



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee
From: Dave Semple
General Manager, Parks and Recreation

Date: March 5, 2010
File: 11-7400-20-
TALL1/2010-Vol 01

Re: Tall Ships Infrastructure

Staff Recommendation

That:

1. \$550,000 from the Waterfront Reserve Fund in the 2010 Capital Budget be approved for expenditure to support the 2011 Tall Ships Maritime Festival.

Dave Semple
General Manager, Parks and Recreation

Att. 3

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Culture & Heritage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

On February 11th 2008, Council made the following referral related to the hosting of a Tall Ships Festival in 2011:

“That an anticipated land and water infrastructure plan, and budget plan be presented to the Parks, Recreation and Cultural Services Committee prior to the annual budget submission.”

And on Nov. 23rd 2009, a further referral was made regarding the funding of infrastructure for this event:

*“That staff be authorised to commence 2010 capital projects effective January 1, 2010 subject to a final decision on the waterfront improvements of \$550,000 being made after the report on the Operational Plan for the 2011 **Tall Ships** Challenge is presented in March 2010.”*

The purpose of this report is to respond to these referrals by providing Council with information on the waterfront reserve fund and waterfront improvements which have already been completed in support of hosting the 2011 Tall Ships Maritime Festival. It is also to provide options for additional waterfront improvements for Council’s consideration.

The hosting of the 2011 Tall Ships Maritime Festival supports Council’s term goal to, *“advance the City’s destination status and ensure our continued development as a vibrant cultural city with well established festivals and the arts.”*

Analysis

The Waterfront Reserve is funded from the Revolving Fund to support waterfront improvements and developments that are identified in an overall waterfront strategy. The Revolving Fund is utilized to fund various city wide projects including the assist factor for DCC’s and recurring projects including a portion for Facilities programs. This fund is limited to capital expenditures. In 2008 and 2009, a total of \$1,000,000 from this fund was approved in the annual capital programs. These funds have supported the construction of four hundred feet of new floats in the South Arm of the Fraser River in front of the Britannia Heritage Shipyard, the replacement of the No. 2 Road Fishing Float and the Middle Arm / Hollybridge Way developments. Recently, the City worked with the Steveston Harbour Authority to include Britannia Shipyard’s waterfront in their maintenance dredging program.

The new floats and the recent dredging works will create better and safer public amenities around Britannia Heritage Shipyard and the No. 2 Road Pier. As well, the new floats will provide the opportunity for the berthing of most ships involved in the 2011 Tall Ships Maritime Festival and the dredging will help improve access for the ships into Steveston Harbour.

Options for additional berthing locations during the 2011 Tall Ships Maritime Festival

1. Imperial Landing - Attachment 1

Conceptual Costs: \$1.25 million
Operating Budget Impact: \$10,000
Second Priority

This location has been previously considered for infilling and construction of a structure. However, the costs and environmental impacts of doing so were found to be prohibitive. A pile and float structure, however, at this site may be feasible for the berthing of Class B & C vessels. Some dredging will be required as will negotiations with Port Metro Vancouver for the use of its waterlot. These dredging costs are not included in the conceptual costs.

2. No. 3 Road Pier – Attachment 2

Conceptual Costs: \$500,000
Operating Budget Impact: \$10,000
Third Priority

This location has, in the past, successfully hosted two of the largest sailing ships from Japan, the Nippon Maru and the Kaiwo Maru. Access to this location for Class A type vessels is good but the surrounding amenities are limited. Additional improvements required would be the repair of one float, construction of another and some possible dredging to accommodate larger class vessels to the site. As well, additional operational costs for the event must be considered such as transportation, spectator services and venue management at this 'remote' site. Dredging costs are not included in the conceptual costs

3. Garry Point Park – Attachment 3 - Recommended

Conceptual Costs: \$1.30 million
Operating Budget Impact: \$10,000

This is the preferred location for berthing of Class A vessels for the 2011 Tall Ships Maritime Festival. It is located at the heart of the Steveston Waterfront and close to Britannia Heritage Shipyard where the potential to host the smaller class vessels would likely take place. This option provides the full experience of the City's popular historic marine culture where spectators can walk the two kilometre stretch from both locations and enjoy recreation opportunities in the area.

This site option would require the installation of debris booms to control the log debris from entering the beach fronts of Garry Point Park and the construction of new floats, anchor points and public access ramps for enjoying the site. The debris booms would also reduce operating costs of cleaning the beach areas and potentially be capable of heavy barge docking for future activity. No construction of this option would begin until the project is fully-funded.

Project Scope

All three options will involve the construction of new floats, gangway & access ramps, and dredging operations (not included in conceptual costs). The actual amount of construction required and the financial impact for the project will depend on which site or sites are selected as the best location(s) to host the 2011 Tall Ships Maritime Festival.

Design and pre-construction activities will include complete topographical depth soundings, sediment analysis, and dredge volume calculations for dredging operations. Conceptual design for infrastructure construction for size of floats, ramps, piers, anchor points, and access ramps could be determined once a desired location is selected. Since the cost associated with all the planning, administration, and design work is large, it will not be feasible to construct all three options. However, operationally, all three are not required in order to support the hosting of the 2011 Tall Ships Maritime Festival. Should the required funds be approved for expenditure in the 2010 Capital Program, staff will examine each option in more detail and identify the feasibility for completion within the budget. Additional funds, likely in the neighbourhood of \$750,000 will be requested in the 2011 Capital Program. Operating budget impacts are minimal with each option (\$10,000 annually) and include power, water, minor maintenance and cleaning.

Financial Impact

\$550,000 to be funded in the 2010 Capital Program. Additional funds will be requested in the 2011 Capital Program once feasibility of each option is fully explored.

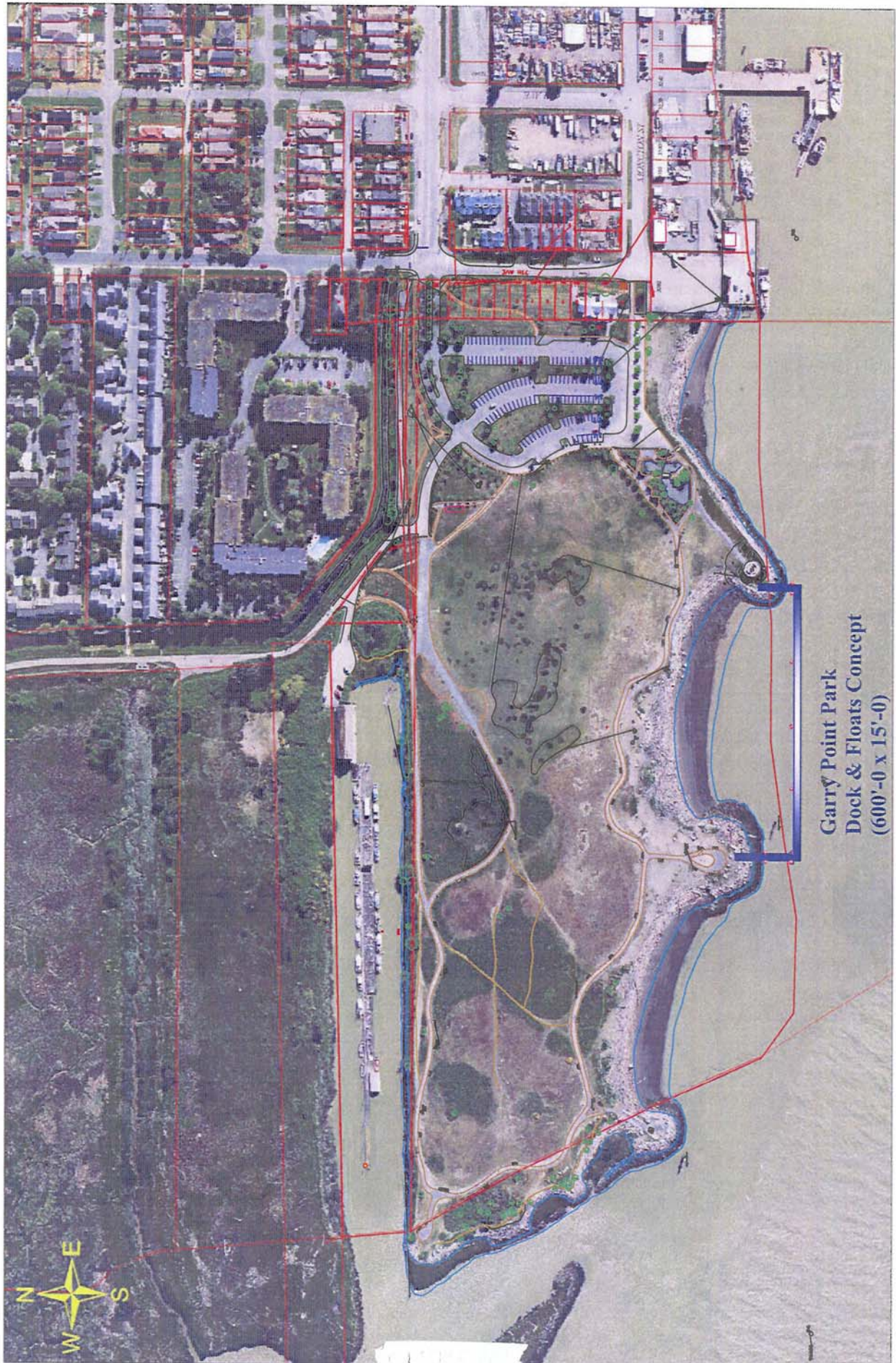
Conclusion

The 2011 Tall Ships Maritime Festival is an exciting event to which the City has already identified its desire to participate. There are several infrastructure requirements which will be needed to support the berthing of large vessels during the event. Options for further study include Imperial Landing, No. 3 Road Pier and Garry Point. All of these options provide a long-term benefit in the creation of additional public amenities and improved public safety along the waterfront.



Serena Lusk
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SL:sl



Garry Point Park
Dock & Floats Concept
(600'-0" x 15'-0")