



To: Parks, Recreation and Cultural Services Committee

Date: May 10, 2007

From: Kate Sparrow  
Director, Recreation & Cultural Services  
Jane Fernyhough  
Manager, Cultural & Heritage Services

File: 11-7140-01/2007-Vol 01

Re: Steveston Interurban (Tram) location

Staff Recommendation

1. That the Steveston Interurban (Tram) be permanently located in the Historic Zone of Britannia Heritage Shipyard site.
2. That the detailed designs of the Tram Barn be prepared using funds from the Tram project number 40886.
3. That the construction cost of the Tram Barn and relocation and restoration of the Tram at \$1.3 million be included for consideration in 2008/09 capital budget requests.

Kate Sparrow  
Director, Recreation & Cultural Services  
(4129)

Jane Fernyhough  
Manager, Cultural & Heritage Services  
(4288)

Att. 3

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ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Budgets .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Economic Development .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Facility Management .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Parks .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
REVIEWED BY TAG		YES	NO	REVIEWED BY CAO	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	YES	
				NO	

## Staff Report

### Origin

At the Closed Council Meeting on Monday, October 10, 2006 City Council resolved:

*that the Steveston Tram remain in its present location at Steveston Park while staff search for a new permanent location, and that staff report to Council accordingly within six months' time.*

This report examines possible site locations against a set of criteria and responds to the above Council referral.

### Analysis

Several reports have been completed on possible locations for the Steveston Interurban Car 1220 as well as a Feasibility Study done in 2002. These studies looked only at sites in the Steveston area based on the long held assumption and the Steveston Area Plan statement that it would eventually link the heritage sites from the Gulf of Georgia Cannery to London Heritage Farm. Several aspects have changed since those studies and reports were prepared including the acquisition of the Tram by the City; the Council resolution of January 24, 2005 determining that the Tram would not operate in Steveston and would therefore be a static display; and the opportunities and changes that Richmond is currently undergoing.

A team consisting of staff from Parks, Planning, Cultural Services, Facilities and Public Works determined that in order to ensure the Tram could have the greatest influence on the future of Richmond in place-making, critical massing, community engagement, historical preservation, economic impact and tourism the list of potential locations would be broadened to include other areas of Richmond.

The team developed a set of sixteen (16) criteria, which would assist in choosing the best site for the Tram. The criteria included physical space requirements, authenticity and historical relevance, accessibility and visibility, critical massing, safety and security and programming. Twenty-four (24) possible locations throughout Richmond including sites in: Steveston, Terra Nova, Oval lands/ Dyke, YVR, Garden City lands, City Centre and Middle Arm were considered. (Attachment 1).

Other factors considered were:

- The City has assumed ownership of and has a substantial financial investment in the Tram.
- The City has an important stewardship responsibility to protect a major heritage asset for future generations of the City of Richmond and must ensure its complete restoration.
- The condition of the current Tram building in Steveston Park is deteriorating quickly and it is anticipated that it will continue to be suitable for housing the partially restored Tram for approximately one more year.

## **Community Input**

A new organization, "Steveston Non-Profit Group", comprised of individuals from the Steveston business district, Steveston Community Society, Steveston Historical Society, Steveston Harbour Authority, London Heritage Farm, Britannia Heritage Shipyard and Gulf of Georgia Cannery, was interested in the locating of the Tram and requested to have their input be part of the City's decision making process.

In April 2007, staff presented the Tram locations and criteria to a meeting of this group and members of this group were invited to submit their input to staff. Staff provided an update on the process and outlined four potential Steveston locations considered as being the most viable having met the most criteria. They were:

1. Britannia Heritage Shipyard Historic Zone (NE corner);
2. Steveston Park and No. 1 Rd.;
3. The lane between the Steveston Hotel & Gulf of Georgia Cannery; and
4. Garry Point Park.

Feedback was provided to staff on preferences.

## **Financial Analysis**

Staff reviewed the financial impact of establishing a permanent location of the Tram in the Steveston area. The capital costs will be approximately \$1-1.3 million. This is based on the anticipated design and construction of the building as well as on discussions with Burnaby Museum and their newly created Tram Barn. (See Attachment 2) Burnaby Tram Barn design and photographs) and Attachment 3 (Whitehorse Trolley Barn photographs). If the Tram is to be located elsewhere in the City, capital costs could possibly be \$2-3 million based on a higher-end design and construction.

The most recent (June 2006) restoration estimate of the Tram is approximately \$203,000 and it is anticipated that the restoration would occur over a one-year period. Operating considerations would need to be further identified in the capital development process and the restoration could be coordinated through the existing Britannia staff. The tracks have been donated and landscaping/rail bed works could be accommodated through the continued Britannia site restoration.

The staff team completed a thorough analysis, reviewing the 24 potential locations and the 16 evaluation criteria. Having weighed the pros and cons of each, it was concluded that the Britannia Heritage Shipyard Historic Zone provided the fewest obstacles and the most opportunities for success for the permanent location of the Tram and Tram Barn.

### **Financial Impact**

Planning and design for Tram Barn would be funded from the capital project Relocation of Steveston Tram #1220: project # 40886. This project currently has \$108,000.

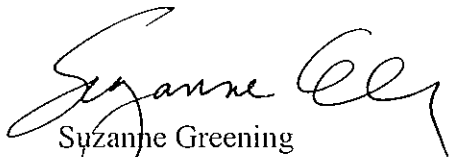
Building of Tram Barn and relocation and restoration of the Tram to be included for consideration in 2008/09 capital budget request.

Operating budget would be identified in the capital budget submission process.

### **Conclusion**

The Steveston Interurban is an important historical artefact for the City of Richmond. It is the City's responsibility to complete its restoration and ensure its preservation for future generations.

While the permanent location possibilities were broadened to consider other areas throughout Richmond beyond Steveston, locating the Steveston Tram to the Historic Zone of Britannia Heritage Shipyard site satisfies the majority of the established criteria, increases the value of both historical entities, enriches the visitor experience and lessens the costs that the City would incur for security, shared amenities and managing volunteers should it be located at a non-civic operated site.



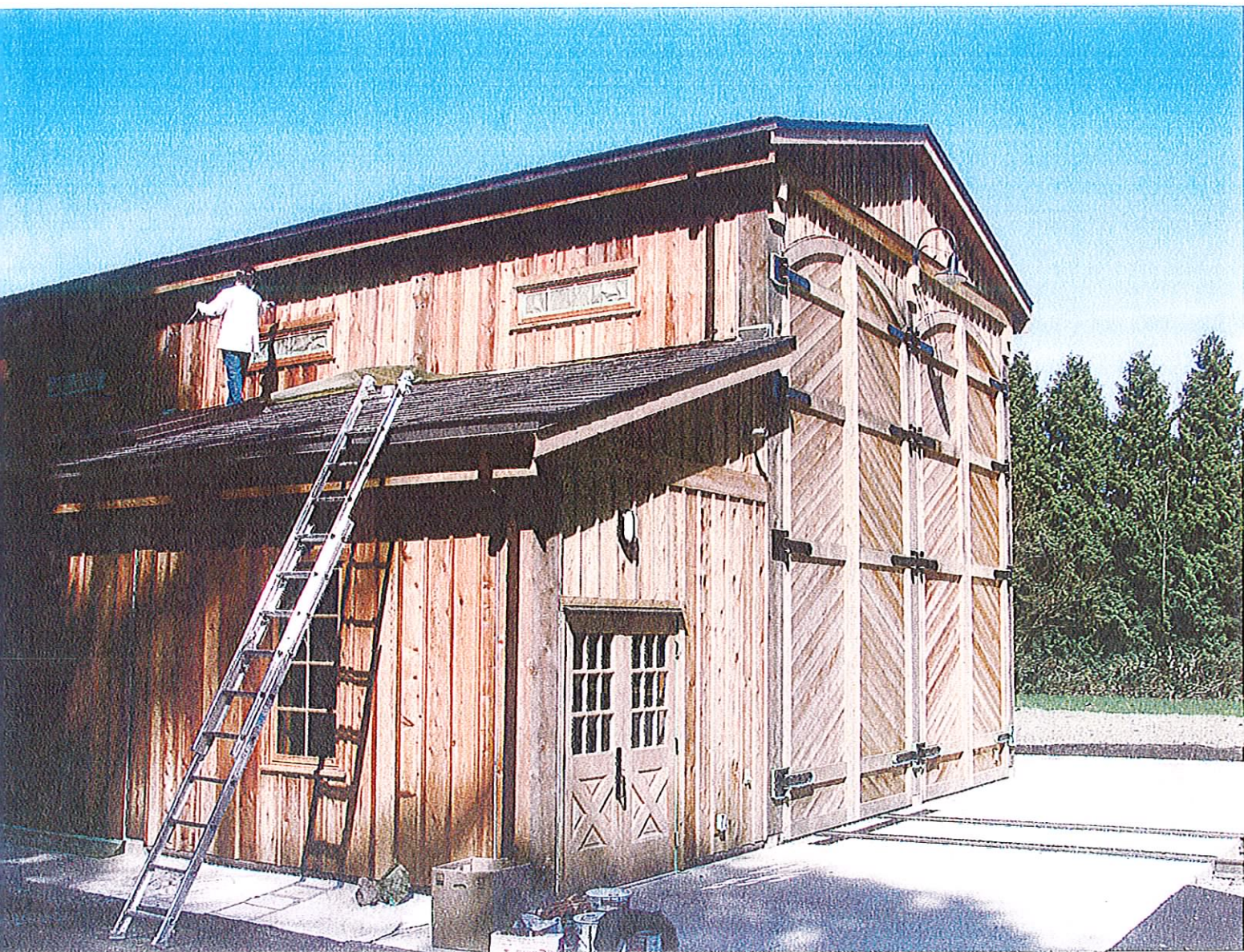
Suzanne Greening  
Arts Coordinator  
(8320)

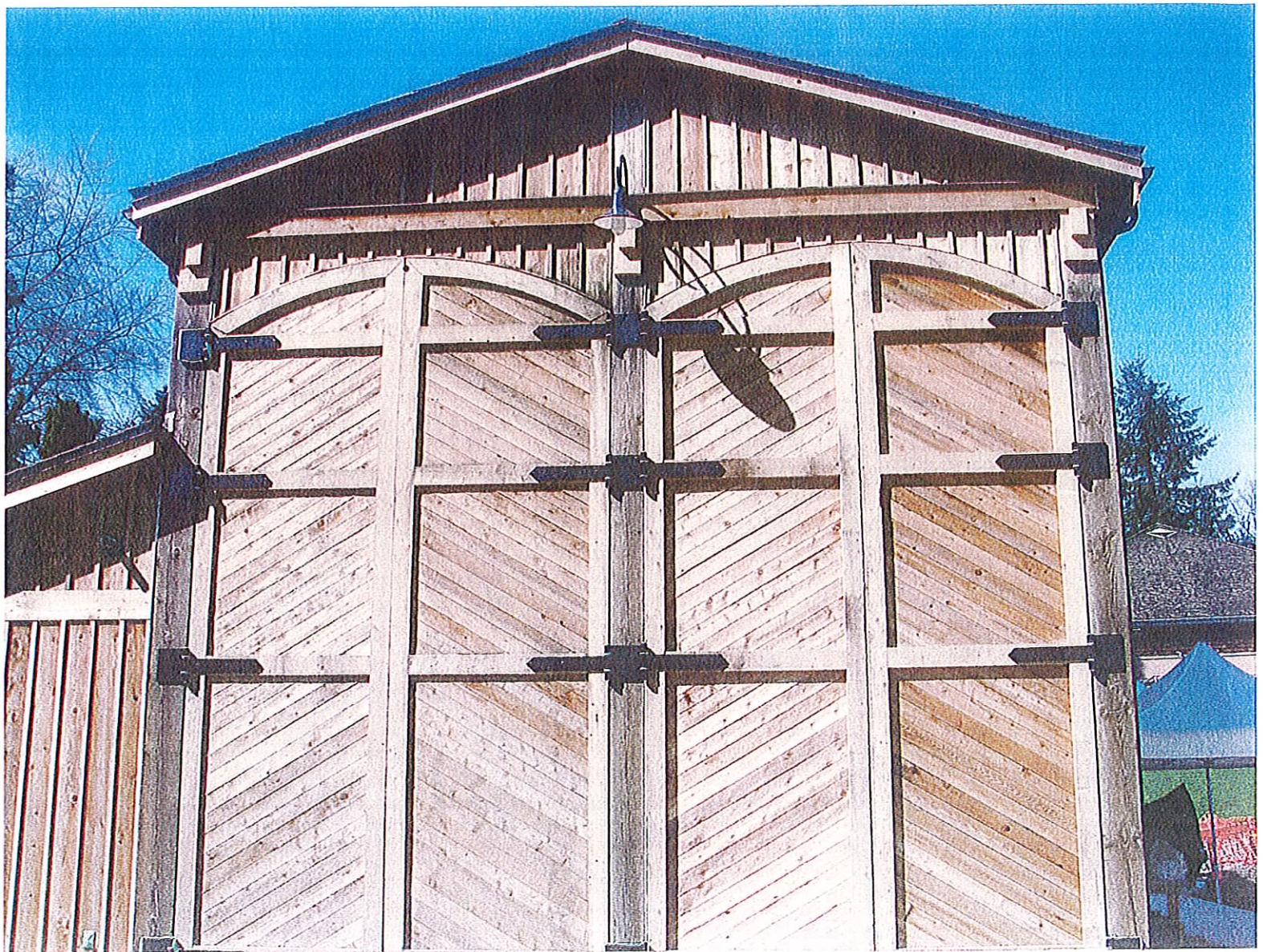
## Interurban Tram – Locations Considered and Location Criteria

### Locations Considered

- Steveston Park & No. 1
- Garry Point Park
- MMU – Bayview & No. 1
- Lane between Steveston Hotel & Gulf of Georgia Cannery
- Tin Shed site
- Britannia Historic Zone – NE Corner
- London-Princess Waterfront
- Jimmy Pattison, CANFISCO
- Scotch Pond – Garry Point
- Branscombe House (adjacent to rail)
- Land at Railway & Moncton (in front of T. Homma School)
- Gilbert to No. 3 South dyke; ALR 50 acre site
- London Farm
- Granville & Railway corner
- Minoru Park
- Brighthouse Park
- Garden City Park
- Garden City Lands
- Casino – Canada Line station
- Sexsmith Park & Ride
- YVR – International Airport static display
- Middle Arm CPR ROW (new River Road)
- Oval Lands
- Shell Road
- Riverport
- Dyke – Terra Nova
- Cambie, Granville Island or Burnaby (they fix it and return it when restored)





















ROUND  
HOUSE