



**City of Richmond**

**Report to Council**

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**To:** Richmond City Council **Date:** March 27, 2002  
**From:** Councillor Harold Steves **File:** -  
Chair, Parks, Recreation & Cultural Services  
Committee  
**Re:** **Steveston Interurban Tram Feasibility Study**

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**Recommendation**

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

That staff consult with geotechnical and other experts to determine the other aspects of the geotechnical and operational requirements of Interurban Tram #1220.

Councillor Harold Steves  
Chair, Parks, Recreation & Cultural Services Committee

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

**Staff Report**

**Origin**

On March 26, 2002 Parks, Recreation and Cultural Services Committee conveyed their wish “that the Transportation/Engineering technical study be completed in house with the aid of expert consultation where needed.”

This report supersedes the staff report entitled “Steveston Interurban Tram Feasibility Study,” from the Manager, Cultural Services, dated March 14, 2002 as the Committee directed staff “that a new report be prepared that reflects the Committee’s intent.”

**Analysis**

Component	In House	External Expertise	Impact
Transportation/Engineering <ul style="list-style-type: none"> <li>• Tram Restoration</li>   <li>• Route Operational Requirements                             <ul style="list-style-type: none"> <li>○ Alignment (including neighbourhood impact)</li> <li>○ Geotechnical</li> <li>○ Track Work</li> <li>○ Electrical</li> <li>○ Support buildings and stations</li> </ul> </li> </ul>	Expertise does not exist in City  Expertise does not exist in City for geotechnical and some areas of other operational requirements  In house design expertise in roadway and drainage used whenever possible  In house construction expertise used for analysis of support buildings and stations	Can purchase detailed cost analysis  Can purchase geotechnical expertise  Can purchase selected expertise where needed for operational requirements	Staff time to coordinate and cost of cost analysis  Staff time to coordinate and cost of consultant to conduct geotechnical study  Staff time and cost of expertise where needed  Staff time required

<p>Market Feasibility</p>	<p>Some staff expertise and possibility to partner with Tourism Richmond</p>	<p>Tourism Richmond marketing expertise</p>	<p>Staff time and some learning curve required</p> <p>Tourism Richmond staff expertise in marketing available</p> <p>Tram marketing feasibility the first component of a heritage marketing strategy for all City owned heritage sites</p>
<p>Management Models</p>	<p>Staff expertise in other heritage operations</p>		<p>Staff time required to propose management models including partnering and sponsorships</p> <p>Staff best able to propose “made in Richmond” models</p>
<p>Financial Implications and Economic Impact</p>	<p>Staff expertise in analysis of economic impact and in multi-faceted project management and synthesis of technical and non-technical information</p>		<p>Staff time to coordinate all aspects of project and conduct final synthesis of information from technical and non-technical studies</p>

After discussion it was recommended that staff conduct a study to review market feasibility, management models, transportation/engineering requirements and economic impact of operating the tram, that staff consult with geotechnical and other experts to determine the other aspects of the geotechnical and operational requirements and that the working committee as outlined in the previous report (Coordinator-Heritage Sites, Transportation Engineer, Engineering Technician, Park Planner and two representatives from the Steveston Interurban Restoration Society) oversee and coordinate the project. The Coordinator-Heritage Sites will act as project manager.

**Financial Impact**

\$25,000 for the geotechnical study and other expertise as required taken from the operating reserve account set aside for the tram.

**Conclusion**

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

This study will provide the technical and financial information required for future decisions regarding operation of Interurban Tram #1220 in Richmond.



Connie Baxter  
Coordinator-Heritage Sites  
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