



**To:** Richmond City Council  
**From:** Councillor Harold Steves  
Chair, Parks, Recreation, & Cultural Services  
Committee  
**Date:** June 5, 2003  
**File:** 6510-05  
**Re:** **INTERURBAN TRAM BUILDING IN LONDON/PRINCESS AREA**

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The Parks, Recreation & Cultural Services Committee, at its meeting held on June 4<sup>th</sup>, 2003, considered the attached report, and recommends as follows:

**Committee Recommendation**

*That:*

- (1) the City-owned former CNR right-of-way within the London Princess area as a potential location for the Interurban Tram car barn and workshop be endorsed; and*
- (2) staff report on the routing of the Interurban tram in context with the Waterfront Strategy.*

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

Attach.

VARIANCE

Please note that staff recommended the following:

*That the City-owned former CNR right-of-way within the London Princess area as a potential location for the Interurban Tram car barn and workshop be endorsed.*

## Staff Report

### Origin

At the Parks, Recreation and Cultural Services Committee on September 24, 2002 during discussion of the Steveston Interurban Tram Feasibility Study, Mr. Dana Westermark addressed the Committee. He suggested that as part of his development, monies paid in lieu of building an amenity building could be directed toward the building of a car barn and workshop. He stated that the CNR right-of-way provided an opportunity to link London Farm with the other heritage sites along the waterfront via the future tram route and trails. He also stated that a small grocery/coffee shop could be incorporated into the building in order to generate revenue for the tram operation and building maintenance.

An application for rezoning of the London/Princess area has been received from Mr. Westermark and includes a developer-built building within the City-owned former CNR right-of-way (Attachment 1) for the purposes of housing the tram. In order to proceed with the rezoning application it is necessary to obtain Council approval-in-principle that this is a potential location for a future interurban tram car barn and workshop.

### Analysis

At the Council meeting of October 15, 2002 resolution number R02/18-14 was passed:

- (1) That the Steveston Interurban Tram Feasibility Study be received for information.*
- (2) That Option 1 – a completely restored Tram operating over approximately a 1.4 kilometre route phased over five years from the Britannia Shipyard to the Gulf of Georgia Cannery, with Phase Two – the extension to London Farm, or from the Gulf of Georgia Cannery to Garry Point Park, to be completed at a later date, be endorsed.*

As part of the Steveston Interurban Tram Feasibility Study, the location of support buildings was discussed. At that time, Britannia Heritage Shipyard and Garry Point Park were options considered and determined feasible however, no formal decision was made. The London/Princess Area was considered as a location but determined not to be feasible. The rationale for this determination was that, since one of the primary criteria for the route alignment for the first phase was that it have close proximity to Steveston Village or an existing attraction for visibility and therefore market viability, the London/Princess area is too far. Also, at this point there is a short section between Britannia and No. 2 Road where the City does not own or have enough right-of-way for tracks. Should a permanent car barn and workshop be built in this location by the developer, unless phase one and two of the routing were combined, there would still be a need for a temporary car barn in another location.

Given the above, and recognizing that the London/Princess area is a preferable location for a permanent car barn and workshop over Britannia or Garry Point Park, it is recommended that Council endorse the City owned CNR right-of-way as a potential location for the car barn and workshop and staff will report back on a recommended change of phasing as well as potential routing from Britannia to London Farm.

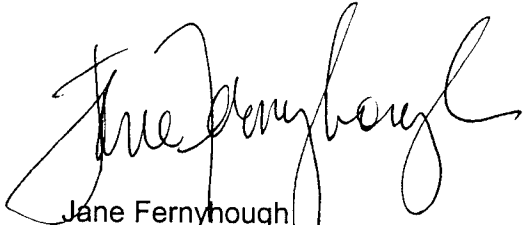
It is also recommended that before any building destined for use by the tram is built, that the City have a formal agreement with the owner of the tram, the Steveston Interurban Restoration Society, that the tram will operate in Steveston.

**Financial Impact**

No financial impact from this report. Negotiations with the developer will occur during the rezoning process.

**Conclusion**

In order to proceed with the rezoning application submitted for the London Princess area it is necessary for Council to approve in-principle the City owned former CNR right-of-way as an appropriate potential location for the tram car barn and workshop. It is recommended that should Council concur that staff report back on options for routing between Britannia Heritage Shipyard and London Farm and for a possible change in phasing for the tram whilst still adhering to the criteria for route alignment, primarily the need for phase one to have close proximity to Steveston Village to maintain market viability.



Jane Fernyhough  
Manager, Heritage and Cultural Services

