



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Parks, Recreation and Cultural Services Committee **DATE:** August 13, 2001
FROM: Cathy Carlile **FILE:** -
General Manager, Parks, Recreation & Cultural
Svcs
RE: Steveston Interurban 1220

STAFF RECOMMENDATION

That Council receive this report providing further details concerning the Steveston Interurban 1220 as requested at the July 24, 2001 Parks, Recreation and Cultural Service Committee, for information.

Yvonne Stich
Park Planner

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CONCURRENCE OF GENERAL MANAGER

Cathy Carlile

STAFF REPORT

ORIGIN

At the July 24th, 2001 Parks, Recreation and Cultural Services Committee meeting, Council members reviewed a staff report outlining various options for the restoration and operation of the Steveston Interurban 1220. At that meeting it was moved:

“That the matter of the Steveston Interurban be referred to staff in order that:

- 1) the financial details be clarified;*
- 2) possible corporate sponsors or available grants be identified; and*
- 3) the five year phased development detailed in Option 2 of the report, dated July 12, 2001 from the Director of Recreation and Cultural Services, be extended to seven years.”*

This report provides further information and options for Council consideration.

REFERENCES

- 1. Community Services Committee (Closed) – Steveston Interurban Tram Location Options, January 23, 2001
- 2. Parks, Recreation & Cultural Services Committee – Steveston Interurban, July 24, 2001

ANALYSIS

A. Financial Impacts

In the previous staff report the overall costs for restoring and making the interurban fully operational in the Steveston area were outlined as follows:

Complete restoration of Tram 1220	\$260,000
Installation of track-London Farm to Steveston Village	
3 kilometers @ 770,000 per km	\$2,310,000
Transportation/Engineering Feasibility Study	\$100,000
Car Barn and Station/Museum Display	<u>\$450,000</u>
 TOTAL	 \$3,120,000

B. Phasing Options

For the City to continue to support the tram restoration and make it fully operational, a phased approach over seven years has been suggested. Implementation of each phase depends upon the availability of funding sources.

Phase 1 and 2 can be switched or 'mix and matched'. It is important to conduct a feasibility study in the early phases to ensure that the correct alignment is determined and that land opportunities are not lost during future developments of critical properties in BC Packers, the Trites Road and London-Princess areas.

Priority should be given to conducting a Transportation/Engineering Feasibility Study within the first two phases in order to accurately ascertain costs.

The following is a proposed phasing schedule:

Phase 1

Transportation/Engineering Study **\$100,000**

A feasibility study is required to fully understand the scope of operating the interurban throughout Steveston and to establish a vision for the tram. This would determine the best alignment, full cost implications, land issues, engineering and geotechnical requirements.

Relocation of Tram **\$100,000**

Once the location of the line has been determined then the tram could be relocated to a Home along the proposed line in a temporary car barn similar to the one in Steveston Park.

Phase 2

Full restoration of the tram **\$260,000**

Phase 3

Construction of a ½ kilometer of tram line including temporary station and landing platforms **\$385,000**

Phase 4

Construction of a ½ kilometer of tram line **\$385,000**

Phase 5

Construction of a permanent car barn/station/museum display **\$450,000**

Phase 6

Construction of 1 kilometer of track **\$770,000**

Phase 7

Construction of 1 kilometer of track **\$770,000**

TOTAL **\$3,120,000**

B. Options for Financing

A number of options may be available as potential sources of funding to support the restoration and the operation of the tram. These would include:

City Capital Programs

Set aside funds through a Statutory Fund of \$200,000 each year with the intent of seeking matching Federal and Provincial infrastructure funds.

Steveston Road ends and other City owned properties in the Steveston area.

Review the potential sale of all or some of these properties.

Lottery Casino Funding

The Steveston Interurban Society could apply for this funding.

Corporate Sponsorship

The Society and the City could seek sponsorship in programs such as the legacy program VanCity Award of one million dollars.

Tourism Richmond

Request yearly grants to augment the other sources of funding to promote the tram for tourism in Steveston.

Referendum

Take a Vision for operating the tram forward as a referendum item in 2002.

C. Opportunities for Joint Ownership of Tram 1220

To date the City has contributed \$ 121,500 to this project. A brief summary of the City's documented financial commitments excluding staff time include:

\$ 10,000	1993 to facilitate tram relocation to the BC Packers site
\$ 20,000	1994 to facilitate tram relocation to Steveston Park
\$ 16,050	1995 tax receipt to the C.P.R. in return for them retaining 570 feet of rail in the park
\$ 75,000	provision account set aside for the tram (still available)

At the July 24th, 2001 Committee meeting, discussion ensued around the fact that the City has provided financial support and staff time to the tram's recovery and restoration and that, as such, the City should be viewed as a partner with the Tram Society in the ownership of the tram.

The City could work with the Steveston Interurban Restoration Society on establishing the terms and understanding of a joint ownership agreement between the City and the Society.

FINANCIAL IMPACT

This report has outlined various options available to support the restoration of the tram and creating an operating line. The only confirmed fund is the \$75,000 Provision Fund for the tram.

The Feasibility Study will outline the full costs of this project. The preliminary cost estimate of \$3,120,000 is based on recent figures provided by the City of Vancouver.

This does not take into consideration any land acquisition that may be required for turning radii/platforms or stations. The ongoing operational costs will be determined once the base level requirements of services for maintaining the tram, the track and crossings, and providing experienced operators have been established.

CONCLUSION

This report provides further detailed information as requested at the July 29, 2001 Parks Recreation and Cultural Services Committee. The report outlines a proposed seven year phased approach to restoring the tram and making it operational in Steveston, as well as outlines a number of potential funding sources.

A handwritten signature in black ink that reads "Yvonne Stich". The signature is written in a cursive style with a large initial "Y".

Yvonne Stich
Park Planner

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