CITY OF RICHMOND

REPORT TO COMMITTEE

TO:	Public Works and Transportation Committee	**DATE:**	May 2, 2002
FROM:	Steve Ono, P.Eng. Director, Engineering	**FILE:**	6340-01

RE: Aquabus Pilot Project – No. 3 Road Pier

STAFF RECOMMENDATION

That the "Aquabus Pilot Project - No. 3 Road Pier" report be received for information.

Steve Ono, P.Eng.
Director, Engineering

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	CONCURRENCE OF GENERAL MANAGER

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STAFF REPORT

ORIGIN

At the April 17, 2002 Public Works and Transportation Committee Meeting, Staff were requested to report back on the feasibility of using the improvements to the No 3 Road Pier for the Aquabus pilot project.

ANALYSIS

Staff reviewed the GVRD Greenway Water Crossing Study Progress Report, as it relates to the Aquabus Pilot Project. The recommended route is from Ladner to No 5 Road in Richmond.

In the report, the alternate ferry site in Richmond at No 3 Road was described as "an attractive facility" lacking landing facilities and hampered for development by its ranking as a FREMP red zone. In addition, the report notes that the distance to No. 3 Road is approximately 5 km versus 1.5 km to No. 5 Road, making the crossing cost prohibitive and likely too time consuming.

The Waterfront Amenities Program is making modifications to the No 3 Road Pier that include shore moorage anchors, piles, an access platform and a gangway. A 200 foot long float will be tied up temporarily in this location for the Nippon Maru visit in July. The float will be moved before the end of the summer to the Britannia Shipyard site for use there. The balance of infrastructure at the No.3 Road Pier is permanent, and will be used for future moorage purposes.

Staff investigated the use of the 200 foot long float as a permanent feature at the No 3 Road Pier, but have been advised by our Marine Consultant and the Supplier that the float is not suitable for this location. Waves created by winter storms or frequent boat traffic would cause severe damage to the float. However, a much smaller more robust float could be constructed and placed in the No 3 Road Pier location specifically for Aquabus. In our estimation, the additional cost of constructing such a float suitable for the Aquabus Pilot Project would be less than putting in complete docking and recreational facilities at No 5 Road as some of the infrastructure at No. 3 Road would be of benefit. However, the increased travel distance and travel time to the No. 3 Road pier must still be addressed.

FINANCIAL IMPACT

None at this time.

CONCLUSION

Docking Aquabus at No. 3 Road is technically feasible. Although some of the proposed Waterfront Improvements to the No. 3 Road pier would be of use, additional infrastructure specific to Aquabus would have to be constructed.

Robert Gonzalez, P.Eng.
Manager, Engineering Design and Construction

SG:sg