



To: Parks, Recreation and Cultural Services Committee
From: Jane Fernyhough, Manager, Cultural Services
Re: Steveston Interurban Tram Feasibility Study

Date: March 14, 2002
File: -

Staff Recommendation

That staff conduct a study to review market feasibility, management models and economic impact of operating Interurban Tram #1220 in Richmond.

That a Transportation/Engineering technical study based on the attached Terms of Reference, be conducted by an external consultant to review the feasibility of restoring and operating Interurban Tram #1220 in Richmond.

Jane Fernyhough
Manager, Cultural Services

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering	Y <input type="checkbox"/> N <input type="checkbox"/>	
Transportation.....	Y <input type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

On March 11, 2002 City Council directed “that the report (dated February 12, 2002 from the Manager, Cultural Services), regarding the Steveston Interurban Tram Feasibility Study, be referred to staff for a report to Committee on the feasibility of having the study completed ‘in-house’ by the new Heritage Co-ordinator.”

Staff from Recreation & Cultural Services, Transportation and Engineering departments analyzed current City staff expertise and that needed to complete the feasibility study.

This report lists components of the study, analysis of expertise, impact of options and a revised Terms of Reference.

Analysis

Component	In House	External	Impact
Transportation/Engineering <ul style="list-style-type: none"> • Tram Restoration • Route <ul style="list-style-type: none"> • Alignment • Track • Electrified overhead trolley • Location of support buildings • Neighbourhood impact 	Expertise does not exist in City	Can purchase expertise	<u>In House</u> <ul style="list-style-type: none"> • City staff could gain expertise over time • steep learning curve so this project will take longer, other projects will take longer due to time devoted to this project • \$75,000 available for other aspects of tram • expertise not needed on a regular basis, if ever again <u>External</u> <ul style="list-style-type: none"> • shorter time frame for completion of study • liability assumed by others • staff still involved as study is multi-faceted
Market Feasibility	Some staff expertise and possibility to partner with Tourism Richmond	Can purchase expertise	<u>In -House</u> <ul style="list-style-type: none"> • Staff time and some learning curve required • Tourism Richmond staff expertise in marketing available • Tram marketing feasibility the first component of a heritage marketing strategy for all City owned heritage sites <u>External</u> <ul style="list-style-type: none"> • Cost of purchasing expertise

Management Models	Staff expertise in other heritage operations	Can purchase expertise	<p><u>In-House</u></p> <ul style="list-style-type: none"> • Staff time required to propose management models including partnering and sponsorships • Staff best able to propose "made in Richmond" models <p><u>External</u></p> <ul style="list-style-type: none"> • Cost of purchasing expertise • Consultants not as familiar with all facets of the project or stakeholders
Economic Impact	Staff expertise in multi-faceted project management and synthesis of technical and non-technical information	Can purchase expertise	<p><u>In House</u></p> <ul style="list-style-type: none"> • Staff time required to co-ordinate project and synthesize information from technical and non-technical studies <p><u>External</u></p> <ul style="list-style-type: none"> • Cost of purchasing expertise • Consultants not familiar with all facets of the project

Financial Impact

Costs up to \$50,000 taken from operating reserve account set aside for tram.

Conclusion

With the redevelopments at Imperial Landing and London/Princess proceeding there is a need to conduct the route analysis as quickly as possible to avoid missing any opportunities and to be able to co-ordinate construction if City Council wishes to proceed.

It is recommended that the Transportation/Engineering technical study be done by an external consultant with expertise in this area and the Market Feasibility/Management Model/Economic Impact study be co-ordinated in house.



Connie Baxter
Coordinator-Heritage Sites

CB:cb

STEVESTON INTERURBAN TRAM NO. 1220 FEASIBILITY STUDY

TERMS OF REFERENCE

1. Introduction

The purpose of the feasibility study is to investigate and determine the viability of restoring and operating an interurban tram in the Steveston village area with specific reference to the technical transportation and engineering measures required to support operation of the tram.

2. Background

B.C. Electric Railway established the Steveston-Vancouver interurban tram link in 1905. The southern terminus of the line in Steveston, with its fishing wharves and processing plants, gave the line its nickname of the "Sockeye Special." The line continued to operate for over 50 years, making the final journey on February 28, 1958. In the early 1990s, historic tram No. 1220 was found in poor condition on Mitchell Island and relocated to Steveston village in Richmond. The Steveston Interurban Restoration Society (SIRS) purchased the tram for \$1.00 from the provincial government in 1993 and is now restoring the tram to its original state with the assistance of grants and dedicated volunteers. The tram is currently located in a temporary shelter in Steveston Park behind the Steveston Community Centre.

The planned redevelopment of Steveston Park and the former B.C. Packers site has prompted the City of Richmond to examine options for a permanent location of the tram, including the possibility of operating the tram in the Steveston area. City Council has approved policies in the Official Community Plan for the Steveston area that state:

"Explore the possibility of a working heritage tram route, connecting the Waterfront's heritage sites and community services, and using existing and new road rights-of-way wherever possible" and

*"Encourage B.C. Packers to include within their Interpretative Plan: ...
- Accommodate a Heritage Tram route in existing and new road allowances".*

The City has secured a public right-of-way through the former B.C. Packers site and this corridor may offer a potential alignment for a future tram operation.

3. Project Description

The feasibility study is intended to provide the City of Richmond with information regarding an assessment of route alignment, land requirement issues, support building location options, engineering design implications for the tram and roadways, traffic and neighbourhood impact, geotechnical requirements, full tram restoration costs, and capital and operating costs. The results and recommendations arising from the study will be evaluated to determine if the operation of a tram in the Steveston area is feasible for the City.

4. Work Program

The overall scope of work for the study will include the following components.

4.1 Literature Review

The successful Consultant will be expected to review relevant City documents and archival information related to the tram, which could include:

- City of Richmond Official Community Plan, 1999 and Steveston Area Plan
- City of Richmond Zoning and Development Bylaw, 1989
- Comprehensive Development Bylaw re: former BC Packers site
- Development plans and documents for former BC Packers site
- City of Richmond Archives resources
- B.C. Electric Railway Collection (UBC)
- B.C. Archives and Record Services (Victoria)
- City of Richmond Mapping and Engineering/GIS information
- Steveston Interurban Restoration Society Business Plan, 1996

The Consultant shall conduct thorough research for integrating the tram into the public realm. Familiarity with other municipal examples will also provide background information for this study.

4.2 General Technical Assessment

A general technical assessment of the following aspects of implementing Steveston Interurban Tram No. 1220 to service in the Steveston area should be addressed:

- viability of retrofitting the existing Tram No. 1220 to active service while maintaining historical integrity;
- physical design impacts and infrastructure requirements for operating the tram in the existing rights-of-way; (special consideration given to Imperial Landing and London/Princess area);
- operational requirements for providing effective, efficient and safe service; and
- impacts of options on existing physical street layout, pedestrian, bicycle, bus and general purpose traffic movements, parking and amenity spaces, and mitigation measures.

4.3 Review of Operational Options

(a) Route Options

Route options to be considered are those that are oriented towards linking the existing heritage sites within Steveston (i.e., Gulf of Georgia Cannery, Britannia Heritage Shipyard Park) with opportunities for future expansion (e.g., London Farm).

(b) Support Building Options

Consideration should be given to possible locations along the route for car barn and workshop, stations, display and office space.

4.4 Recommended Option

The Consultant should be prepared to invest a significant amount of the project's resources on information devoted to the recommended option. Based on the previous evaluation of the range of options, the Consultant will recommend the most effective tram line for the City of Richmond for tourism potential. The line must be described in sufficient detail to allow the City to be vested with a thorough knowledge of the physical and financial impacts of this project. The recommended option should include an analysis and explanation of the following issues:

- route selection and alignment;
- complete tram restoration;
- technical and engineering requirements;
- physical, traffic, neighbourhood and environmental impacts;
- location of support buildings including stations;
- capital and operational cost analysis;
- proposed implementation plan and next steps, including proposed public consultation process.

5. City Responsibilities

The City of Richmond will supply or direct the Consultant to relevant resource material that will assist the Consultant or team with their work program. This material is described in Section 4.1 of the Terms of Reference.

A Working Committee will be established comprising staff from Parks, Recreation & Cultural Services, Transportation, Engineering, and volunteers from the Steveston Interurban Restoration Society. This Committee will serve as both the Selection Committee for the Consultant as well as an advisory body throughout the study. The Coordinator, Heritage Sites is the project manager.

6. Required Project Deliverables

The report will respond to the work program outlined above as well as provide a schedule for regular meetings with the Working Committee. The Consultant must also be available and prepared to make presentations to City Committees and City Council accompanied by display boards and appropriate presentation materials.

7. Budget

The budget for this study is up to \$50,000 including all taxes and disbursements.

8. Completion Date

It is anticipated that the study would take three months to complete upon the awarding of a contract.