



Parks, Recreation and Cultural Services Committee

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

**Tuesday, November 27, 2012
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 Tuesday, October 23, 2012.*



NEXT COMMITTEE MEETING DATE

Tuesday, January 29, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

- 1. ALEXANDRA DISTRICT ENERGY UTILITY ENERGY CENTRE
PUBLIC ART PROJECT**

(File Ref. No. 11-7000-09-20-148) (REDMS No. 3694618 v.2)

PRCS-9

See Page **PRCS-9** for full report

Designated Speaker: Eric Fiss

Parks, Recreation & Cultural Services Committee Agenda
Tuesday, November 27, 2012

Pg. # ITEM

STAFF RECOMMENDATION

That the concept proposal and installation of the Alexandra District Energy Utility Energy Centre Public Art Project by artist Andrea Sirois, as presented in the staff report from the Director, Arts, Culture & Heritage Services dated November 6, 2012, be endorsed.

☐

2. **RAILWAY CORRIDOR GREENWAY – PHASE 1 IMPLEMENTATION PLAN**

(File Ref. No. 06-2400-20-RAIL1) (REDMS No. 3699055 v.2)

PRCS-23

See Page **PRCS-23** for full report

Designated Speakers: Mike Redpath & Yvonne Stich

STAFF RECOMMENDATION

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

☐

3. **MANAGER'S REPORT**

ADJOURNMENT

☐



Parks, Recreation & Cultural Services Committee

Date: Tuesday, October 23, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Ken Johnston
Councillor Linda Barnes
Councillor Evelina Halsey-Brandt
Councillor Bill McNulty

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 Tuesday, September 25, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, November 27, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. DIRT BIKE TERRAIN PARK CONSULTATION PROCESS

(File Ref. No. 06-2345-01) (REDMS No. 3671130 v.2)

In reply to queries from Committee, Mike Redpath, Senior Manager, Parks, accompanied by Clarence Sihoe, Park Planner provided the following information:

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Tuesday, October 23, 2012

- staff have utilized a list of site selection criteria to analyse the suitability of potential locations to accommodate the proposed Dirt Bike Terrain Park; however, should a more suitable site be identified, staff would consider it;
- the proposed Dirt Bike Terrain Park would accommodate a range of skill levels; and
- the current temporary bike park is primarily utilized seasonally, with heavy usage during the summer months and weekend usage during the winter months.

Discussion ensued and it was suggested that the proposed Park include comfort and artistic elements such as seating and public art. Also, a comment was made that those utilizing the proposed Park be required to wear helmets.

Mr. Redpath advised that should the proposed consultation process be approved, staff would report back with the findings of the consultation and present concepts for the Park on the proposed recommended sites.

Discussion further ensued and it was suggested that local members of the cycling community and Richmond youth be included in the proposed consultation process.

The Chair queried how many Richmond youth utilize the current temporary bike park. Also, he commented on the Steves School Park site, noting that the park plan for that area should be examined.

It was moved and seconded

That staff begin the public consultation process regarding the selection of Garden City Community Park and Railway Avenue Corridor Greenway/Granville Avenue as potential dirt bike terrain park sites, as detailed in the staff report titled Dirt Bike Terrain Park Consultation Process dated October 1, 2012 from the Senior Manager, Parks.

CARRIED

2. SUN LIFE ASSURANCE COMPANY OF CANADA FIELD USE AGREEMENT

(File Ref. No. 06-2345-20-HDEL1) (REDMS No. 3682551 v.2)

In reply to queries from Committee, Serena Lusk, Manager, Parks Programs, advised that Sun Life intends to develop the site and as such, an alternate playing field for current field users needs to be identified.

It was noted that the term of the proposed license should read from September 1, 2012 to April 14, 2013.

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It was moved and seconded

That the City enter into a license with Sun Life Assurance Company of Canada ("Sun Life") whereby Sun Life licenses to the City a portion of the lands legally known and described as Lot 8, Section 32, Block 5 North, Range 5 West, New Westminster District, Plan 64718 as described in the staff report titled Sun Life Assurance Company of Canada Field Use Agreement, from the Senior Manager, Parks and on the terms and conditions set out in the staff report, including, specifically, that the City grant to Sun Life an indemnity for any losses that Sun Life may suffer in relation to the City's use of the lands.

CARRIED

COUNCILLOR LINDA BARNES

2A. TERMS OF REFERENCE FOR SITE BUILDING COMMITTEES

(File Ref. No.)

Councillor Barnes commented on the activities of past Site Building Committees and spoke of communication and protocol challenges. As a result, the following **motion** was introduced:

It was moved and seconded

(1) That the terms of reference for Site Building Committees for heritage projects include the following:

- (a) Review the tender package prior to the tender process;*
- (b) Review any subsequent changes that affect heritage conservation outside of the Council approved project scope; and*
- (c) Appropriate heritage documents be included in the orientation package.*

CARRIED

2B. HERITAGE BUILDINGS INFORMATION SESSION

(File Ref. No.)

Councillor Barnes spoke of the benefits a heritage focused information session would have for staff. She commented on several ongoing heritage-related projects, noting that such an information session would help build on staff's knowledge.

Discussion ensued and Committee commented that a small handbook detailing important information related to heritage buildings would be valuable. It was noted that such a handbook could act as a tool for staff and for Site Building Committees. As a result of the discussion, the following **motion** was introduced:

3.

Parks, Recreation & Cultural Services Committee
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It was moved and seconded

That staff host a workshop for key City staff including heritage conservation, preservation, restoration, heritage standards, building codes and alternatives when dealing with heritage buildings.

CARRIED

3. MANAGER'S REPORT

(i) Snow Geese Update

In reply to a query from Committee, Ms. Lusk advised that a contractor carries out the City's hazing program for snow geese; however, she noted that staff have been examining other hazing programs that utilize residential dogs and anticipate introducing a similar program in the immediate future.

(ii) Railway Avenue Greenway

Mr. Redpath highlighted that the public consultation for the Railway Avenue Greenway was successful and staff anticipate reporting back in November 2012.

(iii) 7300 Elmbridge Way

Mr. Redpath provided background information, noting that 7300 Elmbridge Way was identified as a park and open space under the Council approved City Centre Area Plan.

Discussion ensued regarding the future of the lot and Committee cited concern regarding the designation and recent improvement of the lot.

(iv) Watermania Pool

Vern Jacques, Senior Manager, Recreation Services, commented on the recent closure of Watermania Pool and stated that the pool is anticipated to be reopened by the end of the week.

(v) Trees on Boulevards

Discussion ensued regarding trees on boulevards and Ted G. deCrom, Manager, Parks Operations, advised that many of the trees on City boulevards were voluntarily planted by residents. He noted that once planted, the City takes ownership of the trees.

Discussion further ensued and Mr. Redpath stated that staff would provide Council with a memorandum clarifying the City's Boulevard Maintenance Regulation Bylaw.

(vi) West Dike Retaining Wall

Discussion ensued regarding a private retaining wall along the west dike.

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(vii) Museum Coordinator in the Steveston Area

The Chair referenced a memorandum dated October 16, 2012 from the Supervisor, Richmond Museum and Heritage Services (copy on file, City Clerk's Office), and stated that this memorandum addresses the referral made at the Parks, Recreation and Cultural Services Committee meeting on March 27, 2012 regarding the programmer position in the Steveston area.

It was moved and seconded

That the memorandum dated October 16, 2012 from the Supervisor, Richmond Museum and Heritage Services, addresses the referral made at the Parks, Recreation and Cultural Services Committee meeting on March 27, 2012 regarding the programmer position in the Steveston area.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:46 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Tuesday, October 23, 2012.

Councillor Harold Steves
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: November 6, 2012

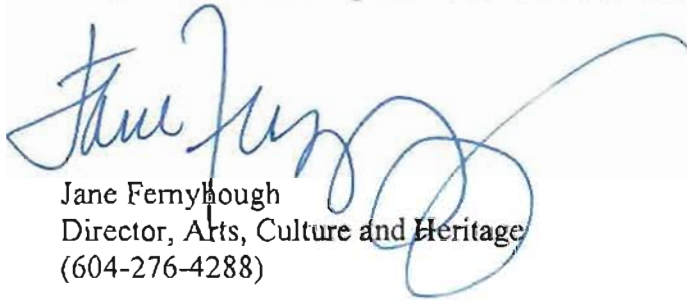
From: Jane Fernyhough
Director, Arts, Culture and Heritage

File: 11-7000-09-20-148/Vol
01

Re: Alexandra District Energy Utility Energy Centre Public Art Project

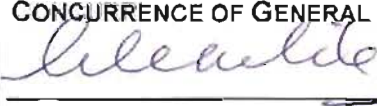



Staff Recommendation

That the concept proposal and installation of the Alexandra District Energy Utility Energy Centre Public Art Project by artist Andrea Sirois, as presented in the report from the Director, Arts, Culture & Heritage Services dated November 6, 2012, be endorsed.



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

Att. 3

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Budgets	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Sustainability	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO 	INITIALS: 

Staff Report

Origin

On November 22, 2010 Council approved the Alexandra District Energy Utility Bylaw No, 8641, which authorized the implementation of the first phase of the Alexandra District Energy Utility (ADEU), a geo-exchange well field, energy centre, distribution piping and heat exchangers to utilize geothermal energy for the developing Alexandra neighbourhood.

The purpose of this report is to recommend an artist and concept proposal for installation at the ADEU energy centre building.

Background

The City of Richmond's first district energy utility became operational in September 2012. In its first phase, developed in partnership with Oris Geo Energy Ltd., the innovative new utility will use geothermal energy to heat and cool new residential units being built in Richmond's West Cambie neighbourhood. At the full build out, it will help avoid the local production of greenhouse gas emissions by 2000 to 6000 tonnes annually. Underground wells and piping infrastructure are sited under the Greenway corridor between Odlin Road and Cambie Road (the West Cambie Greenway). The Energy Centre building is sited on park land south of the Greenway, and this will serve as this project's site for Public Art. The Energy Centre has an interior public viewing area.

Analysis

Terms of Reference – Alexandra District Energy Utility (ADEU) Energy Centre Public Art

The public art terms of reference for the ADEU Energy Centre Public Art Project (**Attachment 1**) describes the art opportunity, site description, scope of work, budget, selection process, design schedule and submission requirements. The Terms of Reference were reviewed and endorsed by the Public Art Advisory Committee.

Public Art Selection Process

The chart outlining the public art decision-making process for a City initiated public art project is presented as **Attachment 2**.

ADEU Energy Centre - Public Art Project Panel

Fourteen artists responded to the artist call for this project. Following the administrative procedures for artist selection for civic public art projects, the selection panel met on September 13, 2012 to review the artist submissions. The members of the selection panel included:

- Haruko Okano, Artist
- Duane Elverum, Designer
- Dana Westermarck, Development Representative

Recommended Public Art Project

Following the reviews of the fourteen submissions, the Public Art Project Panel unanimously recommended the artist Andrea Sirois for the ADEU Energy Centre Public Art Project. The recommendation of the selection panel was reviewed and endorsed by the Public Art Advisory Committee.

The proposed artwork will include high-resolution pictures similar to those in the concept sketch (**Attachment 3**). A similar water image will be installed along the length of the observation room wall complete with didactic text referring to the building and its aim. The images will be printed on adhesive backed vinyl laminate, and adhered to the exterior panels. Each panel will be covered in its entirety up to the aluminum flashing. This material is weatherproof, and suitable for long term outdoor use.

The artist intends that the artwork evoke the following message:

"As a new geothermal facility in Richmond, the concept for the Alexandra District Energy Utility Public Art Project is to echo the theme of water as energy. By installing beautiful photographs of water that seem to flow around the exterior, the artwork is aimed at transforming the banality of the structure, unifying it with the surrounding landscape. Each image will feature a bright and colourful abstract scene of moving water. The images become a metaphor for the building's intention: water as energy, strengthening the sense of place for the community. The intent is for the viewer to ponder on this element, water, which is literally flowing beneath their feet."

The panel commented that the proposed use of an adhesive backed adhesive vinyl would have a relatively short life, and is not environmentally friendly. The panel recommended that the photographic artwork be fabricated with an alternative material. Additionally, it was recommended that the artwork be extended to all four sides of the building, if budget could be found.

Staff have discussed the technical requirements and material selection with the artist, and propose that the photographic images be printed on an aluminum panel, similar to the material used for the No. 4 Road Drainage Pump Station artwork "Working River". This material is durable and has a longer life than vinyl, and can be produced within the approved budget.

Attachment 3 provides further information about the proposed artwork, materials, size, location, and the artist.

Financial Impact

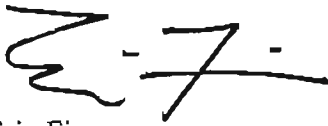
Consistent with the City's Public Art Policy for capital projects, a public art budget of \$15,000 was allocated for public art for the ADEU Energy Centre. This budget includes all costs for the design, fabrication and installation of the artwork including all related artist expenses. Staff support increasing the budget to extend the artwork to the fourth facade of the Energy Centre as recommended by the selection panel. Subject to detailed budgeting for installation of the artwork, additional funds of up to \$10,000, if required, are available from the Public Art Capital Project (2012) which includes a supplemental budget of \$10,000 towards additional funding for

public works and facilities public art. It is estimated that \$5,000 will be required to supplement this project as recommended, bringing the total budget to \$20,000.

Conclusion

Public art has the ability to interpret and communicate City goals and priorities. The inclusion of public art at the ADEU Energy Centre contributes to community sustainability as well as to advance the City's destination status and ensure our continued development as a vibrant cultural city.

The ADEU Energy Centre represents an opportunity to provide public art to interpret and engage the public in their understanding of the district energy project, and to enhance the identity and vibrancy of the Alexandra community. Staff recommends that Council endorse the concept proposal and installation of the ADEU Energy Centre public art by artist Andrea Sirois, as presented in this report.

A handwritten signature in black ink, appearing to read 'E. Fiss'.

Eric Fiss
Public Art Planner
(604-247-4612)

EF:ef



City of
Richmond

Public Art Program



Alexandra District Energy Utility Public Art Project

Call to Artists – Request for Proposals Terms of Reference

The City of Richmond Public Art Program seeks an artist or artist team to create a public artwork to enhance the new Energy Centre of the City of Richmond's first district energy utility. This call is open to emerging and established artists/artist teams residing in British Columbia and Alberta.

Budget: \$15,000, all inclusive

Installation: March, 2013

Deadline for Submissions: 2:00 p.m. on Tuesday, August 28, 2012

For more information, contact the Public Art Program:

Phone: Eric Fiss at 604-247-4612 Email: publicart@richmond.ca

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Project Overview

The City of Richmond is well underway with construction of its first district energy utility. In its first phase, being developed in partnership with Oris Geo Energy Ltd., the innovative new utility will use geothermal energy to heat and cool new residential units being built in Richmond's West Cambie neighbourhood. At the full build out, it will help avoid the local production of greenhouse gas emissions by 2000 to 6000 tonnes annually. Underground wells and piping infrastructure are sited on park land between Odlin Road and Cambie Road (the West Cambie Greenway). A small Energy Centre building is sited on park land south of the Greenway, and this will serve as this project's site for Public Art. The Energy Centre does have a public viewing area.

Theme

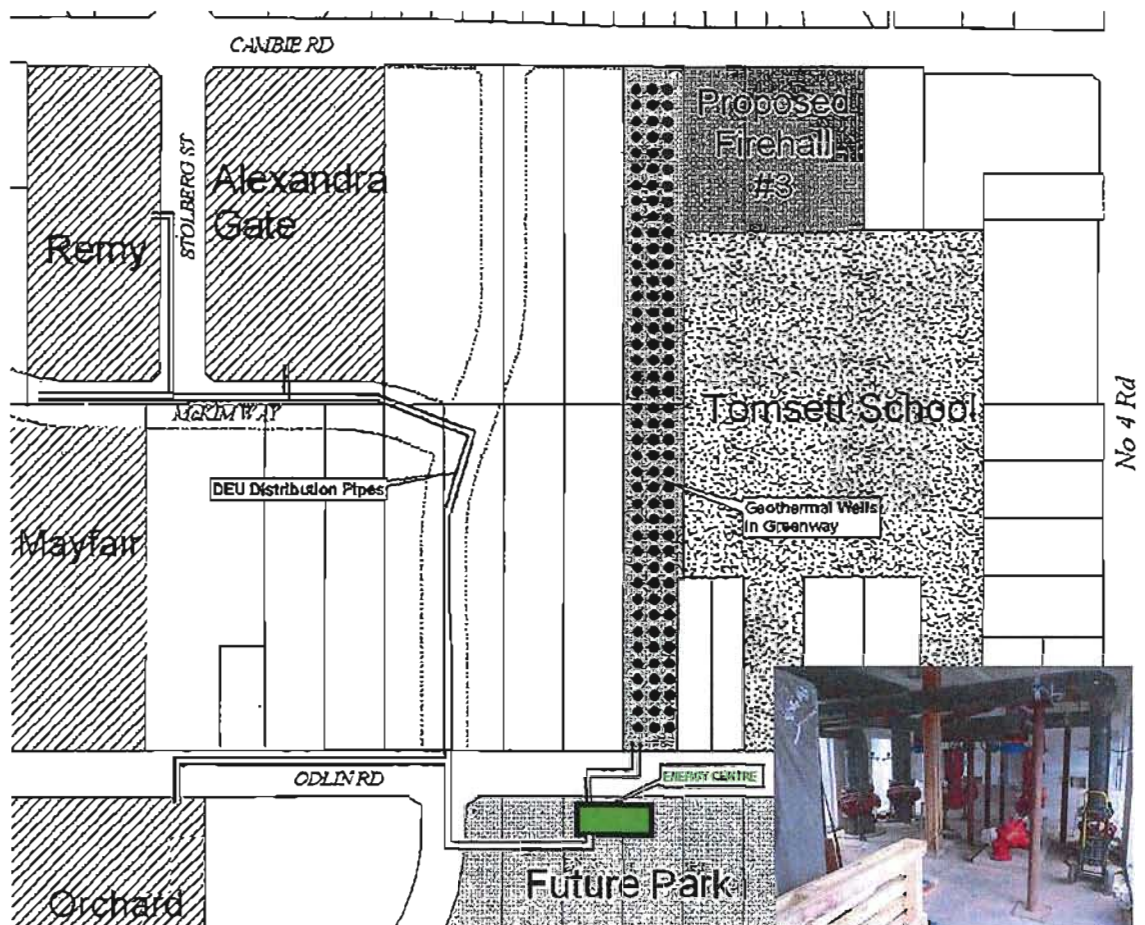
The proposal should consider interpretation of the processes for the District Energy Utility, and related energy, environment, and sustainable development themes.

Budget

The total budget established for this project is \$15,000. The budget includes (but is not limited to): artist fees, design, engineering fees (if required), fabrication, installation, photography and insurance. Travel to Richmond and/or accommodation is at the artist's expense.

About the Site

There are both interior and exterior opportunities at this location, as a viewing and information area will be publicly accessible. A site orientation is scheduled to review the facility and opportunities.



Schedule (subject to change)

Site orientation (*optional*): 11:00 a.m. on Tuesday, July 10, 2012 at the Energy Centre, 9600 Odlin Rd.

Submissions Deadline 2:00 p.m. on Tuesday, August 28, 2012

Selection Panel	September, 2012
Concept Development	October, 2012
Technical Review	November, 2012
Fabrication	Dec. 2012 to Feb. 2013
Installation	March 2013

As significant progress has already been made on the building, it is most likely that the artwork will be installed after the Energy Centre has been fully completed.

Selection Panel & Process

A three-member panel will consist of stakeholders including art and design professionals. The panel will convene to review all artist submissions. At the conclusion of the process, the panel may recommend one artist/artist team for the project. The recommended artist and concept proposal will be reviewed by the Public Art Advisory Committee and presented to City Council for endorsement.

Selection Criteria

Submissions to the RFP will be reviewed and decisions made based on:

- Artist qualifications and proven capability to produce work of the highest quality;
- Artist's capacity to work in demanding environments with other design professionals;
- Appropriateness of the proposal to the project terms of reference and Public Art Program goals;
- Artistic merit of the proposal;
- Degree to which the proposal is site and community responsive, and technically feasible;
- Probability of successful completion; and
- Environmental sustainability of the proposed artwork.

Additional consideration may be given to artists who have not been selected for a Richmond Public Art project in the past three years

Submission Requirements

All submissions should contain the following items and in the following order.

- Information Form (1 page)
 - A completed Information Form found on last page of this document.
- Letter of Interest (1 page maximum)
 - A typed letter of interest, including the artist's intent, rationale and a preliminary description of approach for this particular public art project. The letter should address the Selection Criteria (above) and include a statement about your artistic discipline and practice.
- Concept Sketch (1 page)
 - Provide a concept sketch, maximum paper size 8.5 x 11 inches each. The final selected artist/artist team will be contracted to produce a final detailed design drawing or maquette under the terms of the artist agreement, prior to fabrication and installation of the artwork.

- Resume/Curriculum Vitae (2 pages maximum)
 - Outline your experience as an artist, including any public art commissions. If you are submitting as a team, each member must provide a personal resume (each a maximum of 2 pages).
- Three References
 - Individuals who can speak to your art practice and interest and/or experience in public art projects. Please include: name, occupation, title, organization, address, primary phone number, email and a brief statement describing the nature of your working relationship to the reference listed.
 - Artist teams provide 3 references total.
- Other Support Documentation (Optional) (2 pages maximum)
 - This documentation may include (please properly cite all sources):
 - Recent reviews and news clippings
 - Excerpts from programs, catalogues and other publications that include examples of your work
- Annotated List of Images of Past Work (1 page maximum)
 - Provide the following information for all images:
 - Title of work, medium, approx. dimensions, location and date and the image file name. Artists are also encouraged to include a brief description.
- Images of Past Work (10 maximum)
 - One image per page, oriented in landscape format as these images will be projected for reviewers
 - Do not place any descriptive text or titles on or around the image, other than the image number and your name in the right header of every page

Submission Guidelines

This RFP accepts paper submissions via mail or delivered in person. Electronic submissions are accepted and encouraged. Submissions must be complete and strictly adhere to these guidelines and Submission Requirements (above) or risk not being considered. Faxed submissions will not be accepted.

- All submissions (electronic and print) must be formatted to 8.5 x 11 inch pages. Do not send any models, maquettes, or videos.
- The Artist's (or Team's) name should appear in the right header of every page.
- Do not submit any original materials or files. Submissions will not be returned.
- Do not bind, staple or use plastic cover sheets.

In addition, electronic submissions:

- Must be submitted in MS Word or PDF format. Do not submit materials that require plug-ins, extensions or other executables that need to be downloaded or installed. Do not compress (zip) files
- Must be self-contained. Do not embed links to other websites or on-line documentation or media.
- Must be contained in *one single document*. Do not submit multiple electronic documents.
- Must be 10MB or smaller if emailed. Any file over 10MB must be sent via PC-compatible CD.

Submitting as a Team

The team should designate one representative to complete the entry form. Team submissions must adhere to the specific submission guidelines with the following exceptions:

- Each team member must submit an individual Resume/CV (See Submission Requirements)
- All Team Members must list their full names on the space provided on the Information Form

Deadline for Submissions

Submissions must be received by 2:00 p.m. on Tuesday, August 28, 2012. This is not a postmark date. Extensions to this deadline will not be granted under any circumstances. **Submissions received after the deadline and those that are found to be incomplete will not be reviewed.**

It is the applicant's responsibility to ensure the submission package reaches the City of Richmond by the deadline.

Email, mail or deliver submissions to:

Richmond Public Art Program
City of Richmond
6911 No.3 Road
Richmond, BC V6Y 2C1
604-204-8671
publicart@richmond.ca

For questions and additional information, contact

Eric Fiss, MAIBC, MCIP, LEED AP
Public Art Planner
City of Richmond
604-247-4612
efiss@richmond.ca

For more information on the Public Art Program please visit www.richmond.ca/publicart.

Additional Information

Please be advised that the City and the selection panel are not obliged to accept any of the submissions, and may reject all submissions. The City reserves the right to reissue the RFP as required.

All information provided under the submission shall be considered confidential and shall only be disseminated to City staff and partners for the purposes of the selection process. All submissions to this RFP become the property of the City and will be held in confidence as required by law. The artist shall retain copyright in the concept proposal.

While every precaution will be taken to prevent the loss or damage of submissions, the City and its agents shall not be liable for any loss or damage, however caused.

Extra consideration may be given to proposals from artists who have not received commissions from the City of Richmond in the past three years.

Map: City of Richmond. Photos: City of Richmond Staff



Attach one (1) copy of this form as the first page of the submission.

PLEASE NOTE: You can type your responses into this PDF document.

Name: _____

Team Name (if applicable): _____

Address: _____

City/Postal Code: _____

Primary Phone: _____ Secondary Phone: _____

Email: _____ Website: _____
(one website or blog only)

Submission Checklist

Please provide these items in the following order (As outlined in Submission Requirements):

- ☐ Information Form (this page)
- ☐ Letter of interest (max. 1 pages)
- ☐ Concept Sketch (max. 1 page)
- ☐ Resume/Curriculum vitae (max. 2 pages per team member, if applicable)
- ☐ Three References
- ☐ Other Support Documentation (Optional) (max. 2 pages)
- ☐ Annotated List of Past Work (max. 1 page)
- ☐ Ten Images of Past Work (max. 10 pages)

Incomplete or faxed submissions will not be accepted. Emailed submissions over 10MB will not be accepted.

List Team Member Names Here (Team Lead complete above portion):

Please let us know how you found out about this opportunity:

Would you like to receive direct emails from the Richmond Public Art Program? _____

Signature: _____ Date: _____

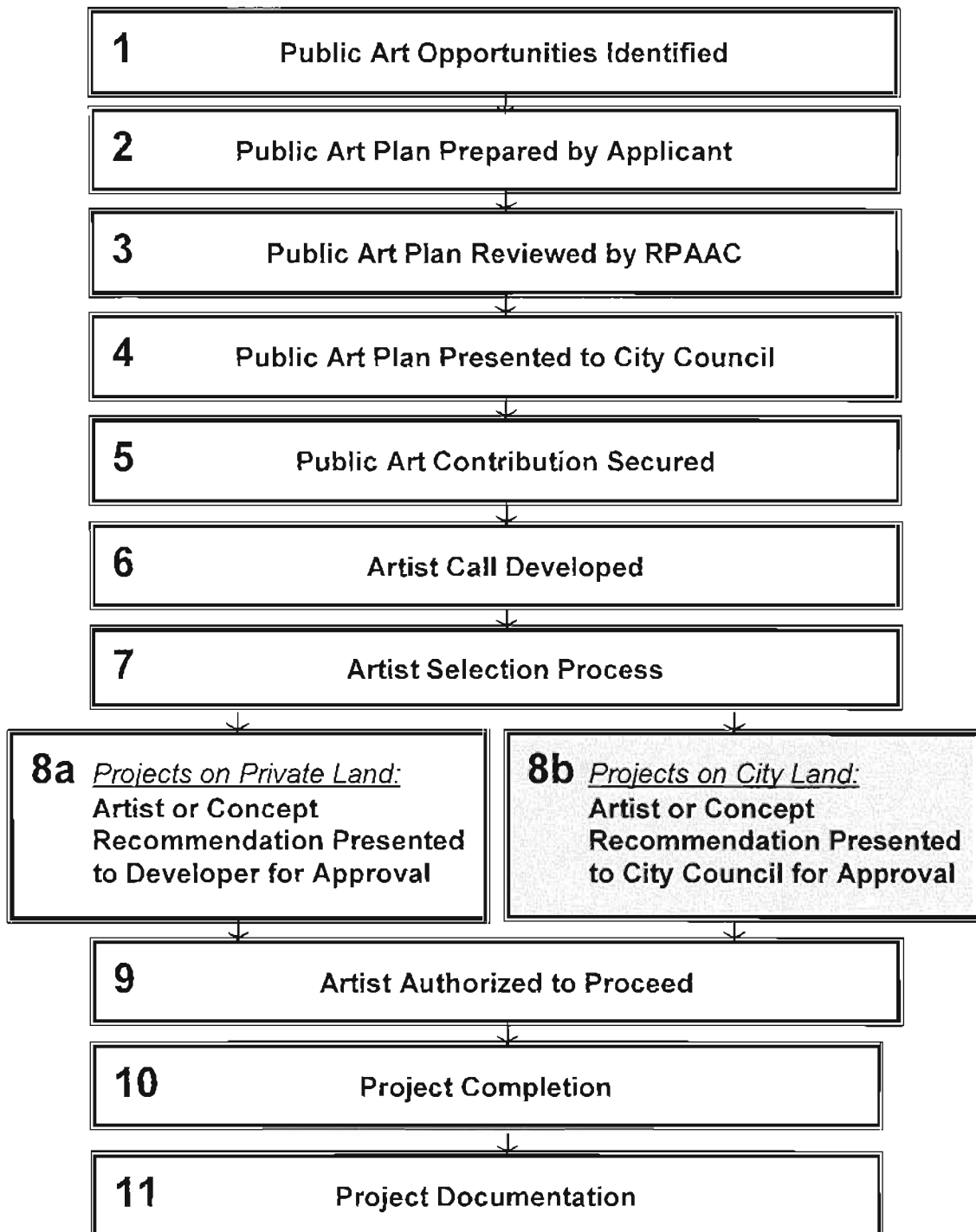
Submission Deadline: 2:00 p.m. on Tuesday, August 28, 2012

Deliver to: City of Richmond, Public Art
6911 No. 3 Rd. Richmond, BC, V6Y 2C1

Or by email to:
publicart@richmond.ca

Richmond Public Art Process

Civic • Private • Community



LETTER OF INTEREST ANDREA SIROIS

To the selection panel for the Alexandra District Energy Utility Public Art Project:

Please accept this letter of interest as my request to participate in the Alexandra District Energy Utility Public Art Project. As a photographic artist I have produced two installations for the City of Richmond including seventeen fine art images aimed at enhancing and encouraging the use of Richmond Hospital's stairways, and four backlit panels for the No. 3 Road Art Columns at Canada Line Lansdowne Station. Last year I partnered with the City of Richmond to photograph 60 of their public artworks. In all cases I collaborated with city planners, design professionals, communities, and service providers to ensure artistic excellence and quality artwork was achieved in a timely manner.

How do you take a building whose purpose is innovative and contemporary, and transform the exterior to reflect these qualities? As a new geothermal facility in Richmond, the concept for the Alexandra District Energy Utility Public Art Project is to echo the theme of water as energy. By installing beautiful photographs of water that seem to flow around the exterior, the artwork is aimed at transforming the banality of the structure, unifying it with the surrounding landscape. Each image will feature a bright and colourful abstract scene of moving water. The images become a metaphor for the building's intention: water as energy, strengthening the sense of place for the community. The intent is for the viewer to ponder on this element, water, which is literally flowing beneath their feet.

The proposed artwork will include high-resolution pictures similar to those in the concept sketch. A similar water image will be installed along the length of the observation room wall complete with didactic text referring to the building and its aim. The images will be printed on adhesive backed vinyl laminate, and adhered to the exterior panels. Each panel will be covered in its entirety up to the aluminum flashing. This material is weatherproof, and suitable for longterm outdoor use.

Taking into consideration a 15% artist fee and 10% contingency fund, the current budget can feasibly allow for images to cover all 10' x 5' panels on three of the four exterior walls, totaling approximately 21 panels. I propose the south wall, being less visible to the public, be painted using an exterior paint in a coordinating colour. The interior observation room photo would be 10' wide by 3' high, and positioned at eye level. If additional budgeting becomes available the panels on the south wall could also include an image. The artwork will be created in fall 2012, then printed on a weatherproof surface and ready for installation before March 2013.

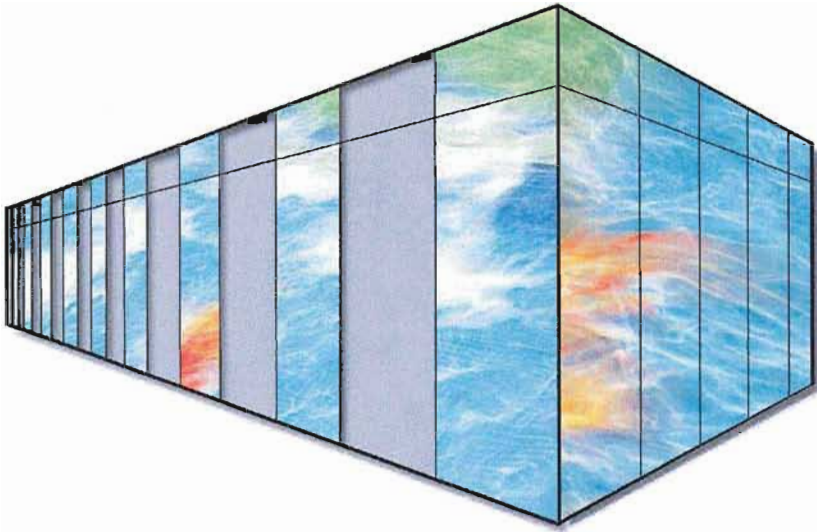
Photography is my medium to witness, and subsequently collect images of my world. I see collecting images as my legacy. The camera provides room to experiment with concepts, as well as ideas, and achieve visual results. I am then free to explore ways to present my work. The natural world is often at the centre of my concepts, and I am focused on bringing it to the public's attention.

I welcome the opportunity to be involved in Richmond's first geothermal facility creating a beautiful public art project that equals it in both innovation and uniqueness. Please feel free to contact me if you have any questions.

Sincerely,

Andrea Sirois

CONCEPT SKETCH



Concept of photographic images of flowing water (to be further refined)



Photographic aluminum panels to be placed over the existing white panels (all sides)

RESUMÉ

ANDREA SIROIS

Born in Montreal, Quebec
Lives and works in Vancouver, British Columbia

EDUCATION

POST SECONDARY

1988 Photography Diploma, Algonquin College of Applied Arts & Technology, Ottawa, ON

PROFESSIONAL

2012 Tsawwassen Arts Centre, Delta, BC, *Encaustic Mixed Media*
2010 Langara College, Vancouver, BC, *Acrylic Painting: A Technical Workshop*
2008 Emily Carr University of Art & Design, Vancouver, BC *Inspiration, Expression, and the Creative Process*
2007 Silk Purse, West Vancouver, BC, *Painting with the Masters and Art Studio*
Coupeville Arts Center, Coupeville, Washington, USA, *Photographic Portraits*
Vancouver Photo Workshops, Vancouver, BC *Visual Photographic Narratives in the 21st Century*
2006 Emily Carr University of Art and Design, Vancouver, BC, *Business of Art Practices*

PUBLIC ART

2010 *No. 3 Road Art Columns: The Glory of the Woods*. Images commissioned by the City of Richmond. Four backlit panels 73" x 76" installed at Lansdowne Station, from December 2010 – May 2011

2008 *Stairway to Art*, Images commissioned by the City of Richmond for permanent installation in Richmond Hospital. Mounted and framed images: fifteen 20" x 30" and two 24" x 36"

SELECTED EXHIBITIONS

2011 *14th International MiniArt Exchange*, Gramado, Brazil
Papergirl Vancouver: Art, Philanthropy, & Bikes, Vancouver, BC
2009 *Anonymous Art Show*, CityScape Community Art Space, North Vancouver, BC
2008 *Art in the Garden Tour*, North Vancouver Community Arts Council, North Van., BC
A Walk in the Woods, CityScape Community Art Space, North Vancouver, BC
2007 *Persona*, Exposure Gallery, Vancouver, BC
Give Us Your Best Shot, Benham Gallery, Seattle, WA
Exploring the World – The Traveling Eye, Exposure Gallery, Vancouver, BC
2006 *Winter Salon 06*, Exposure Gallery, Vancouver, BC
2005 *Botanica*, WindSong Gallery, Sechelt, BC

COLLECTIONS

Jim Pattison Outpatient Care and Surgery Centre, Surrey, BC
Private Collections, Canada, USA, New Zealand



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.

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

Att: 3

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO 	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

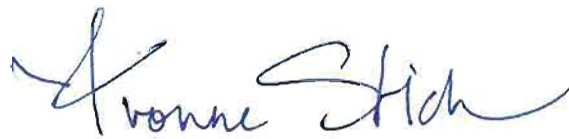
Of the \$2,500,000, \$551,200 has already been approved by Council in 2011 and 2012. \$2,000,000 has been approved as part of the 2013 Capital Budget and will be included in the 5-Year Financial Plan (2013-2017). The Operating Budget Impact for additional maintenance will be \$10,660.00 which has been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



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



Yvonne Stich
Park Planner
(604 233-3310)

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



Richmond Location 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

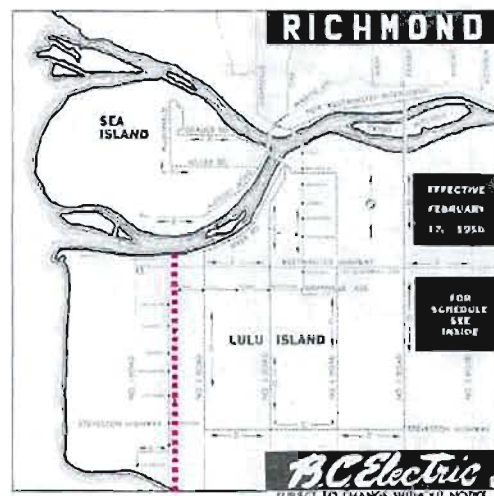
The City applies and receives TransLink funding to assist in the construction of a basic trail from Garry Street to Granville Avenue.

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

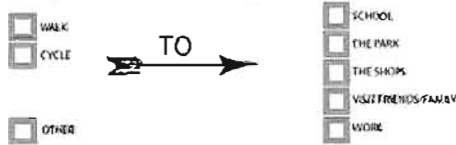
Promote commuter and recreational cycling and walking

WHAT WE'VE HEARD SO FAR

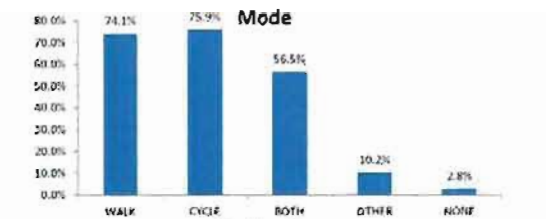
The Greenway

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

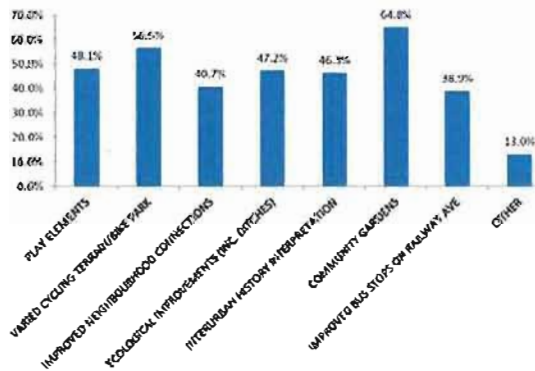
How do you think you would use the Greenway?



(out of 108 submitted surveys)



Greenway Elements



Linear Park Other Comments

GENERAL

- please make rollerblade friendly
- flow 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 i.e. At-grade 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 succulent plants (stand-alone botanical)
- community crab apple trees, fruit trees, etc berries.

FACILITIES

- small cafe/bistro along as an intersection. Washrooms.
- seating, drinking fountains, wi-fi, etc for bike tires
- drinking fountain
- 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

- hushers
- modes for activities - e.g. 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

- Need potential for transit - do not remove the rails!
- Possible to develop the greenway and former rail route into a commuter train? To connect to Canada Line? Steveston is so isolated and remote since the Olympics and Canada Line. Transit has let us down. A modest/sustainable transport would be welcome.
- Pedestrian crossings along Railway. They should be safer.
- Any improvement for getting around it for the motorist?
- Get the cars out and off the street as much as possible. Price is very affordable and make it as convenient as possible. (bikes I assume?)
- I won't ride my bike on the road but I do use a path (dyke etc). Road is 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 po, 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 4110 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 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-lighting 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.
- Various built terrain would be excellent considering the flat Richmond terrain.
- Dog park.



CONTEXT MAP

PUT A PIN
WHERE YOU
LIVE..



- Railway Greenway and Linear Park
- Regional Trail Connections
- Existing and Proposed Local Connections
- Crosshatch Trail
- School
- Community Centre

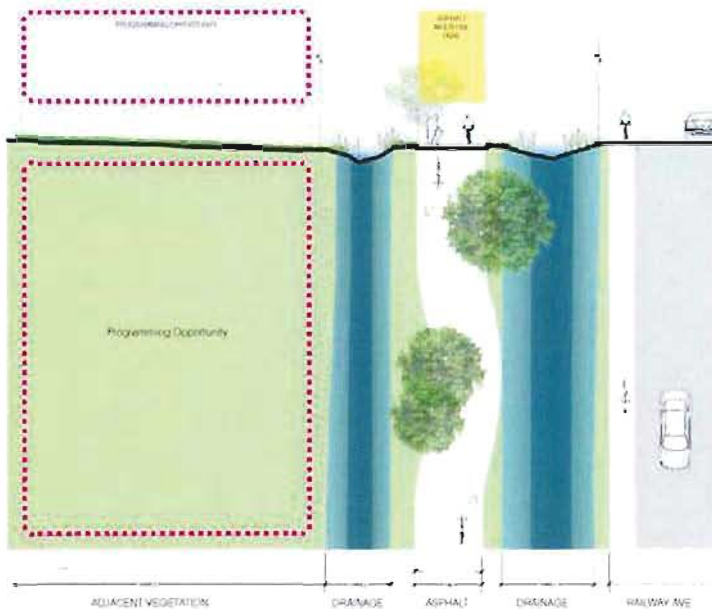
PRCS - 33

GREENWAY - BASIC TRAIL DESIGN

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.



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.

Basic Trail Design - Typical Section

Scale 1:100

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 (arbores 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

PRCS- 34

Map continues



GREENWAY - ALT. TRAIL DESIGN 1

Trail Layout - Alternative 1



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

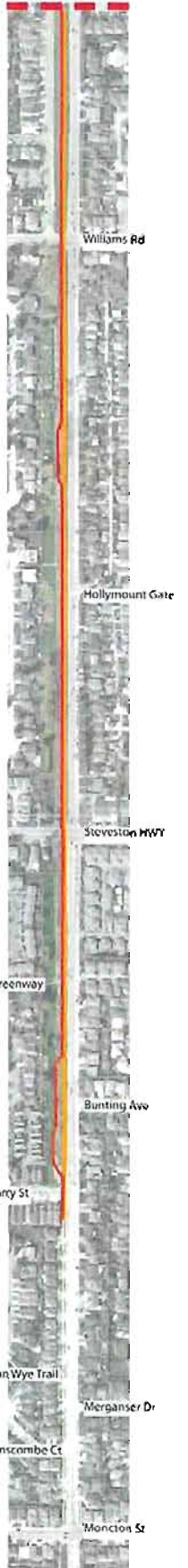


LEGEND

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

PRGS - 35

Map continues



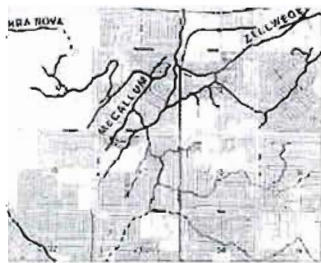
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GREENWAY - ALT. TRAIL DESIGN 2

Trail Layout - Alternative 2



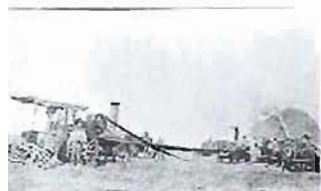
HERITAGE SIGNIFICANCE



Map of McCallum Design, Richmond 1887



Historic vegetation in West Richmond, British Columbia, 1954



Trenching on the Coast from 1887, CEA 1972 16 23



Railway Avenue and Williams Road 1977, CEA 1978 27 66



Branscombe house in 1903, CEA 1991 42 1



Branscombe Station in 1926, CEA 1994 42 1



Ringside Spectators, CEA 2001 5 10



Train 1201 at Douglas, CEA



Front view of house at 11406 Railway Avenue, CEA



Ukrainian Church 2007, CEA 2008 22 23



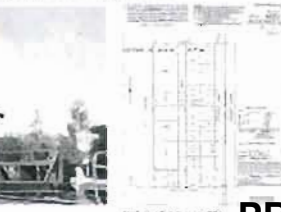
Dundas Road and Railway Avenue 1954, CEA 1991 1 130



Regional context of the Railway Avenue BCR corridor



McCallum Station, CEA



McCallum Subdivision, CEA

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 milk 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 '60s, 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.

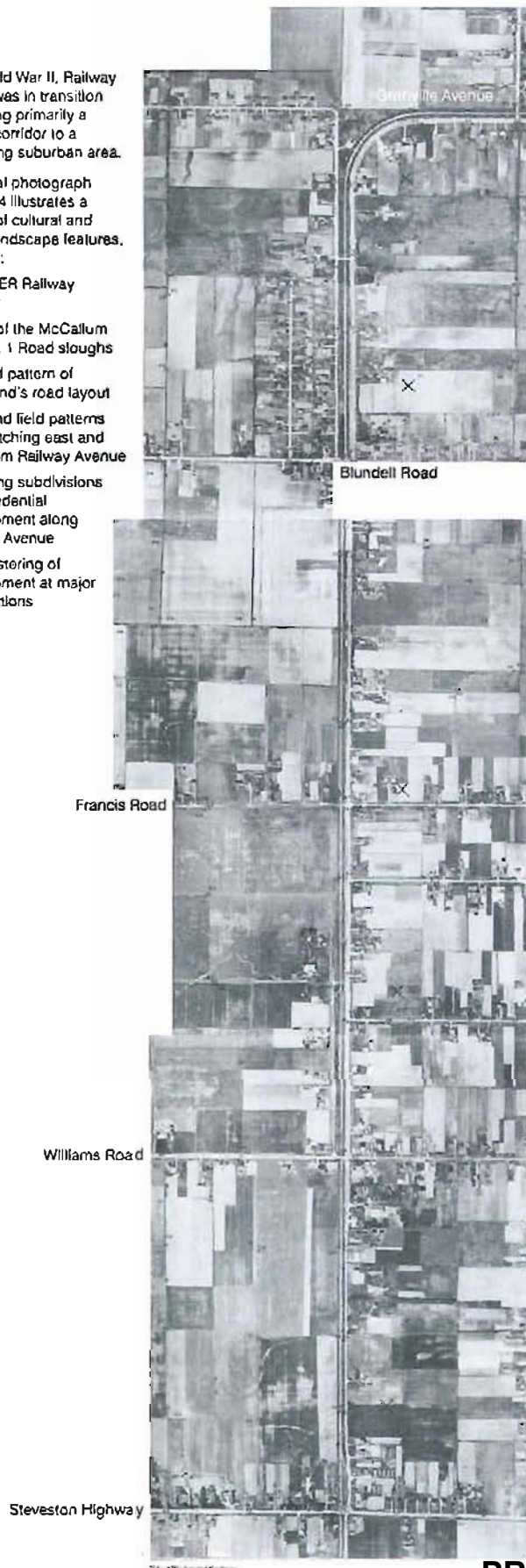
The first subdivision was developed on John McCallan's 200 acres at Railway Avenue and Blundell Road.

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 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

REVEALING HISTORY/ CREATING IDENTITY

Tracing and revealing the interurban tram line

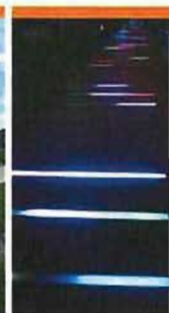
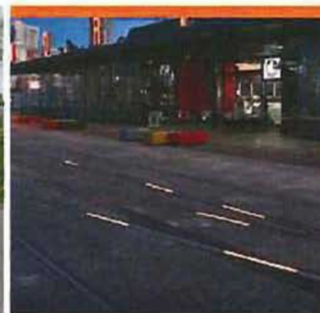
Retrofitting hydro poles w/ lighting
Historic



Repurposing rail bed



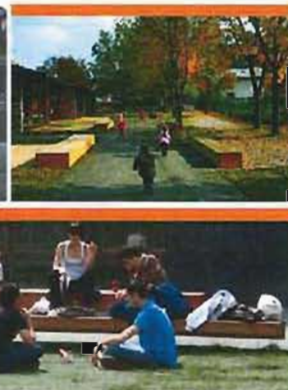
Highlight relict tram infrastructure



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

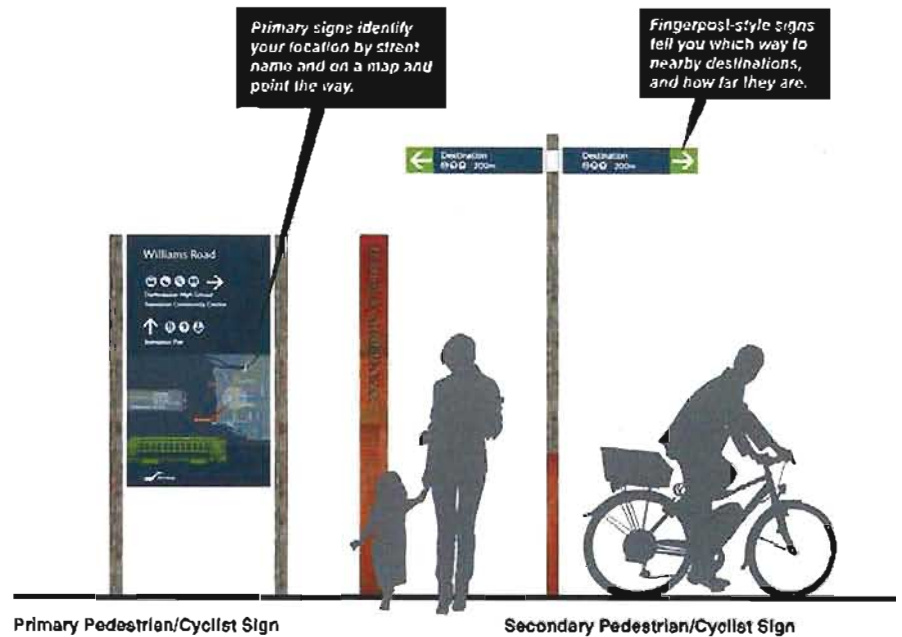
Greenway users need wayfinding information in a system of progressive disclosure. This means that you get the information you need to make the choice at hand—left, right, or continue on?—but not be overwhelmed by too much information at once. These sign types are proposed:

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

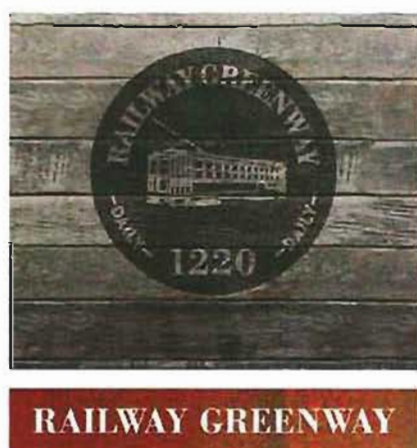
- directional fingerposts with icons for amenities
- distance indicator



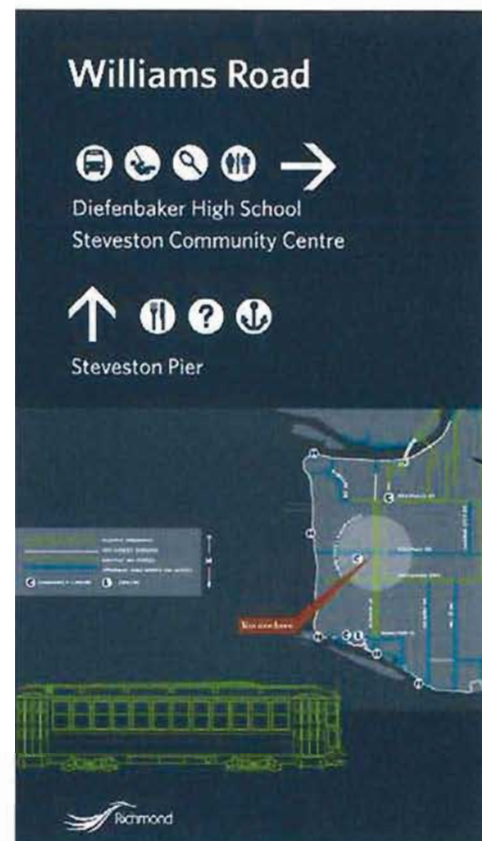
Concept Studies for Icon & Colour Palette



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.



Interpretive & Identification Signage

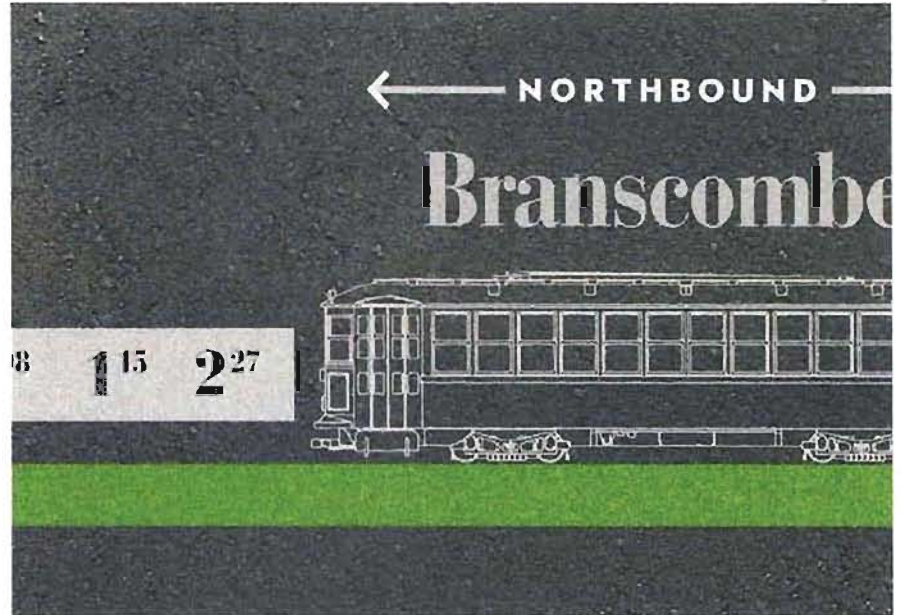
In addition to simple wayfinding, Railway Greenway signage can convey a unique identity for this corridor and tell stories of historical interest. We propose an combination of identity and interpretive signage incorporated into the landscape and architectural design of the greenway:

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)



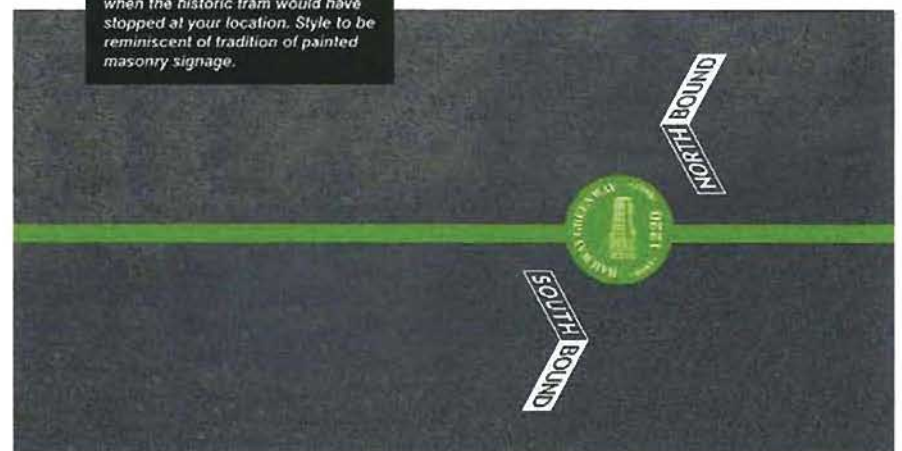
Ground Plane Graphics — Historical Station Marker (Detail)



Storytelling information layer says when the historic tram would have stopped at your location. Style to be reminiscent of tradition of painted masonry signage.



Historic-flavour markers to re-inforce the directional nature of the two sides of the greenway median line.



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



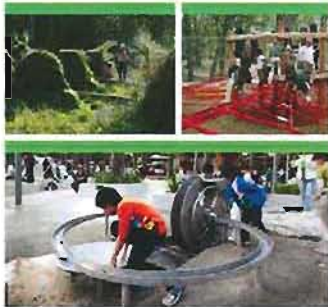
Integrate Existing Trees



PROGRAM

Active

Play features



Dog park



Bike terrain park



Health and wellness



Passive

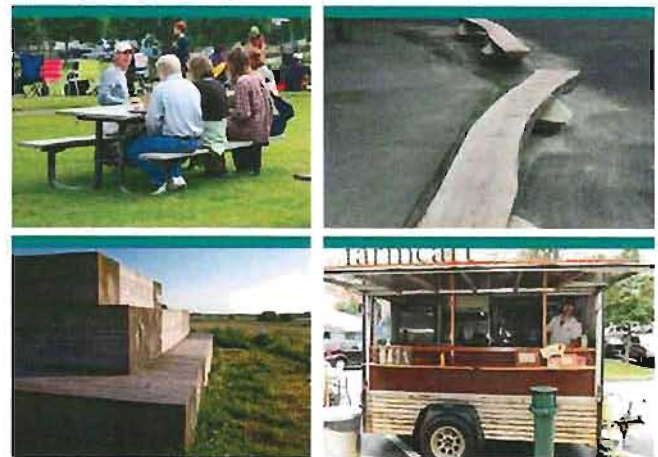
Community garden



Urban orchard



Seating and gathering

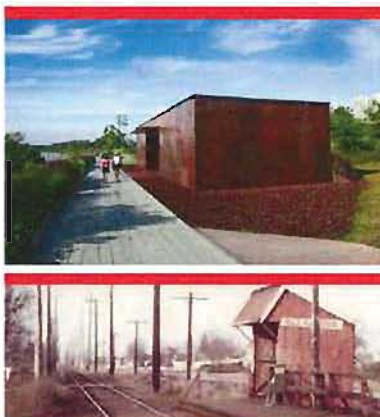


Everyday / Events



Facilities

Washrooms



Seating



Fountains



Bus shelters

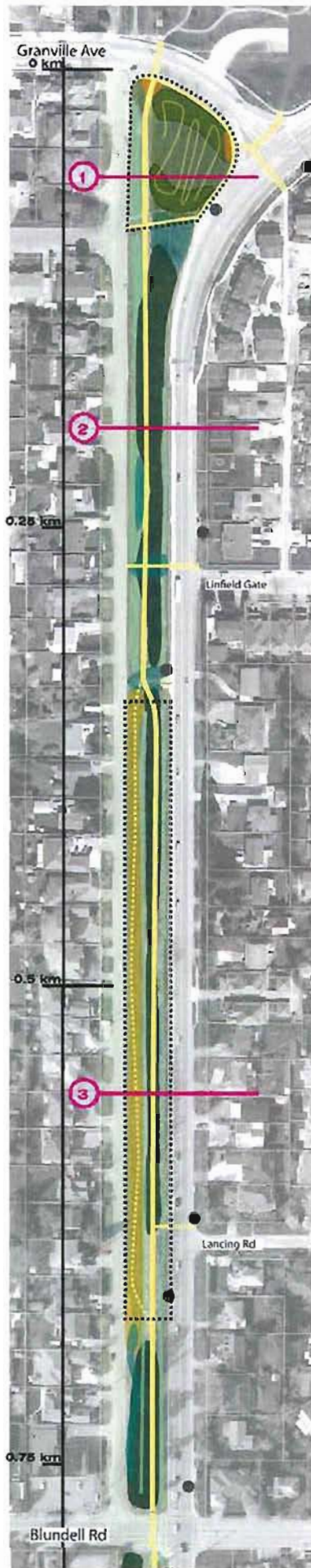


Bike stations



PRCS - 44

STUDY AREA ONE - Granville to Blundell



Suggested program:

Bike Terrain



Art / Signage



Seating

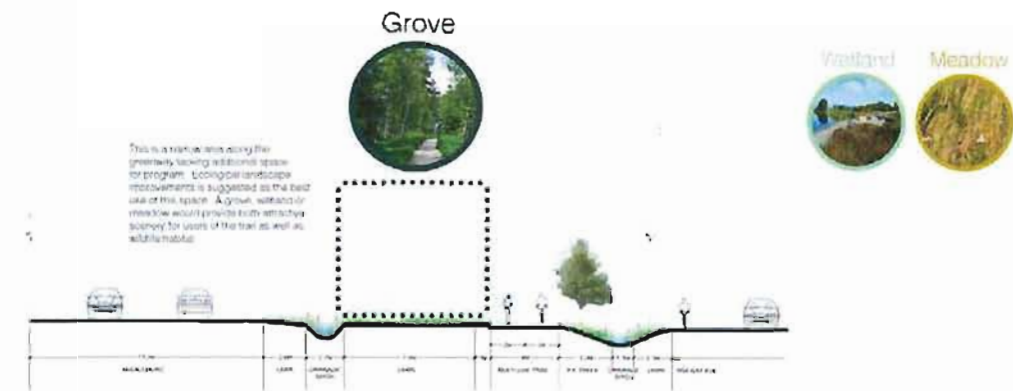


Other program possibilities:

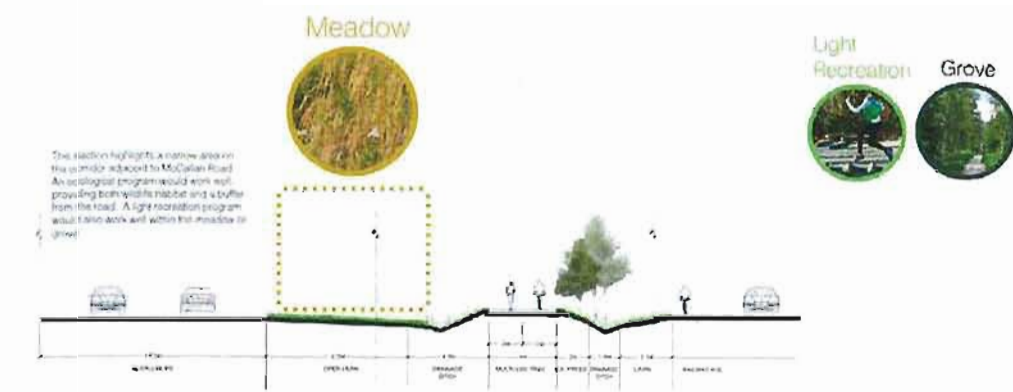


This unique area, surrounded by roadways, is a large space compared to the rest of the greenway. Located adjacent to Thompson Community Centre, an active use such as a bike terrain park would be a good fit since the site is already busy and would complement the active program at the Community Centre. With sight lines from Granville Ave and Railway Ave, there is an opportunity for a prominent piece of public art to act as a beacon and gateway to the endorsed greenway.

1 Section
Scale 1:100



2 Section
Scale 1:100



3 Section
Scale 1:100

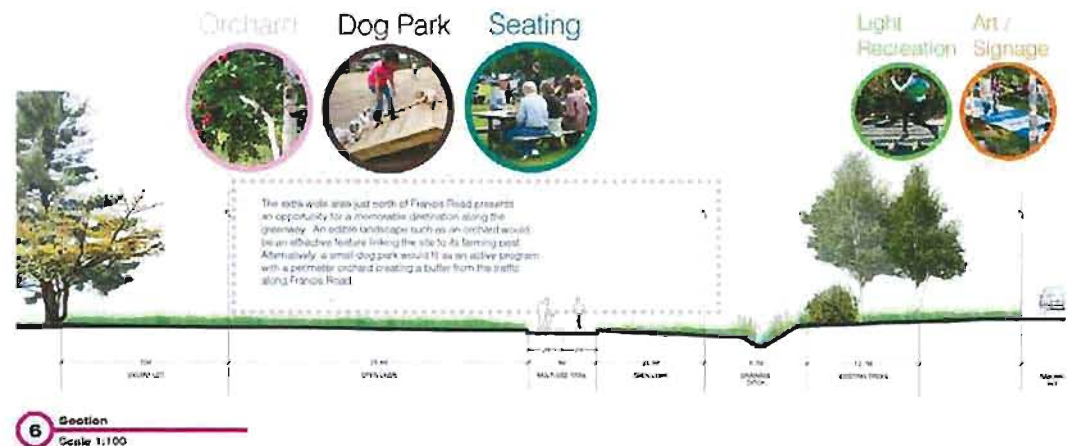
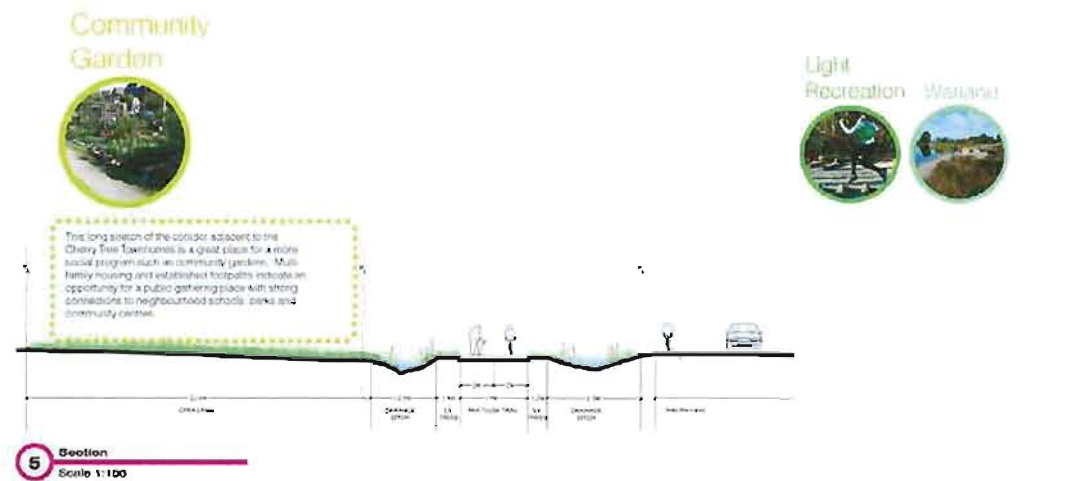
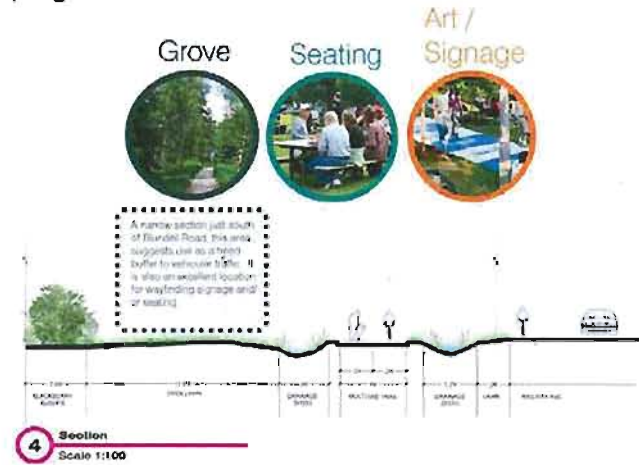
PRCS - 45



STUDY AREA TWO - Blundell to Francis

Suggested program:

Other program possibilities:



PRCS - 46



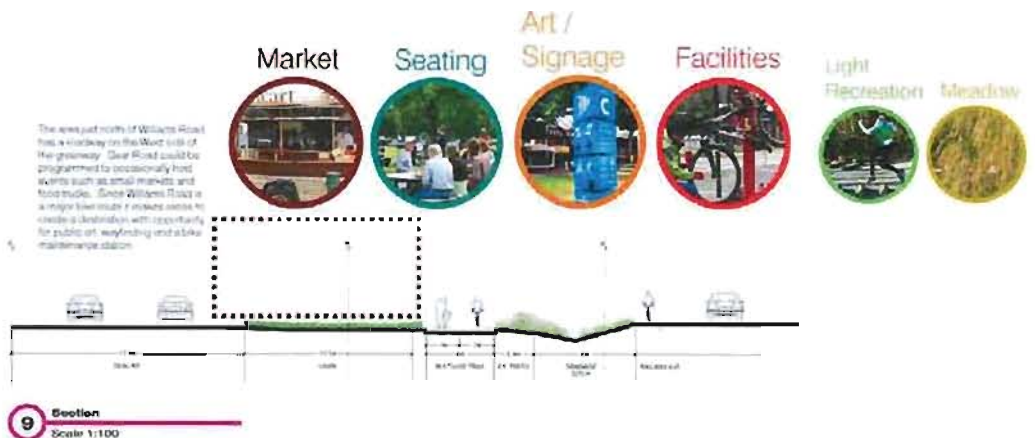
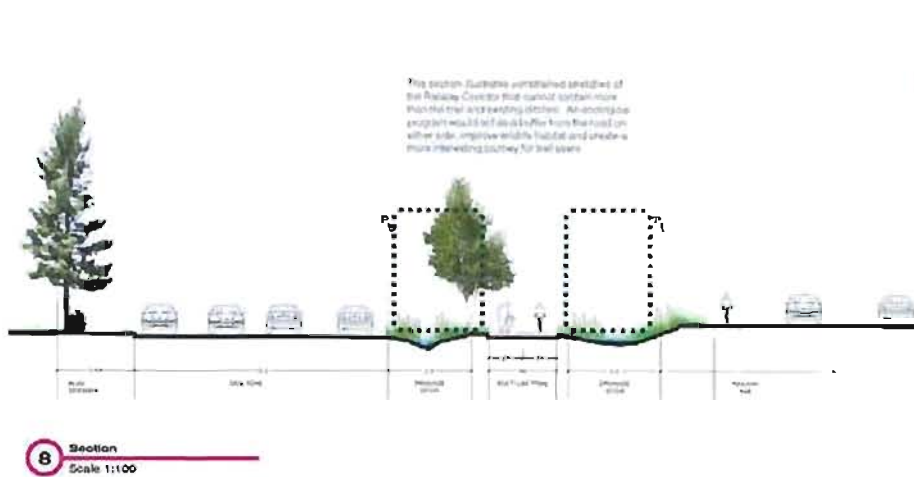
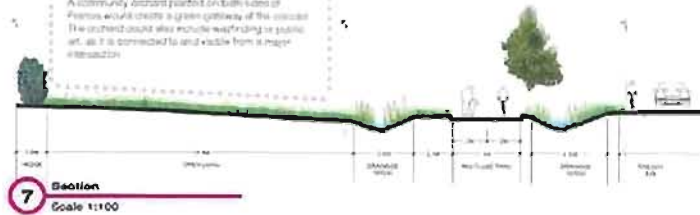
STUDY AREA THREE - Francis to Williams

Suggested program:



A community orchard planted on both sides of Francis would create a green gateway of the corridor. The orchard could also include wayfinding or public art, as it is connected to and visible from a major intersection.

Other program possibilities:



STUDY AREA FOUR - Williams to Steveston HWY

Suggested program:

Grove

Seating

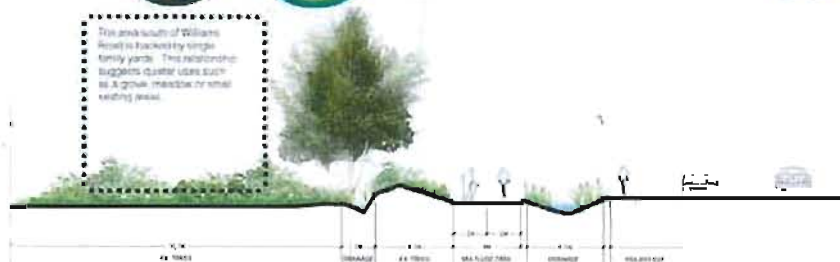
Other program possibilities:

Meadow

Light Recreation



This area south of Williams Road is backed by single family yards. This relationship suggests cluster uses such as a grove, meadow or small seating areas.



10 Section
Scale 1:100

Community Garden

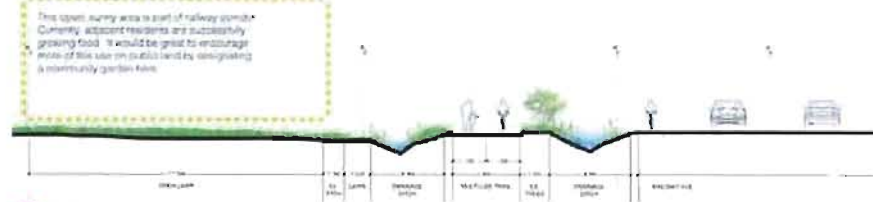


Light Recreation

Meadow



This open sunny area is part of railway corridor. Currently, adjacent residents are successfully growing food. It would be great to encourage more of this use on public land by designating a community garden here.



11 Section
Scale 1:100

Facilities

Art / Signage

Seating

Pl. Tree 1



Shawcrist House is a significant historic building and may be a destination on the Greenway. This location all sorts of a separate accessible public washroom and other facilities such as a drinking fountain or bike repair station. The possibilities for heritage interpretation through signage and public art are many.



12 Section
Scale 1:100

STUDY AREA FIVE - Steveston HWY to Moncton

Suggested program:

Other program possibilities:

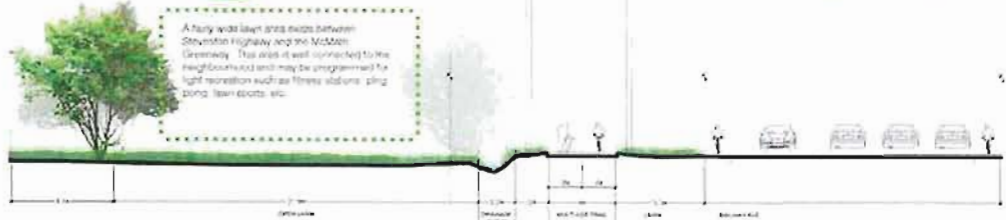
Light
Recreation



Meadow



Grove



13 Section
Scale 1:100

Light
Recreation

Seating

Art /
Signage

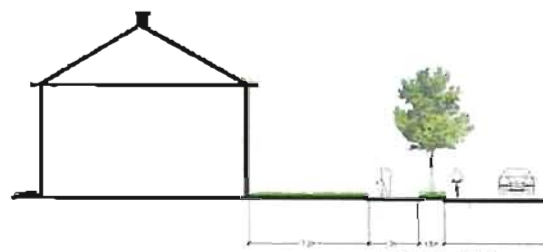


Community
Garden



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 information kiosk #1000. This trail is a rich of the main infrastructure and an important connector from the Railway Greenway to the Steveston Community Centre and near-term building.



15 Section
Scale 1:100

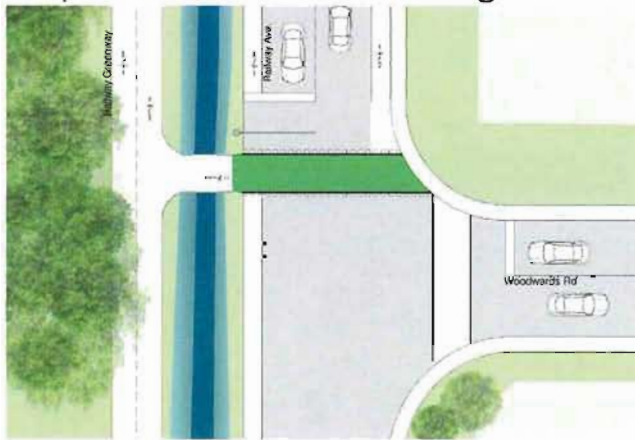
Between Garry Street and Moncton there is no longer a rail bed for the greenway. The greenway will continue westward to the Britannia Heritage Shipyard and the Riverfront. Beyond this will either be a bridge to the line on the north or use the existing entry area to continue south.



PRCS - 49

INTERSECTIONS AND CROSSINGS

Proposed East-West Crossing



- Existing crossing at Woodward Rd and Railway Ave:
 - no signal at crossing
 - on west side, pedestrians land on Railway Ave bike lane



Proposed signalled crossing:

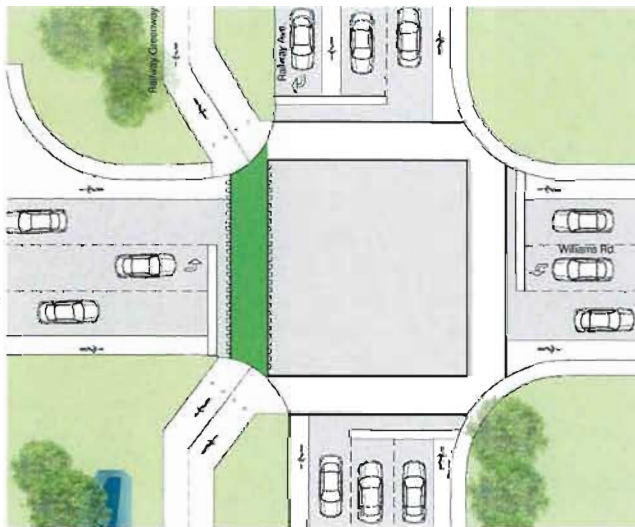


Button controlled signal at appropriate height for cyclists.



Signal at crossing to stop vehicular traffic.

Proposed N-S Intersection - Interim Condition



- Existing crossing at Williams Rd and Railway Ave:
 - designed for pedestrians
 - no connection to proposed greenway

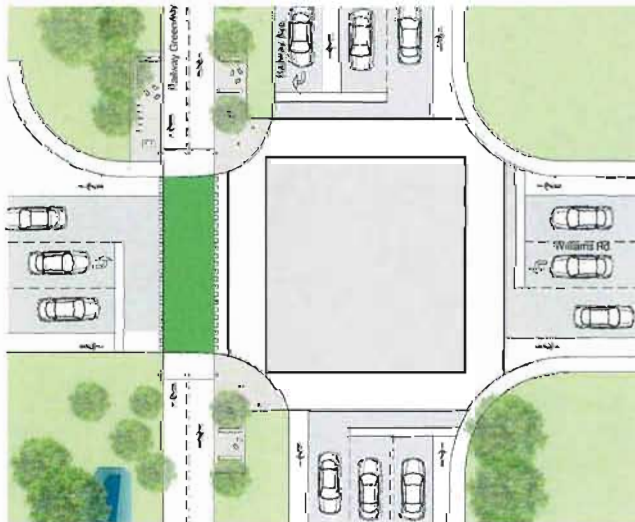


Proposed signalled crossing:



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

Proposed N-S Intersection - Future Condition



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

Typical Plan

Scale 1:150

PRCS 50

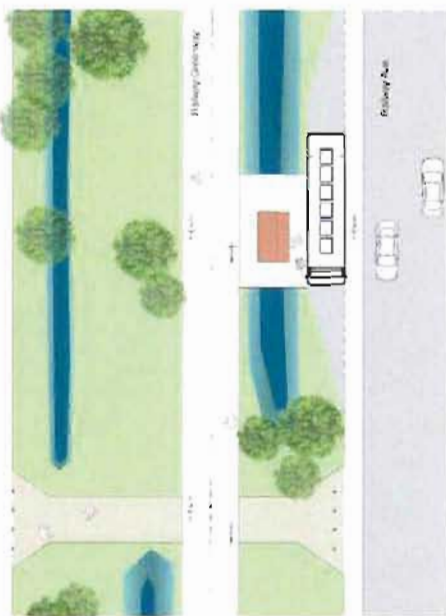
0 5 10 15 m

Granville Ave
Linfield Gate
Landing Rd
Blundell Rd
Colbeck Rd
Francis Rd
Maple Rd
Woodwards Rd
Williams Rd
Hollymead Gate
Staverton Hwy
Bunting Ave
Garry St
Mendon St

LEGEND
Major Intersection
Crossing

BUS STOPS AND SHELTERS

Proposed Improved Bus Stops on Railway Ave



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



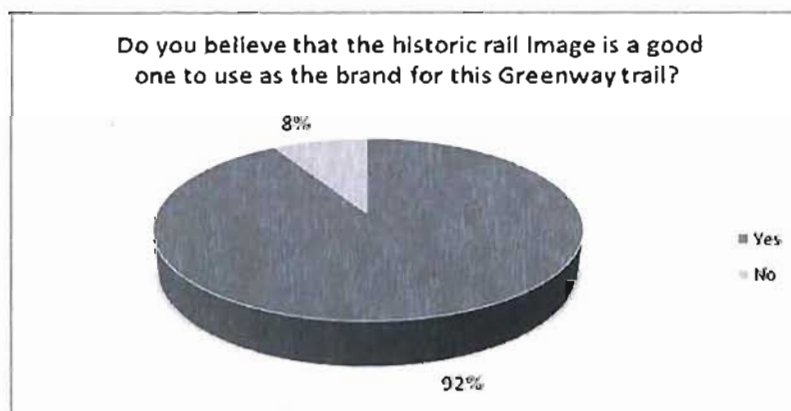
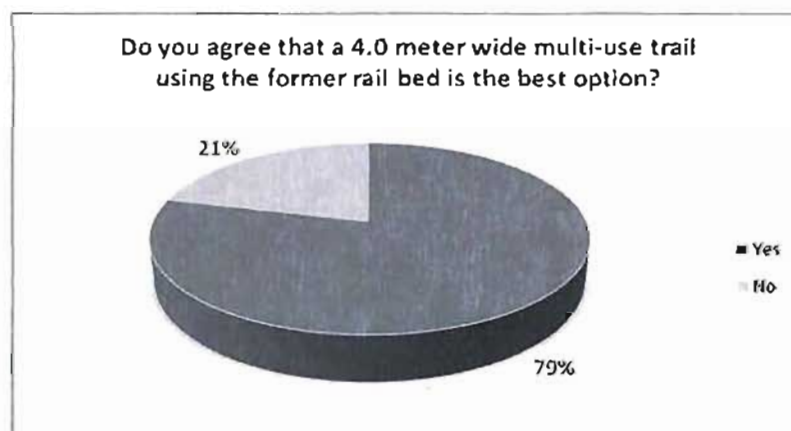
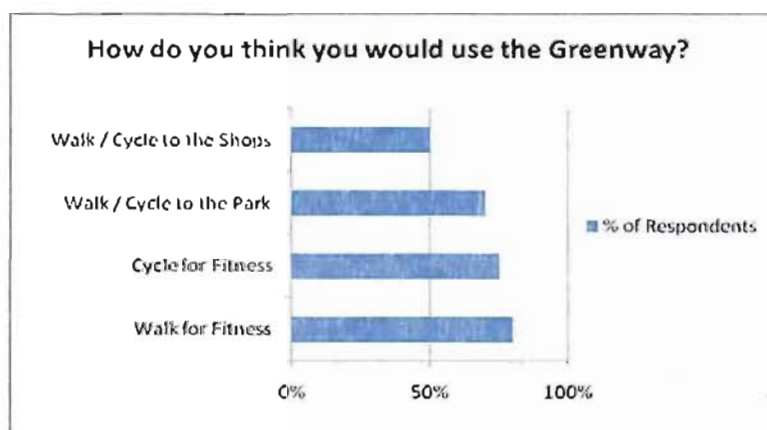
Bus bay is extended to allow safe passage for cyclists on Railway Ave bike lane.

LEGEND
Bus Stop

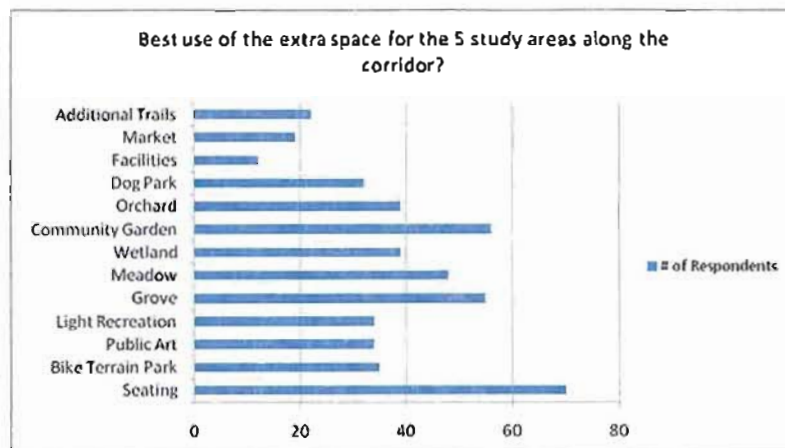
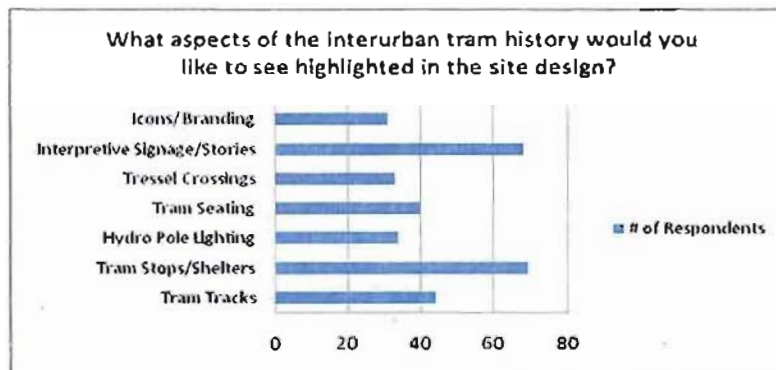
Railway Corridor Greenway
July 1 and October 20, 2012
Public Open House Survey Results

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



Railway Corridor Greenway
A Sampling of Comments

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?

Railway Corridor Greenway A Sampling of Comments

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!