents Aspac River Green Lot 1 Public Art Terms of Reference (Aspac Terms of Reference) for the public artwork opportunity at 6011 River Road for Council's approval.

This report supports Council's Strategic Plan 2022-2026 Focus Area #6

A Vibrant, Resilient and Active Community:

Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.

6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.

6.2 Enhance the City's network of parks, trails and open spaces.

6.3 Foster intercultural harmony, community belonging, and social connections. 6.5 Enhance and preserve arts and heritage assets in the community.

Analysis

Background

Aspac's River Green Lot 1 at 6011 River Road consists of three 13-storey high-rise multi-family apartment buildings in the City Centre Oval Village. Council approved the development's Development Permit application (DP 22-013200) on April 22, 2024. As secured through the Development Permit application, the developer intends to install public art on site. The total Public Art budget is \$324,130.95.

City Centre Public Art Plan

Richmond's City Centre Public Art Plan provides a thematic framework and range of opportunities to create continuity throughout the neighbourhood and its individual villages. City Centre is a rapidly growing urban core that includes new businesses, housing, parks and pedestrian precincts as well as arts and entertainment hubs. Public art plays an important part in animating streetscapes to create a sense of place while providing geographic locators and wayfinding signals. The City Centre Public Art Plan's vision is to enrich Richmond's urban identity through inspirational and purposeful art in the public realm.

Aspac River Green Lot 1 Public Artwork Terms of Reference

The Aspac's Terms of Reference (Attachment 1) was developed in consultation with City staff. It describes the art opportunity, themes, site description, scope of work, budget, eligibility criteria, selection process, selection criteria, project schedule and submission requirements.

The Aspac Terms of Reference was presented to and endorsed by the Richmond Public Art Advisory Committee (RPAAC) on June 18, 2024.

Location

Following detailed site analysis in consultation with City staff, the public art location has been identified as the landscaped area fronting the East-West Promenade Greenway (River Road Frontage). This location offers maximum public visibility, accessibility and engagement opportunities.

Form

The Aspac Terms of Reference allows for a stand-alone sculpture or a series of related artworks and offers possibilities for a wide range of approaches, materials and forms. There is also potential for an integrated approach, incorporating the landscape and hardscape design which may include seating and lighting. This artwork is envisioned to be human-scaled, providing opportunities for engagement while supporting the pedestrian experience within the Oval Village neighbourhood. As always, long-term maintenance and public safety will be important considerations for this opportunity.

Themes, Aims and Objectives

As per the City Centre Public Art Plan, the public artwork will have a strong visual presence and respond to the theme "Honouring Yesterday, Celebrating Today, and Building Tomorrow". Shortlisted artists will be encouraged to explore contemporary forms of artistic expression and approaches to create an engaging and tranquil art experience for the area.

The project will join a growing number of artworks as part of the City's Public Art Collection in the Oval Village. The new public artwork will contribute to the City Centre's cultural identity and the Oval Village's significance within the downtown core.

Artist Selection Process

A two-stage invitational artist selection process will be implemented and will follow the Richmond Public Art Program Policy as outlined in the Public Art Program Administrative Procedures Manual. The selection panel will consist of five members and will include three arts professionals (one of which will be from the Lower Mainland and two of which will be Richmond-based community members) plus two members from the Aspac design team.

September 23, 2024

- 4 -

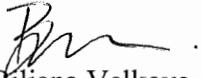
Financial Impact

None.

Any maintenance and repairs required to the artwork will be the responsibility of the future Strata of the development.

Conclusion

Council approval of the Aspac Terms of Reference will allow Aspac to move forward with the public artwork opportunity at 6011 River Road as part of the Aspac River Green Lot 1 development.



Biliana Velkova
Public Art Planner
(604-247-4612)

Att. 1: Aspac River Green Lot 1 Public Artwork Terms of Reference

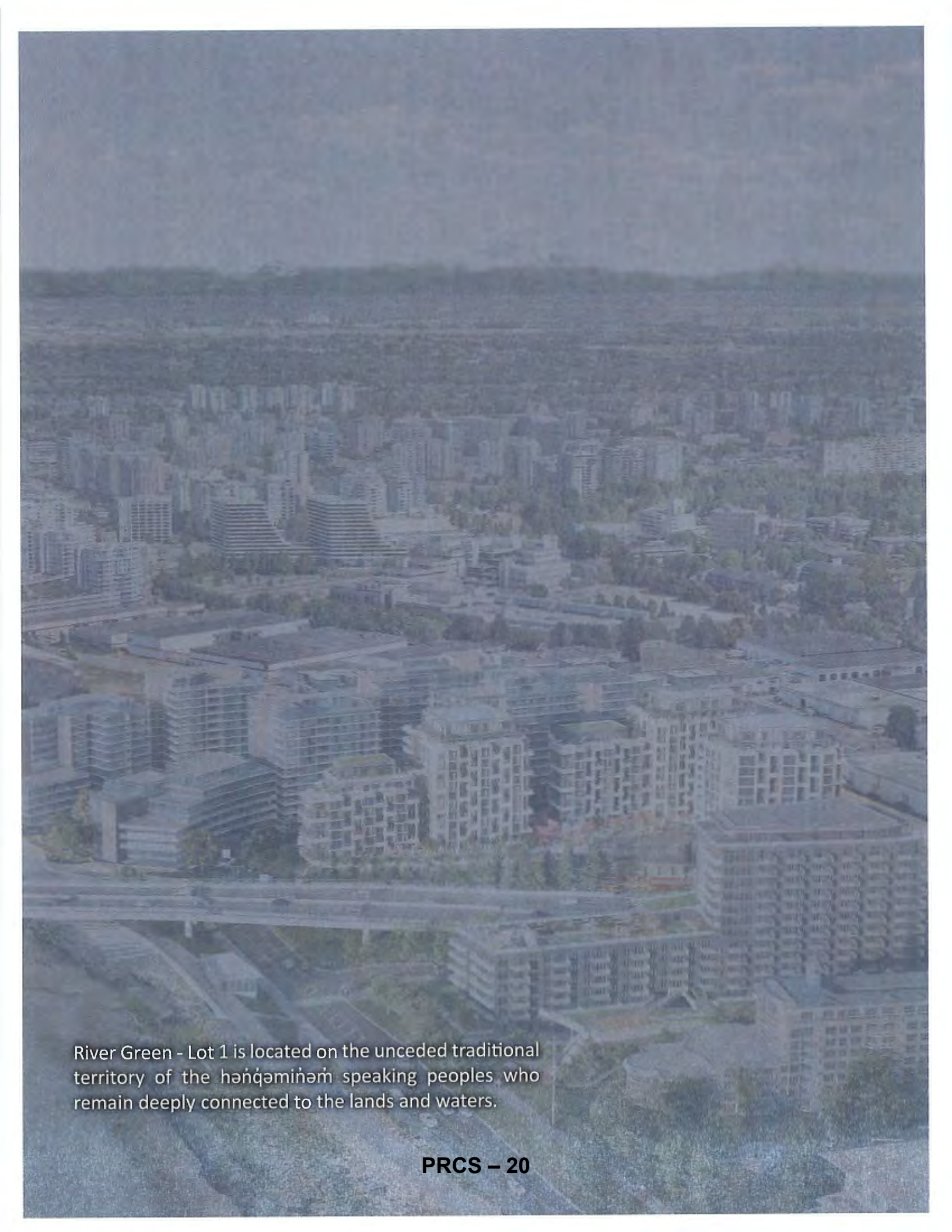


ASPAC DEVELOPMENTS

DETAILED PUBLIC ART PLAN - TERMS OF REFERENCE

RIVER GREEN - LOT 1, RICHMOND, BC

SEPTEMBER 24, 2024

An aerial photograph of a city, likely Vancouver, showing a dense urban landscape with numerous high-rise buildings and residential structures. A river flows through the lower portion of the image, and a multi-lane highway runs horizontally across the middle. The overall scene is captured from a high vantage point, looking down on the city.

River Green - Lot 1 is located on the unceded traditional territory of the hənq̓əminəm speaking peoples who remain deeply connected to the lands and waters.

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PROJECT DETAILS

PROJECT ADDRESS	6011 River Road, Richmond, BC
PERMITTED FLOOR AREA	327,405 SF
PUBLIC ART BUDGET	\$324,130.95

PROJECT CONTACTS

PROJECT OWNER | OVAL 1 HOLDINGS LTD.
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PROJECT ARCHITECT | DIALOG ARCHITECTURE
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Vance Harris | Senior Architect
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INTRODUCTION

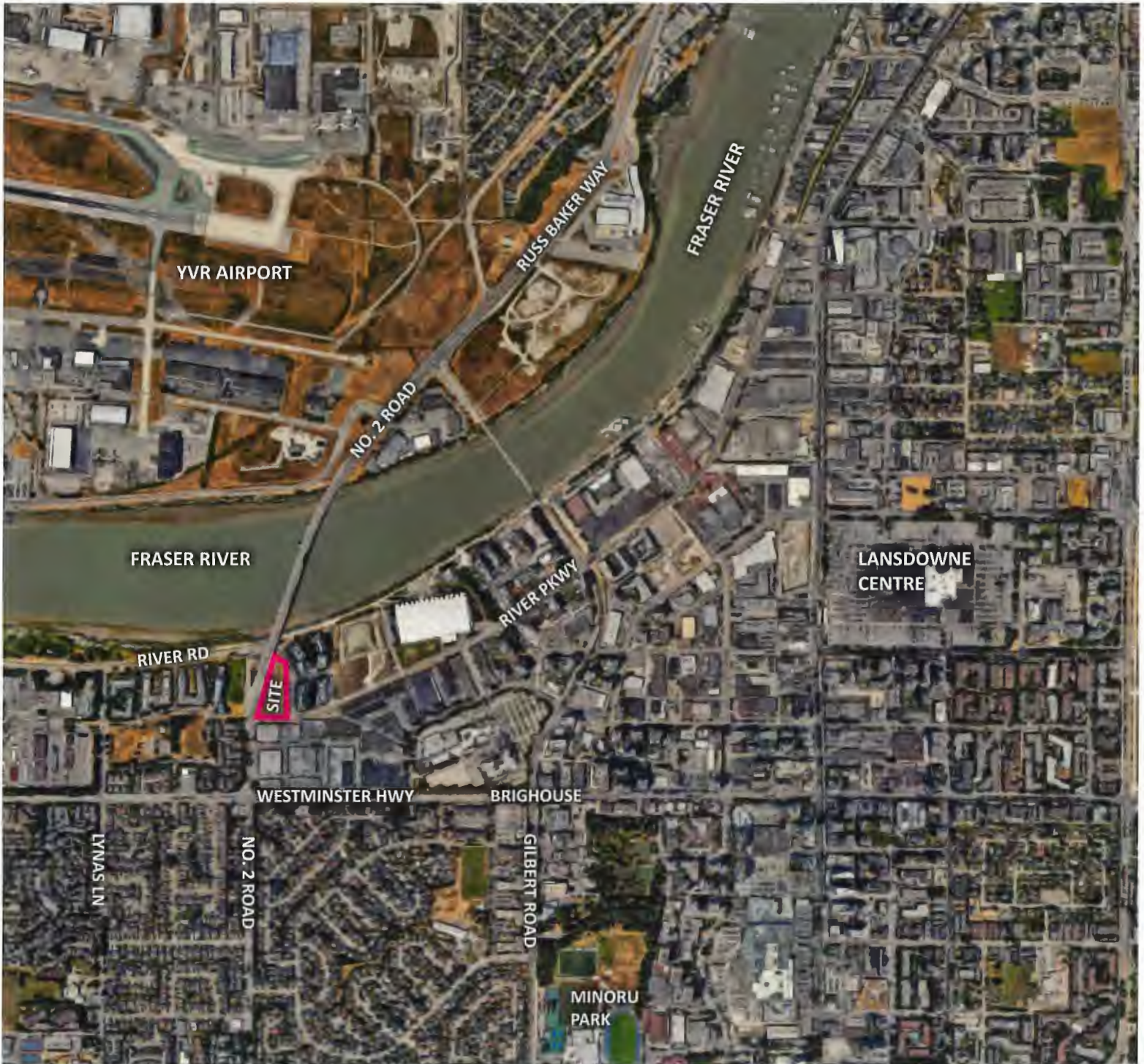
Lot 1 of the landmark River Green development project, located in the heart of Richmond, presents a special opportunity for a signature public artwork that will contribute to the vitality of this significant waterfront community. Aspac is committed to providing an iconic public artwork that speaks to the spirit and character of River Green.

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



Aerial context view of the site from the West

CONTEXT MAP





PRCS – 25

PROJECT DESCRIPTION



Aerial perspective of the site from the West

Lot 1 is the fifth phase of the River Green development, an unprecedented shoreline community surrounded by a multitude of amenities and serene natural landscapes in Richmond's downtown core. Sited along the Middle Arm of the Fraser River between the Dinsmore and No. 2 Road bridges, River Green is located adjacent to the Richmond Olympic Oval. With limitless sight-lines to the Gulf Islands, North Shore mountains, and Greater Vancouver, River Green is positioned to become one of Canada's most significant and refined waterfront destinations.

Lot 1 features three towers, Towers A, B, and C, alongside carefully considered and generous outdoor open public green spaces and pedestrian linkages. All measuring 13 stories in height, Towers A and B feature 9- and 10-storey mid-rise components, respectively, while Tower C features a Pool & Fitness Amenity Space on Level 2. Tower A features a Rooftop Amenity Pavilion, while Tower B features an additional Amenity Space. Building elements are slender and elegant, befitting this prime Gateway location. Outdoor living spaces are integrated with large indoor amenity spaces, most of which are oriented towards the water. Outdoor focal spaces feature maximized access to mid-day and afternoon sun, illuminating and reinforcing activity in common areas.



Pool and fitness pavilion



View from No.2 Rd. Bridge

In keeping with the concept of “complete communities” as outlined in the City Centre Community Plan (CCAP) of Richmond, River Green strives for the inclusion of building typologies with a unique character and complexity, encompassing the best of urban living through the development of a contemporary, engaging and sustainable community. A distinctive place within the fabric of the City of Richmond, River Green has been envisioned in accordance with 4 key principles as outlined in the CCAP of Richmond:

- **Build a Complete Community**

Create an inclusive urban community designed to support the needs of a diverse and changing population.

- **Build Green**

Foster a culture that uniquely supports and celebrates Richmond as an island city by nature.

- **Build Economic Vitality**

Promote measures to attract, enhance and retain business, as well as achieve a superior competitive position in the region.

- **Build a Legacy**

Establish the City Centre as a premier urban waterfront community and international meeting place.



Rooftop amenities



Rooftop pavilion

Lot 1 is set to further contribute to the advancement of this neighbourhood as a sought-after centre of sustainable urban excellence. River Green is a feature development within the Oval Village, delivering a strong statement as a welcoming, livable, and community-driven development. In the same spirit, the public art at Lot 1 will be innovative and engaging, marking the site as a popular destination within the Oval Village.

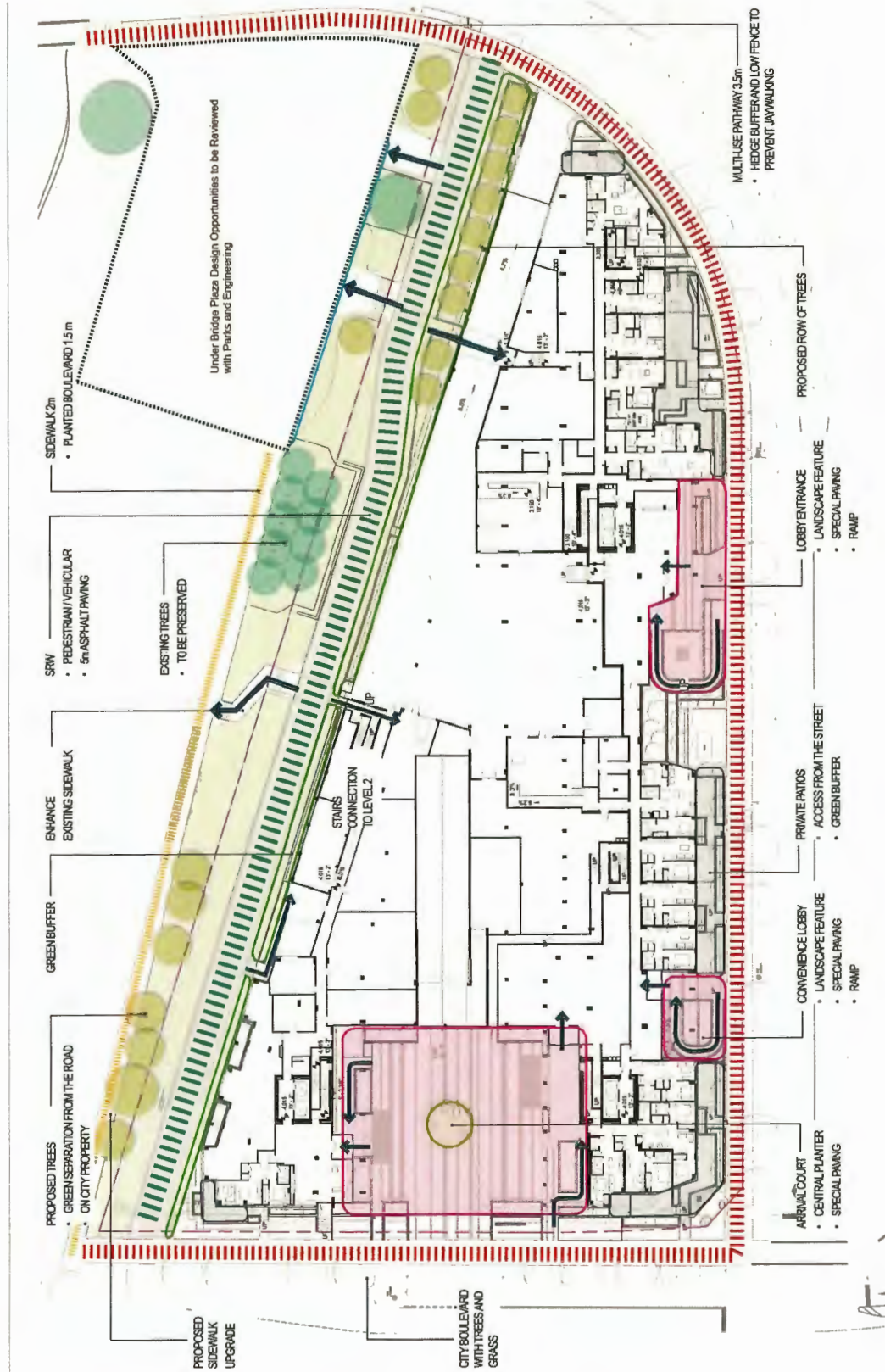


Aerial perspective of the site from the Southeast



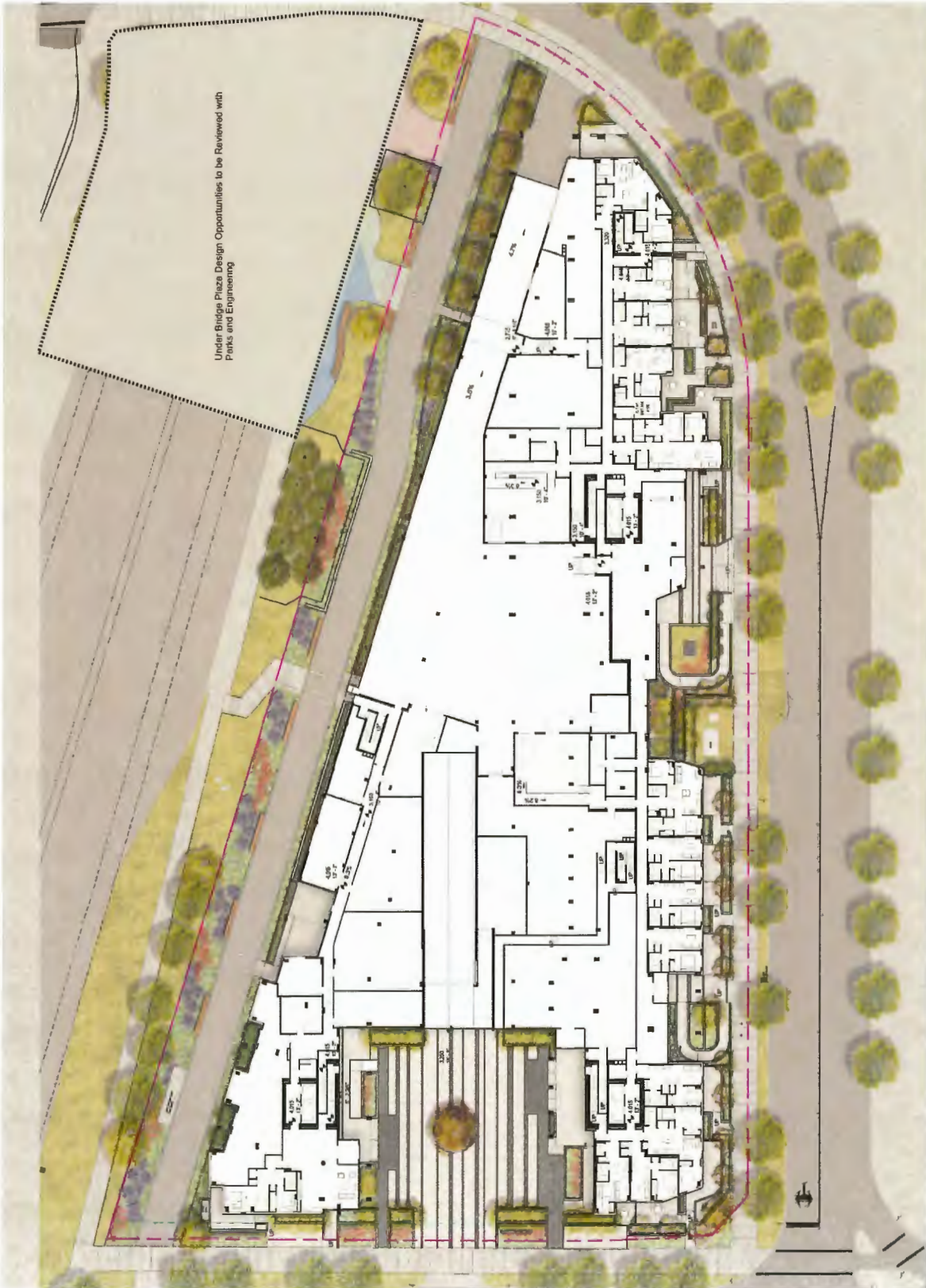
Aerial perspective of the site from the Southwest

SITE PLAN



PRCS - 29

LANDSCAPE PLAN



PRCS - 30

PUBLIC REALM



Street level view of the development facing Northwest

Ideally situated at the heart of Richmond, River Green is an unprecedented community within one of the City's most bustling and accessible centres. Featuring a multitude of green, open public spaces and pedestrian connections, River Green Lot 1, alongside previous phases, will create a cohesive, comprehensive platform for vibrant and active uses where residents and passersby can relax, congregate, celebrate, and enjoy all that this growing region has to offer. Surrounded by a wide network of amenities, including shops, cafés, entertainment centres, and gathering spaces set to enliven the re-imagined roadways, River Green's public realm will foster a variety of social activity, increasing community connectivity and enhancing the City of Richmond's livability for all residents and visitors.

In support of the City of Richmond's initiative towards the increase of pedestrian-friendly spaces, River Green will feature a number of new public plazas and gathering spaces, to be completed over the course of the development's multiple phases. Blending seamlessly with the sidewalks and pedestrian infrastructure, these public spaces will bring life to the development all year long. Lot 1 supports this concept, providing flexible and accessible areas for the community at large. Lot 1's Arrival Court will be a warm, welcoming area for residents and visitors to enter the development, leading into programmable open space featuring a seating terrace, children's play area, natural explore area for kids, and dining patio with BBQ, seating, and dining tables on level 2. Importantly, an Underbridge Plaza to the northeast of Lot 1, will offer a welcoming, multi-use area for the development. The Plaza will be edged with buffering plants, and will provide seating, dancing steps, an open-air area for Tai Chi/Yoga with a resilient workout surface, and lighting. The implementation of the Underbridge Plaza will greatly improve pedestrian and cyclist circulation, encouraging a multitude of active modalities within this lively urban community.



Street level view of the entry court facing North (top image), bridge level view of SRW from the West (bottom image)





River Green waterfront



Lansdowne SkyTrain Station

A defining feature of the site is its accessibility to the wider transit network. Envisioned as a vibrant centre of sustainable urban excellence, River Green boasts an idyllic, central, accessible location, with the Richmond Olympic Oval just steps away. In close proximity to the Canada Line, part of the Lower Mainland’s Rapid Transit system, River Green works in accordance with the City of Richmond’s pursuit of “Transit-Oriented Developments (TOD)” as outlined in the City Centre Area Plan (CCAP). The development has been designed in such a way that all residents are located within a 10-15 minute walk of quick, efficient public transit and can live, work, shop, learn and play in a pedestrian-friendly environment.

Alongside River Green’s residential townhomes, mid-rises and high-rises, retail opportunities, coffee shops, restaurants and a daycare will create attraction to the development, enhancing public attention and adding activity to the area’s street-level programming. With attractive, pedestrian-oriented streetscapes and accessible street frontages, these features will contribute to River Green’s “village” feel and provide residents and visitors places to gather within the framework of the day-to-day. Aspac’s River Green will realize the City of Richmond’s priorities as identified in the CCAP of Building Community, Building Green, Building Economic Vitality and Building Legacy, providing a gateway to the city and establishing a new and desirable public environment, especially for pedestrians. The public artwork at Lot 1 will play an integral role in many of these priorities for residents and visitors of the neighbourhood alike, particularly the creation of a memorable and animated social space with a landmark artwork that sparks curiosity, dialogue and contributes to the enjoyment of this growing enclave.



Brighouse Elementary School



Richmond Olympic Oval

HISTORY & COMMUNITY CONTEXT



A Coast Salish fishing camp along Fraser River



Town Hall (left), Agricultural Hall (centre), and Richmond Methodist Church, now Minoru Chapel, at its original River Road at Cambie location

The City of Richmond is located on Lulu Island at the mouth of the Fraser River, on the unceded and traditional territories of the Musqueam, Tsawwassen, and Kwantlen peoples. Prior to Colonial occupation, these Indigenous Nations travelled and settled along the abundant waterways, gathering, sharing knowledge, and storytelling. Drawn to the richness of the land, they harvested berries and roots, hunted for deer and beaver, and fished for salmon and sturgeon at a place they called sp'ele k w'e k s (Spall-uk-wicks) — or “Bubbling Water”.

The marshy lands were transformed by pioneers, notably Samuel Brighthouse who purchased 697 acres on Lulu Island in 1864, for agriculture and industry. The Brighthouse homestead was located on the River Green site and included expansive tree plantings in distinct grid patterns, creating both woodlots and perimeter planting. Brighthouse used seedlings transported to Canada from Europe and the United Kingdom to fill his property, including willow, elm, cedar, oak, ash and pine. The ecological area along Gilbert Road has developed around a ditch and windrow dating back to the Brighthouse estate and is currently providing a habitat to diverse species of birds and animals.



Brighthouse aerial view, 1953



22. The Dyke at London's, Lulu Island, B. C. September, 1908.

Lulu Island, 1908



Lunar New Year Festival, Richmond



Minoru Centre for Active Living

Today, Richmond has developed into a vibrant, urban, multi-cultural city that is distinctive for its agricultural and industrial roots. Characterized by its strong sense of community, with an ethnically diverse and growing population, Richmond celebrates its profile as a successful and commercial city within the boundaries of the island’s natural beauty. Contributing to the rich cultural fabric of this growing city, much of Richmond’s recent population growth has been comprised of Asian immigrants, with people of Chinese and South Asian ancestry representing more than 60% of the city’s residents. Richmond’s vibrant and diverse cultural and social profile is reflected in its commitment to improving quality of life for all of its citizens, by acknowledging the past and celebrating the present.

The Oval Village features many positive characteristics including its unique Fraser River waterfront access, spectacular views of the Vancouver cityscape and North Shore mountains, multicultural population, educational facilities, recreational amenities, a growing economic base and a variety of housing choices. The City Centre Public Art Plan outlines the vision of the Oval Village to build on its success of the Richmond Olympic Oval and redevelopment of this light industrial area into a desirable, high density mixed-use and thriving multi-family neighbourhood. The Oval Village is envisioned as an active recreational riverfront with a network of amenities such as shopping, dining and entertainment. Aspac seeks to underline these goals through the creation of socially sustainable connected environments, engaging audiences on a multitude of levels while transforming areas to live, work and play into thriving and enjoyable spaces.



Richmond Art Gallery



Olympic Oval, Oval Village

PUBLIC ART CONTEXT

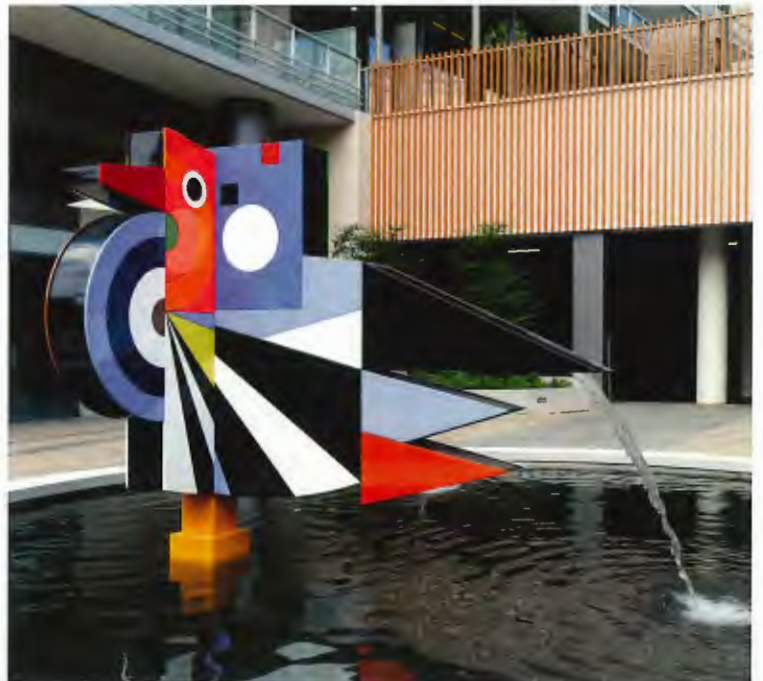
Public art plays a key role in energizing public space, inspiring thought and dialogue, and transforming sites of work, live and play into welcoming, engaging and enjoyable environments. The public artwork for Lot 1 seeks to underline these values, integrating seamlessly into the wider public art context of the Oval Village. Contributing in a meaningful way to the City of Richmond’s public art collection, emerging themes for planned and installed public art within the Oval Village, as outlined in the City Centre Public Art Plan, are Richmond: Honouring Yesterday, Celebrating Today, and Building Tomorrow. Aspac will reiterate the City of Richmond’s commitment to art in public spaces, which includes providing greater access to artistic expression, enhancing public awareness, and appreciation of the visual arts.

River Green will host exceptional public art to create a rich and dynamic visual environment. Two public artworks previously installed as part of the first phase of the River Green development are Fish Trap Way (2014) and Stillness & Motion (2013). Created by renowned Coast Salish artists Susan A. Point and her son Thomas Cannell, Fish Trap Way represents spawning salmon and their importance to Musqueam culture. Jacqueline Metz and Nancy Chew’s Stillness & Motion is a striking artwork integrated into a pedestrian bridge that crosses River Green’s East/West Promenade, providing a dynamic experience as the viewer moves through it. In addition, as part of River Green’s Lot 12, senior Canadian artist Douglas Coupland created a bold and colourful 3-dimensional public artwork within the water feature at the plaza along River Road at Hollybridge Way, entitled Water Off a Duck’s Back (2020).

An additional civic artwork, located at the “ceremonial stairs” in the new entrance plaza at the Waterfront Park, is Puya Khahili and Charlotte Wall’s Typha (2023), a re-imagining of the typha plant composed of three abstract forms made of 316L Marine Grade Stainless Steel. To the east of Lot 1, the artist team Alyssa Schwann & Michael Seymour have installed Wind Flowers (2020) on the Gilbert Road Greenway. Immediately to the west of Lot 1 is Germaine Koh’s No. 2 Road Drainage Pump Station (2018), an artwork incorporating the utility building with external interpretive elements.



Metz and Chew, *Stillness and Motion*, 2013. Richmond, BC



Douglas Coupland, *Water Off a Duck's Back*, 2020. Richmond, BC

The public artworks at the River Green development are part of a large network of existing artworks, located in the surrounding Oval Village and Richmond City Centre, varying in subject matter and acquisition dates. Several other potential artworks ranging in size and objective are set to be part of the Middle Arm Waterfront Art Walk, connecting the Richmond Arts District within Capstan Village and beyond.



Thomas Cannell and Susan Point, *Fish Trap Way*, 2014. Richmond, BC



Germaine Koh, *No. 2 Road North Drainage Pump Station*, 2018. Richmond, BC



Nathan Lee, *Fireside*, 2022. Richmond, BC



Puya Khalili and Charlotte Wall, *Typha*, 2023. Richmond, BC

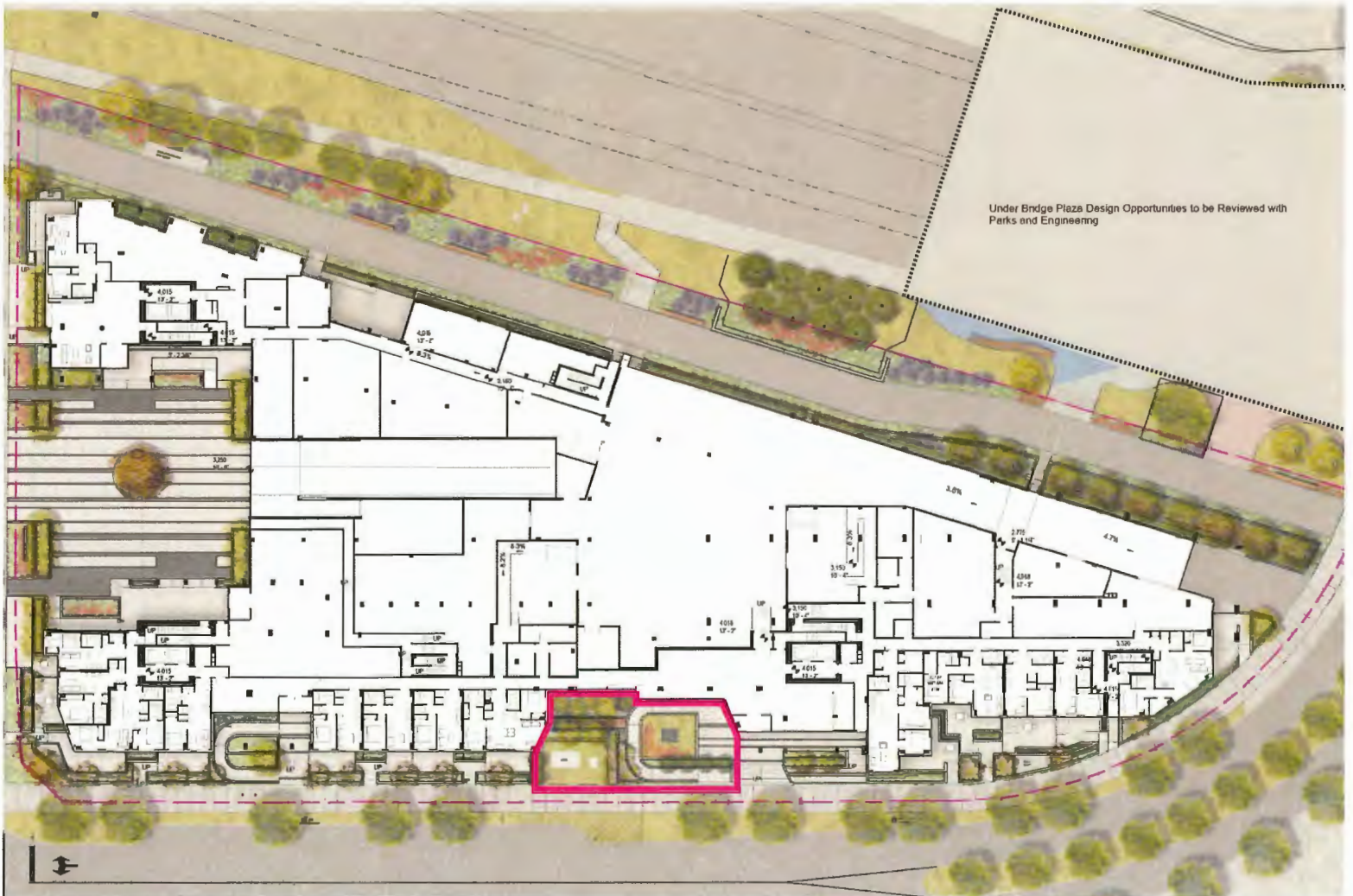


Alyssa Schwann and Mike Seymour, *Wind Flowers*, 2020. Richmond, BC

PUBLIC ART OPPORTUNITY

Following detailed site analysis with the Aspac design team and the City of Richmond, the primary public art location has been identified as the landscaped area between Tower A and B, fronting the East West Promenade Greenway. The proposed opportunity covers an expanse of approximately 170 square meters, and marks the entryway to Building A. The public art site location offers maximum public visibility, accessibility, and engagement opportunities.

The public art opportunity allows for a sculpture or sequence/series of related artworks with a wide range of possibilities in approach, media, and form. There is potential for an integrated approach, incorporating the landscape and hardscape design, which may also include seating and lighting. The selected artist may consider specific elements of the site or use the entire area. Long-term maintenance and public safety will be important considerations for an artist. The public art is envisioned as having an awareness of human scale, providing increased opportunities for engagement while supporting the pedestrian experience within the River Green neighbourhood. The public art opportunity welcomes pedestrian interaction and engagement, providing a sense of discovery and facilitating connection for a diverse array of audiences, including area residents, visitors, passers-by, and cyclists.



Public art opportunity outlined in pink.

The artist will be given as much creative license as possible to activate the identified site location with a public artwork that offers continued engagement in a meaningful and lasting way. The artist will be selected early in the development process with the opportunity to become an integral member of the design team. The public art will be carefully considered, in keeping with the vision of the development as well as the City of Richmond Public Art Program and its commitment and investment in visual art. Aspac proposes to host an enduring artwork that speaks to diverse audiences, inviting engagement and dialogue on a multitude of levels while celebrating and enhancing local culture throughout River Green and beyond.



Render of the general public art opportunity site.

PRECEDENT IMAGES



Peter Gazendam, *A Long Conversation (Far Oona)*, 2023. Richmond, BC, Canada



Cliff Garten, *Bright Waters*, 2021. Burnaby, BC, Canada



James Harry, *Xwemelch'stn (Fast Moving Water of Fish)*, 2019. West Vancouver, BC, Canada



Claudia Comte, *The Italian Bunnies*, 2016. New York, NY, USA



Thomas Cannell and Susan Point, *Fish Trap Way*, 2014. Richmond, BC, Canada



Pierre Poussin, *Variation*, 2016. Toronto, ON, Canada

PUBLIC ART BUDGET

The total public art contribution for River Green- Lot 1 is calculated at **\$324,130.95**

The amount allocated for the public artwork is **\$265,000.00** and includes the artist fee, artwork materials and fabrication, detailed design drawings, engineering drawings and certificates, construction coordination and site preparation, lighting (specific to the artwork), artwork storage (if required), transportation, installation, any travel related expenditures, and insurance. All applicable taxes are in addition to the artwork budget. The artist selected will be responsible for a general public liability insurance policy and WCB insurance, if required. Premium for this coverage will be assumed as a cost of doing business and part of the studio overhead.

Administrative costs will include art consultant fees and the artist selection process, which includes artist and selection panel honorariums.

BUDGET ALLOCATION

Public Artwork	\$265,000.00
Public Art Administration	\$39,750.00
Public Art Consultation	\$30,000.00
Selection Process and Honoraria	\$9,750.00
Artist Honoraria (\$2,500 x 3)	\$7,500.00
Selection Panel Honorarium (\$750 x 3)	\$2,250.00
Photo Documentation License	\$2,000.00
Developer’s Contingency	\$1,174.40
Public Art Program Administration (City 5%)	\$16,206.55
TOTAL Public Art Contribution	\$324,130.95

Note: All cost savings or unused funds remaining from the administration and developer’s contingency portion of the budget will be put towards the artwork.

TIMELINE

TARGET PROJECT TIMELINE

Building Permit Application	Nov 2023
Construction Start.....	2025
Construction Completion.....	2028
Occupancy.....	2028

TARGET PUBLIC ART TIMELINE

Detailed Public Art Plan Presentation.....	May 2024
Terms of Reference Presentation	October 2024
Selection Panel Meeting- Review Long List of Artists	November 2024
Short-listed Artists' Invitation	November 2024
Artists Orientation Meeting.....	December 2025
Selection Panel Meeting- Artist Presentations.....	February 2025
Artist Contract.....	March/April 2025
Art Installation.....	2028

* ABOVE DATES ARE BEST ESTIMATED TARGETS AND SUBJECT TO CHANGE

SELECTION PROCESS

All stages of the selection process will be facilitated by public art consultant Ballard Fine Art Ltd.

The selection process will be a two-stage invitational to BC based professional artists/artist teams with a voting selection panel and non-voting advisory. The selection panel will consist of five members and will include three Arts Professionals, one of which will be from the Lower Mainland and two of which will be Richmond-based community members, and two members from the Aspac design team. Members of the selection panel, excluding members from the Aspac design team, will be paid an honorarium of \$850.00 for their work.

PROPOSED SELECTION PANEL MEMBERS

Chris Phillips, Principal, PFS Studios
Jayme Colville, Director of Development, Aspac
Gordon Grant, Councillor, Musqueam Nation
Germaine Koh, Artist
Nathan Lee, Artist

ALTERNATES:

Marina Szijarto, Artist
Susan Stolberg, Vice President, Community Arts Council Richmond
Jeanette Lee, Artist

NON VOTING ADVISORS:

Biliana Velkova, City of Richmond, Public Art Planner
Kevin Fraser, Park Planner, City of Richmond

STAGE ONE

In stage one of the selection process, the selection panel will be oriented to the 6011 River Road development project, the public art opportunity, and the community context. Ballard Fine Art and the selection panel members will conduct in-depth research and nominate a long-list of suitable BC based artists or artist teams for consideration. The selection panel will collectively discuss the merits of the nominated artist's past work and potential fit with the respective public art opportunity. Upon review, the selection panel will determine a short-list of 3 artists to each develop a concept proposal.

STAGE TWO

In stage two, the short-listed artists will be invited to develop a concept proposal. The short-listed artists will be provided with in-depth orientation to the project and site, the public art opportunity, and the community contexts, with an opportunity to meet the developer and design team. The short-listed artists will be provided with an honorarium of \$2,500.00 for their work, paid upon receipt and presentation of their concept proposal.

Following the short-listed artist concept proposal presentations and the panel's review, a final artist and artwork will be recommended for selection. Prior to notifying the final artists nominated, Aspac will have an opportunity to review the nominated artist's concept. The final artist/artist team selected will enter a contract agreement with Aspac.

SHORTLISTED ARTISTS PUBLIC ART CONCEPT PROPOSALS ARE TO INCLUDE

- i. Written public art proposal (1-2 pages)
- ii. Visualization tools (renderings and/or models)
- iii. A detailed public art cost estimate
- iv. Project timeline (duration)
- v. Details of all materials, finishes, colours, dimensions, installation requirements, names of fabricators and maintenance requirements
- vi. Proposed project warranties
- vii. CV and examples of past projects

ARTIST SELECTION CRITERIA FOR STAGE TWO

- viii. High quality and innovative concept with a clear vision of the final artwork
- ix. Demonstrated understanding of the public space and the impact on the proposed site
- x. Demonstrated public art experience working with commensurate budgets
- xi. Understanding of the project architecture and landscape design, the site and its contexts
- xii. Demonstrated feasibility in terms of a detailed budget, timeline, implementation, safety, maintenance
- xiii. Artistic quality of artwork presented in the documentation of past work
- xiv. Consideration of proposed key elements: dynamic, vibrant, colourful and fun
- xv. Availability

Please note: If no submission warrants consideration, Aspac reserves the right not to award the commission. If the developer chooses not to award the commission, the jury process is re-started at the expense of the developer (additional fees would not be taken from the Public Art budget).

Please direct any questions to:
Ballard Fine Art Ltd.
604 922 6843 | info@ballardfineart.com



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee

Date: September 26, 2024

From: Todd Gross
Director, Parks Services

File: 06-2400-20-RAIL1/Vol 01

Re: **Railway Greenway Lighting – Engagement Results and Next Steps**

Staff Recommendation

That Option 1, “Develop a Hybrid Lighting Implementation Plan”, as outlined in the staff report titled “Railway Greenway Lighting – Engagement Results and Next Steps”, dated September 26, 2024, from the Director, Parks Services, be endorsed.

Todd Gross
Director, Parks Services
(604-247-4942)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Environment and Climate	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the October 19, 2022, Public Works and Transportation Committee meeting, a Richmond resident presented concerns about user safety after dark along the Railway Greenway. A petition to “install lighting and integrate other safety enhancements that are consistent with Crime Prevention through Environmental Design (CPTED), pedestrian, and cyclist safety standards” with 56 signatures was also submitted. As a result, staff received the following referral:

Refer presentation and the petition on the railway greenway to staff for review of CPTED principles and other relevant City of Richmond strategies and report back to Committee with an implementation plan.

Following the referral, in early 2023 staff procured the services of a qualified electrical engineer to review lighting levels along the Railway Greenway. At the July 19, 2023, Parks, Recreation and Cultural Services Committee meeting, staff presented a report with the following recommendation that was endorsed by Council:

That a public consultation and engagement process be initiated to determine community preferences for lighting along the Railway Greenway, as outlined in the staff report titled "Potential Enhancements to the Railway Greenway," dated June 15, 2023, from the Director, Parks Services.

The purpose of this report is to present the results of the public engagement process and outline recommended next steps.

This report supports Council’s Strategic Plan 2022–2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond’s interests.

This report supports Council’s Strategic Plan 2022–2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

2.4 Enhance Richmond’s robust transportation network by balancing commercial, public, private and active transportation needs.

This report supports Council’s Strategic Plan 2022–2026 Focus Area #6 A Vibrant, Resilient and Active Community:

Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.

6.2 Enhance the City's network of parks, trails and open spaces.

Background

2024 Public Engagement Process

The Railway Greenway lighting public engagement process sought to understand resident preferences for lighting along the greenway between Westminster Highway and Garry Street. These boundaries were established as the extents of the study area to capture the sections of the Railway Greenway that are most heavily vegetated and separated from adjacent roadways, and which therefore receive the least amount of light from existing sources. Between May 28 and June 30, 2024, staff led a comprehensive public engagement process that consisted of two in-person open house events (hosted outside Branscombe House along the Railway Greenway) and a Let's Talk Richmond survey that was made available in both digital and hard copy formats. The engagement process was widely promoted on social media and via signage installed along the Railway Greenway. Display boards outlining the project background, key considerations, and potential lighting strategies were presented at open house events and made available on the Let's Talk Richmond survey page – refer to Attachment 1.

As part of the engagement process, four potential lighting strategies were outlined for consideration. They provided a range of distinct options that allowed respondents to express clear preferences for a general approach to lighting.

These strategies are visually depicted in Attachment 1; they are:

Strategy A: Functional, Continuous Lighting

This approach would consist of regularly spaced light poles, at approximately 30 metres on centre, along the entire Railway Greenway (between Westminster Highway and Garry Street).

Strategy B: Functional, Intermittent Lighting

This approach would establish lighting priority areas (i.e., those that are determined to be particularly dark and pose the greatest challenges from a safety/navigation standpoint) and consist of light poles spaced at approximately 30 metres on centre within these areas.

Strategy C: Ambient, Continuous Lighting

This approach would utilize alternative lighting elements (e.g., bollard lights) to provide ambient lighting at regular intervals along the entire Railway Greenway (between Westminster Highway and Garry Street).

Strategy D: Ambient, Intermittent Lighting

This approach would establish lighting priority areas (i.e., those that are determined to be particularly dark and pose the greatest challenges from a safety/navigation standpoint) and utilize alternative lighting elements (e.g., bollard lights) to provide ambient lighting within these areas.

Analysis

Public Engagement Results

The Railway Greenway lighting public engagement process successfully reached a large number of Richmond residents. By the end of the survey period, 529 individual responses were received, including both digital and hard copy submissions. Additional comments were received verbally at open house events and via emails to staff; these were recorded and consolidated along with survey responses.

A detailed summary of the community engagement results is provided in the Railway Greenway Lighting Engagement Survey Report (Attachment 2). Overall, 78.5 per cent of respondents indicated support for lighting along the greenway, 14.8 per cent indicated they did not support lighting along the greenway, and 6.7 per cent were undecided. Further, 84.5 per cent of respondents felt that installing lights along the greenway could be beneficial for improving accessibility, visibility and safety.

The following table outlines resident support for the lighting strategies that were presented.

Table 1: Resident Support for Lighting Strategies

Lighting Strategies	Resident Support
Strategy A: Functional, Continuous Lighting	31.7%
Strategy B: Functional, Intermittent Lighting	19.1%
Strategy C: Ambient, Continuous Lighting	25.6%
Strategy D: Ambient, Intermittent Lighting	23.5%
Continuous Lighting	57.3%
Intermittent Lighting	42.6%
Functional Lighting	50.8%
Ambient Lighting	49.1%

Respondents indicated strong support for lighting strategies that seek to reduce adverse impacts on both adjacent residents and wildlife.

The survey provided respondents with the opportunity to submit written comments. For those who expressed support for lighting, the following is a summary of the comments received:

- Lighting would increase safety and visibility.
- Lighting would increase use in the dark, before dawn and after dusk, and during fall and winter months.
- Lighting would increase usage by certain user groups, including women, children, seniors, and people with disabilities.
- Lighting would help motorists see cyclists and pedestrians more clearly.

- Lighting would expand recreational options, e.g., dog walking, running, cycling, etc.
- Lighting would deter human-wildlife conflict.

For those who expressed a lack of support for lighting, the following is a summary of comments received:

- Lighting is not necessary since there are currently no safety issues.
- Lighting is not necessary since there is enough light year-round.
- Lighting is not necessary, as there is an existing, well-lit option along Railway Avenue for cyclists and pedestrians.
- Lighting would disrupt nearby residents with increased light at night.
- Lighting is not a good use of money.
- Lighting is not necessary since there are few users outside of daylight hours.
- Lighting may increase the number of users at night, potentially encouraging behaviour that would disturb nearby residents.

Next Steps

Based on the feedback received through the public engagement process, staff have identified the following options for consideration by Council.

Option 1 – Develop a Hybrid Lighting Implementation Plan (Recommended)

Option 1 is to develop a hybrid lighting implementation plan that addresses the range of preferences expressed by residents through the Railway Greenway lighting public engagement process. The results of the engagement convey a clear preference for lighting, however respondents were divided in terms of preferences for continuous (57.3 per cent) vs. intermittent lighting (42.6 per cent), and functional (50.8 per cent) vs. ambient lighting (49.1 per cent). These results indicate that a hybrid approach is essential to best meet the range of preferences and needs of the community. While further cost estimating would be required to confirm expected costs following development of the implementation plan, an initial order of magnitude estimate for this hybrid lighting approach is \$1,255,000.

If Option 1 is endorsed, staff would develop a hybrid lighting implementation plan that is informed by the results of the Railway Greenway lighting public engagement process. It is expected that this plan would feature a range of lighting types, including both standard pedestrian light poles and alternative forms of lighting, e.g., bollard lights, and locations that employ continuous and intermittent lighting based on site-specific conditions. The lighting implementation plan would include assessment and mitigation of lighting impacts on both adjacent residents and wildlife within the greenway corridor. Mitigation measures are expected to include utilizing lights with appropriate colour temperature, luminaires with adequate house-side and up-light shielding, and lighting controls. The development of a hybrid lighting implementation plan will incorporate a review of industry best practices, and applicable City guidelines and policies, which will inform the proposed landscape lighting approach.

Following an internal process, staff will report to Council with the recommended lighting implementation plan and an updated cost estimate for consideration. With Council endorsement,

the services of a team of qualified professionals would be procured – funded by an existing Council-approved capital project, Parks Advance Planning and Design (2023) – in order to prepare detailed design drawings and a construction cost estimate. Should Council endorse Option 1, the Railway Greenway lighting implementation project will be included as a 2026 capital submission for Council consideration in the 5 Year Capital Plan (2025–2029) as part of the 2025 budget process. Upon receipt of a construction cost estimate in 2025, the capital submission will be resubmitted for Council consideration as part of the 2026 budget process.

Option 1 is recommended, as it will ensure that a future lighting plan best addresses the range of preferences expressed by residents through the Railway Greenway lighting public engagement process. A hybrid lighting implementation plan will be informed by a thorough review of site-specific conditions and best practices, and afford an opportunity to devise the most effective, economical approach for the City.

Option 2 – Proceed with Implementation of Functional, Continuous Lighting (Not recommended)

Option 2 is to proceed with implementation of functional, continuous lighting along the Railway Greenway between Westminster Highway and Garry Street. This lighting strategy would consist of regularly spaced light poles at approximately 30 metres on centre. It would also include assessment and mitigation of lighting impacts on both adjacent residents and wildlife within the greenway corridor. Mitigation measures are expected to include utilizing lights with appropriate colour temperature, luminaires with adequate house-side and up-light shielding, and lighting controls. It is estimated that the initial order of magnitude cost to implement this option would be approximately \$1,566,000. A detailed construction cost estimate would be required to confirm the estimated cost to the City.

If Option 2 is endorsed, the services of a team of qualified professionals would be procured — funded by an existing Council-approved capital project, Parks Advance Planning and Design (2023) — in order to prepare detailed design drawings and an updated construction cost estimate. Should Council endorse Option 2, the Railway Greenway lighting implementation project will be included as a 2026 capital submission for Council consideration in the 5 Year Capital Plan (2025–2029) as part of the 2025 budget process. Upon receipt of a construction cost estimate in 2025, the capital submission will be resubmitted for Council consideration as part of the 2026 budget process.

Option 2 is not recommended, as it would fail to address the range of preferences expressed by residents through the Railway Greenway lighting public engagement process, and restrict the opportunity for modifications based on a thorough review of site-specific conditions, as well as established and/or emerging best practices. While Strategy A: Functional, Continuous Lighting received the highest overall support (31.7 per cent of respondents), 68.3 per cent of respondents selected one of the three alternative lighting strategies. Option 2 would not address these preferences, and may fail to identify potential innovative approaches and cost savings that could be offered by a hybrid implementation plan.

Option 3 – Status Quo, Continue to Monitor Conditions and Community Need (Not recommended)

Option 3 is to maintain the status quo and continue to monitor conditions along the Railway Greenway as they relate to public health, safety, and welfare.

If Option 3 is endorsed, the City would continue to prioritize landscape maintenance to meet CPTED standards and mitigate safety concerns, e.g., tree and shrub pruning and mowing to preserve clear sightlines, but opportunities for future lighting would not be explored at this time. The 2026 capital submission for Railway Greenway lighting implementation would not be included in the 2025 budget process.

This option is not recommended, as it would fail to address a clear preference for lighting, as indicated by the broader Richmond community through the Railway Greenway lighting engagement process.

Financial Impact

Should Council endorse Option 1 or 2, staff would procure the services of a team of qualified professionals – funded by an existing Council-approved capital project Parks Advance Planning and Design (2023) – to prepare detailed design drawings and a construction cost estimate. The Railway Greenway lighting implementation project will be included with a high level cost estimate as a 2026 capital submission for Council consideration in the 5 Year Capital Plan (2025–2029) as part of the 2025 budget process. Upon receipt of a detailed construction cost estimate in 2025, the capital submission will be resubmitted for Council consideration as part of the 2026 budget process.

Operating Budget Impact

Upon receipt of the detailed design drawings and construction cost estimate, an OBI will be included in the capital submission for Council consideration as part of the 2026 budget process. Should Council endorse Option 3, there would be no financial impact at this time.

Conclusion

Between May 28 and June 30, 2024, staff conducted a comprehensive, citywide public engagement process to determine community preferences for lighting along the Railway Greenway. The engagement succeeded in reaching a significant number of Richmond residents, of which a clear majority (78.5 per cent) expressed support for lighting along the greenway.

Due to the lack of a clear preference for one of the four lighting strategies outlined, staff recommend proceeding with Option 1, to develop a hybrid lighting implementation plan. This process will strive to best meet the range of preferences expressed by the community, and devise a plan that is informed by a thorough review of site-specific conditions and best practices. Staff will target a report to Council in Q1 2025 outlining a recommended lighting implementation plan for consideration. With endorsement of the plan, the services of a team of qualified professionals would be procured – funded by an existing Council-approved capital project Parks Advance Planning and Design (2023) – to develop detailed design drawings and a construction cost

September 26, 2024

- 8 -

estimate. A 2026 capital submission for Railway Greenway lighting implementation would be brought forward for Council consideration as part of the 2025 budget process.

A handwritten signature in black ink, appearing to read "Kevin Fraser", with a long horizontal stroke extending to the right.

Kevin Fraser
Research Planner 2
(604-233-3311)

Att.

- 1: Railway Greenway Lighting Engagement Boards
- 2: Railway Greenway Lighting Engagement Survey Report

Railway Greenway Lighting Engagement



Project Background

At the October 19, 2022, Public Works and Transportation Committee meeting, a delegation presented concerns about user safety after dark along the Railway Greenway. A petition to install lighting and explore opportunities for safety enhancements was also submitted. In 2023, Parks staff studied lighting options and their associated cost implications, and made a recommendation for a community engagement process to determine preferences for lighting along the Railway Greenway, which was endorsed by Council.

Currently, lighting in City parks is limited to sites where it is deemed necessary to ensure safe passage or access to amenities that operate after dark, such as sports fields and community facilities. In these cases, lights typically operate on a movement sensor or timer from dusk to dawn.

The Railway Greenway is unique in Richmond: it provides important ecosystem services as an ecological corridor while offering a multi-use path (MUP) for various modes of active transportation. The MUP serves as one of Richmond's busiest cycling routes. Data from 2020 and 2021 indicated average daily cycling trips ranging from approximately 700 to 1,000 for the months of April through August. Public amenities, such as community gardens, are also located along the Railway Greenway.



Current conditions along the Railway Greenway - view facing north



Current conditions along the Railway Greenway - view facing south

There is an existing on-road bicycle lane on each side of Railway Avenue that runs parallel to the Railway Greenway between Granville Avenue and Garry Street, along with a City sidewalk on the east side of the street. Both of these transportation facilities are illuminated by roadway lighting.

Railway Greenway Lighting Engagement



Ecological Impact

The Railway Greenway serves as an ecological corridor that provides ecosystem services including rainwater storage and filtration, cooling, and food sources and habitat for birds and insects. It is an important part of the City's Ecological Network. Some forms of lighting may have detrimental impacts on plants and animals within the Railway Greenway. Potential strategies to reduce these impacts include specifying lights that are movement sensor or timer-operated.



Railway Greenway ecological and active transportation corridor

Active Transportation

The Railway Greenway also serves as an important active transportation corridor in the City's network. A 4-metre wide multi-use path (MUP) accommodates mixed modes of transportation (e.g., walking and rolling) and is one of the busiest cycling routes in the City. While there are no lights within the greenway at present, some sections, especially those with proximity to intersections and Railway Avenue, receive light spillage from streetlights. The sidewalk and bike lanes along Railway Avenue are illuminated by existing streetlights, offering an alternative path of travel.

Impact on Adjacent Residences

As the City contemplates the prospect of lighting along the Railway Greenway, avoiding any negative impacts for adjacent residents is a top priority. Should the broader Richmond community indicate support for lighting, City staff would develop an implementation strategy that is sensitive to adjacent residences and employs measures to avoid increased late night activity and light trespass (e.g., by employing lights operated on movement sensors or timers and outfitted with shields).

Lighting Strategies and Cost Implications

In 2023, City staff procured the services of a qualified electrical engineer to complete a Railway Greenway lighting study. Since the City does not have established light standards for parks, the City's Engineering Design Specifications for Roadway Lighting were used. These specifications are based on Illuminating Engineering Society (IES) standards and can be applied to off-street pathways in addition to roadways. The findings of the lighting study demonstrated that the majority of the Railway Greenway MUP does not meet City standards, with the exception of areas in close proximity (less than 30 metres) to lit intersections.

Railway Greenway Lighting Engagement



A number of lighting strategies are possible:

Strategy A: Functional, Continuous Lighting

This approach would ensure that light levels along the entire Railway Greenway (between Westminster Highway and Garry Street) meet City standards, adopted accessibility guidelines and best practices, etc. This strategy would require pole lights spaced at approximately 30 metres on centre. Of the possible strategies, this approach is anticipated to have the second highest cost.



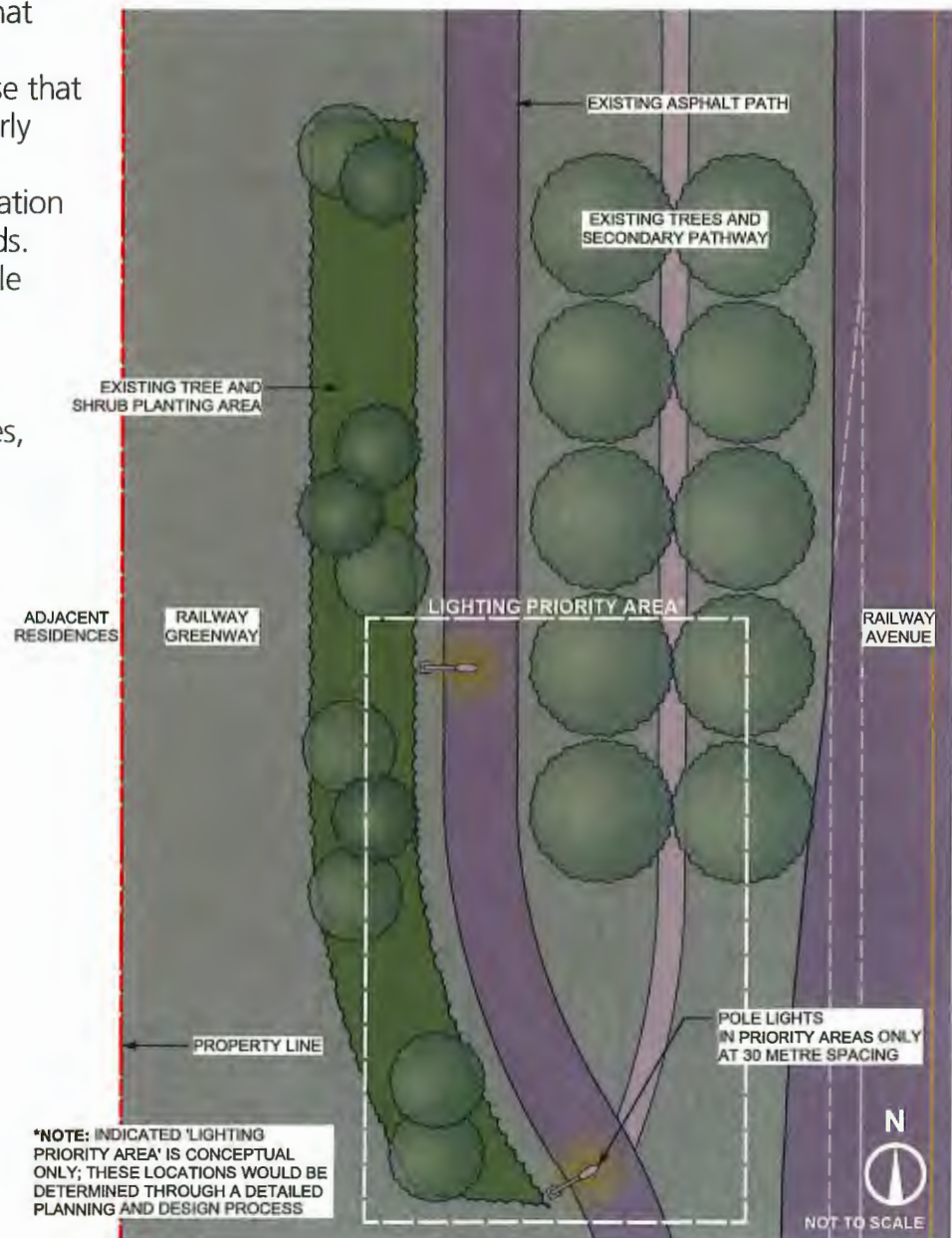
Note: The lighting strategy options indicated on these plans are schematic only. They are intended to visually communicate the approximate arrangement, quantity, and general style of light fixtures that corresponds to each strategy at a conceptual level. Pending the results of this community engagement process and direction from Council, any prospective lighting strategy would require a detailed planning and design process to determine next steps.

Railway Greenway Lighting Engagement



Strategy B: Functional, Intermittent Lighting

This approach would ensure that light levels within established lighting priority areas (i.e., those that are determined to be particularly dark and pose the greatest challenges from a safety/navigation standpoint) meet City standards. This strategy would require pole lights spaced at approximately 30 metres on centre within established lighting priority areas. Of the possible strategies, this approach is anticipated to have the lowest cost.



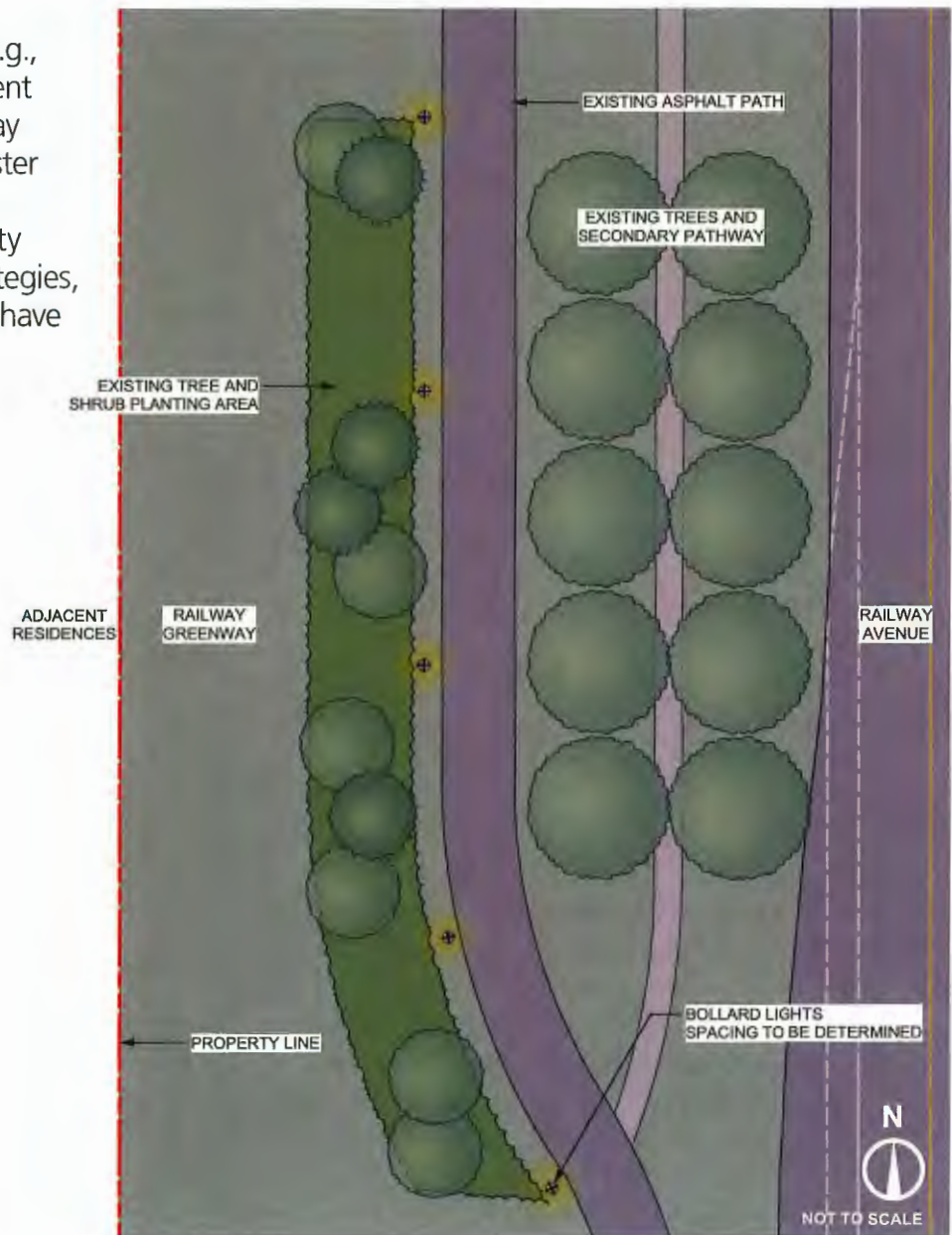
Note: The lighting strategy options indicated on these plans are schematic only. They are intended to visually communicate the approximate arrangement, quantity, and general style of light fixtures that corresponds to each strategy at a conceptual level. Pending the results of this community engagement process and direction from Council, any prospective lighting strategy would require a detailed planning and design process to determine next steps.

Railway Greenway Lighting Engagement



Strategy C: Ambient, Continuous Lighting

This approach would utilize alternative lighting elements (e.g., bollard lights) to provide ambient lighting along the entire Railway Greenway (between Westminster Highway and Garry Street). Light levels would not meet City standards. Of the possible strategies, this approach is anticipated to have the highest cost.



Note: The lighting strategy options indicated on these plans are schematic only. They are intended to visually communicate the approximate arrangement, quantity, and general style of light fixtures that corresponds to each strategy at a conceptual level. Pending the results of this community engagement process and direction from Council, any prospective lighting strategy would require a detailed planning and design process to determine next steps.

Railway Greenway Lighting Engagement



Strategy D: Ambient, Intermittent Lighting

This approach would strategically locate alternative lighting elements (e.g., bollard lights) to provide ambient lighting within established lighting priority areas (i.e., those that are determined to be particularly dark and pose the greatest challenges from a safety/navigation standpoint). Light levels within established lighting priority areas would not meet City standards. Of the possible strategies, this approach is anticipated to have the second lowest cost.



Note: The lighting strategy options indicated on these plans are schematic only. They are intended to visually communicate the approximate arrangement, quantity, and general style of light fixtures that corresponds to each strategy at a conceptual level. Pending the results of this community engagement process and direction from Council, any prospective lighting strategy would require a detailed planning and design process to determine next steps.

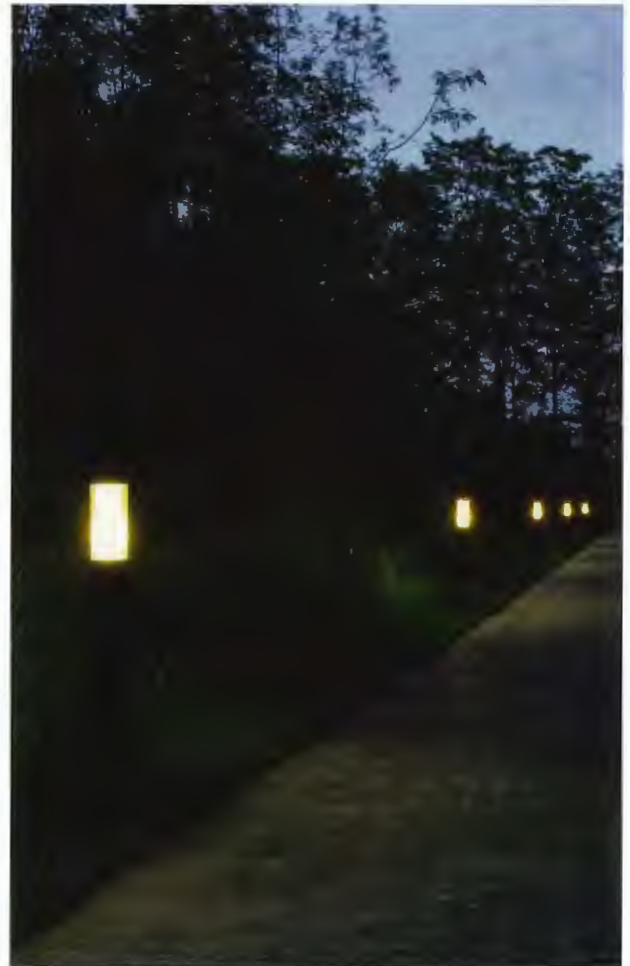
Railway Greenway Lighting Engagement



Potential Lighting Types



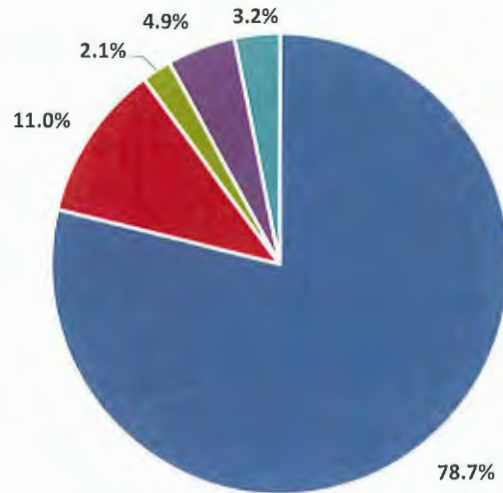
*Example of pedestrian scale pole lights along multi-use path on Sea Island
(photo credit: City of Richmond)*



Example of bollard lights (photo credit: Albert Leuchten)

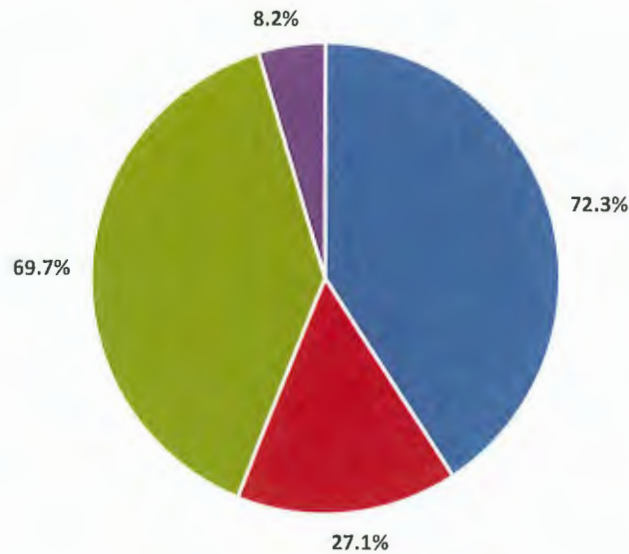
Note: The lighting styles shown in the above images are representative only. Specific fixtures, spacing, quantities, and locations would be determined through a future planning and design process.

I primarily use the Railway Greenway for the following purpose:



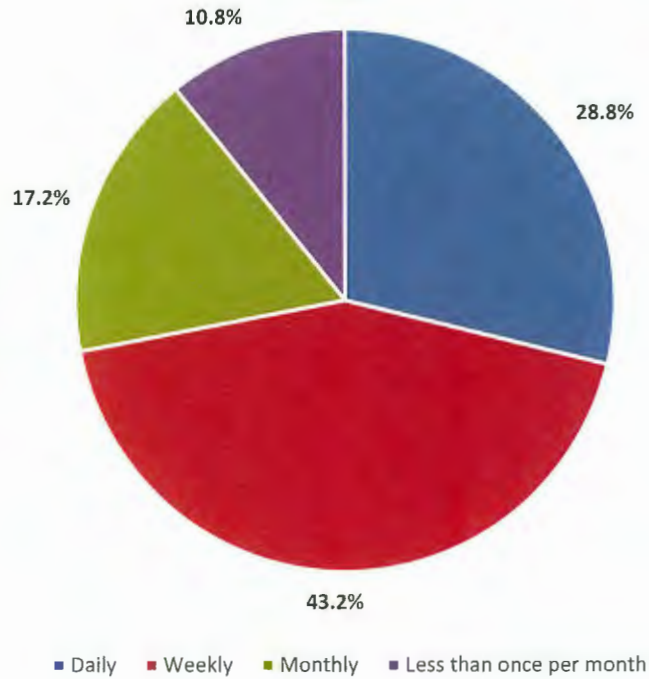
■ Recreation ■ Commuting ■ Errands ■ I do not use the Railway Greenway ■ Other (please specify)

I typically use the Railway Greenway by (select all that apply):

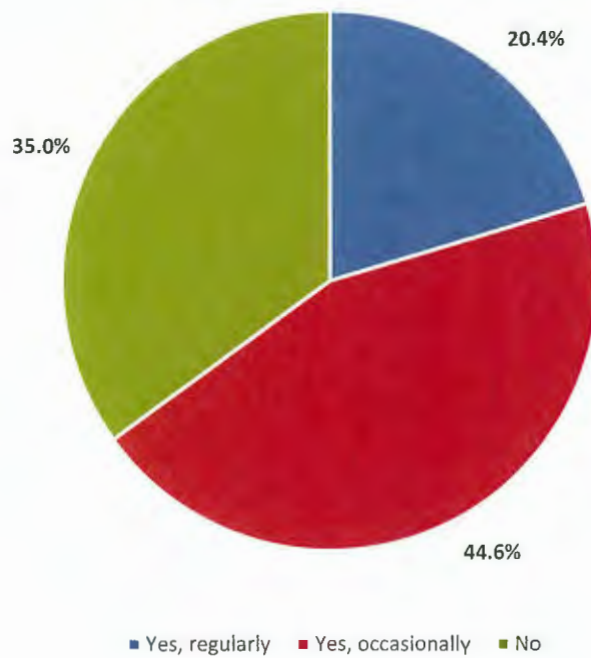


■ Walking
■ Jogging/running
■ Cycling
■ Another form of rolling (e.g., on a mobility device, skateboard, inline skates, scooter, etc.)

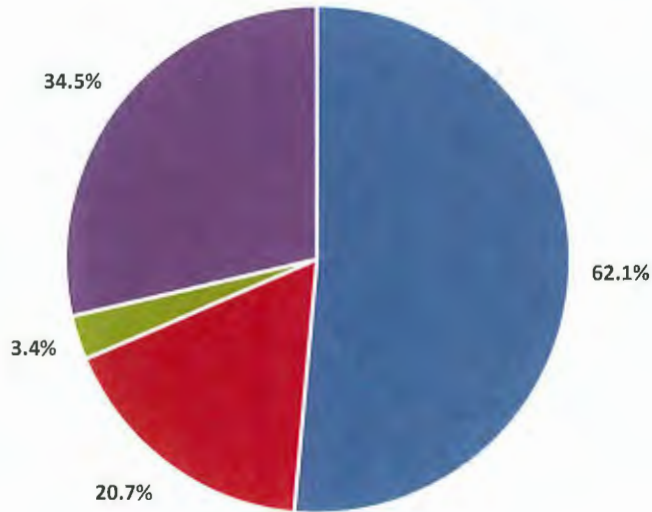
I typically use the Railway Greenway with the following frequency:



I use the Railway Greenway outside daylight hours:

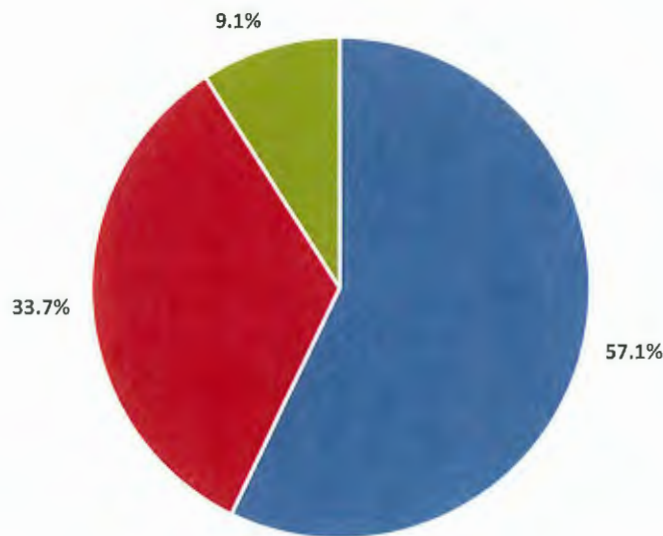


I do not use the Railway Greenway for the following reasons (select all that apply):



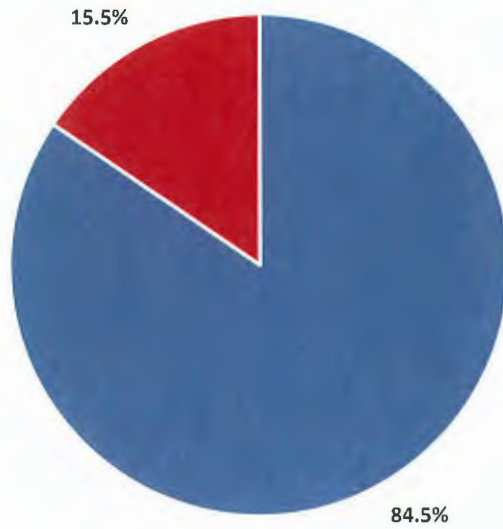
- It is too far from my residence
- I prefer to use other trails
- Safety issues (please specify)
- Other (please specify)

I do not use the Railway Greenway outside daylight hours because:



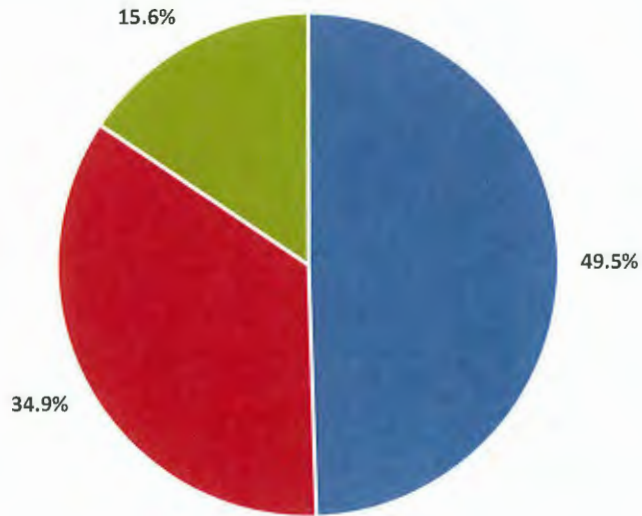
- I don't need to
- I perceive it to be unsafe
- Other (please specify)

I feel the following way about the prospect of installing lighting along the Railway Greenway:



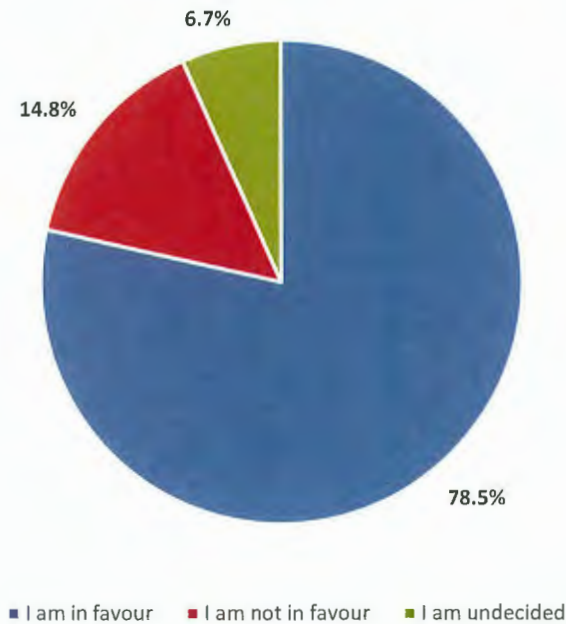
■ It could be beneficial for improving accessibility, visibility, safety, etc. ■ It would not be beneficial

If lighting were to be installed along the Railway Greenway, I feel the most attention should be directed toward (select one):

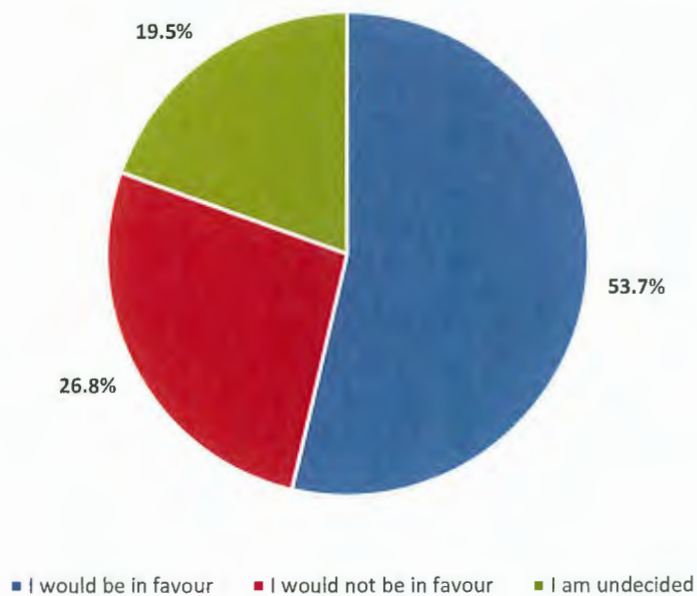


■ Minimizing impacts on adjacent residents ■ Minimizing impacts on wildlife ■ Other (please specify)

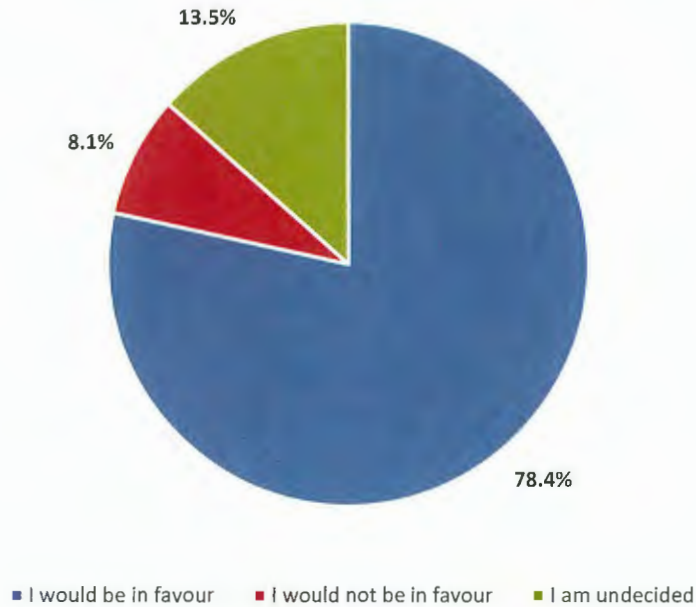
I feel the following way about the City exploring opportunities to introduce lighting along the Railway Greenway:



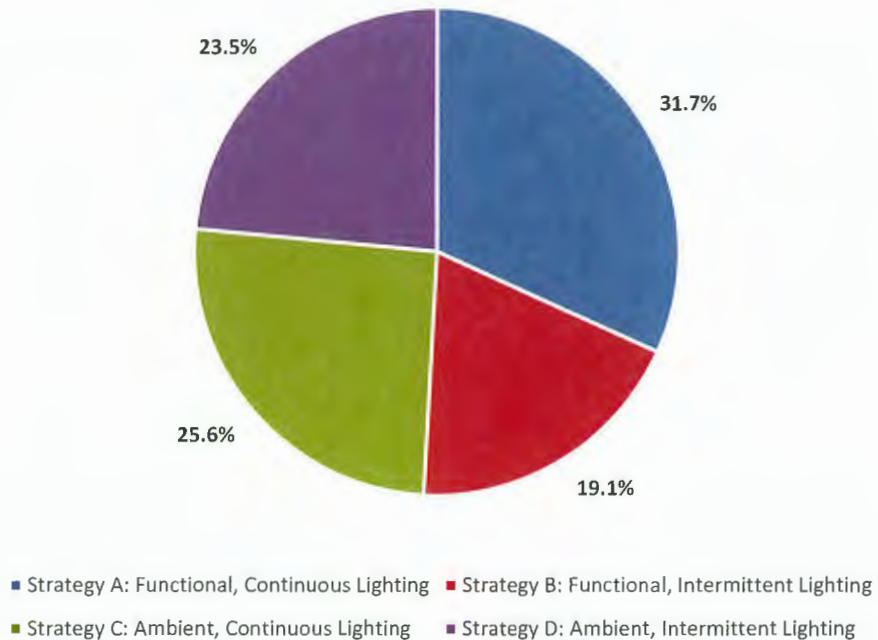
If lighting were to be installed along the Railway Greenway, I would feel the following way about lights operated with a movement sensor or timer:



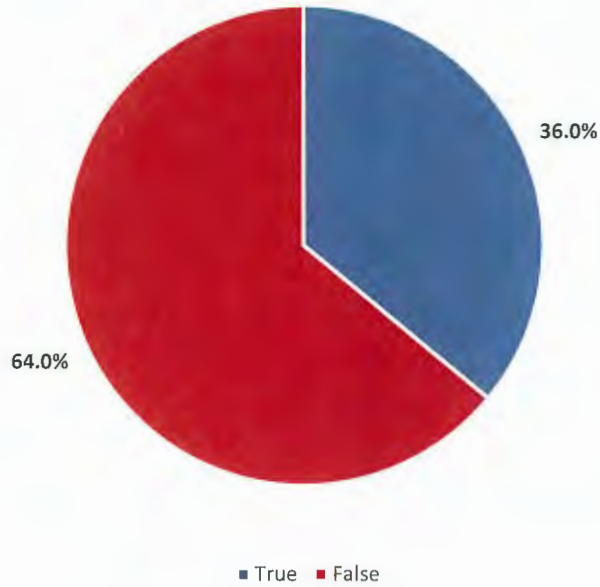
If lighting were to be installed along the Railway Greenway, I would feel the following way about wildlife-friendly lighting strategies:



I have reviewed the "Lighting Strategies" info sheet and support the following Railway Greenway lighting strategy:



I live adjacent to the Railway Greenway:



I heard about this engagement via (check all that apply):

