

Referrals

Councillor Harold Steves

July 2, 2019

1) Transit Exchange at Steveston Community Park:

That staff consider the use of 4320 Moncton Street as part of a full transit exchange at Steveston Community Park and report back to council.

The City owns property at 4320 Moncton St, valued at \$12,677,000, with 4,532 sq. m. deeded and additional access from road allowances on the east and west sides.

2) Rapid Transit Link to Steveston:

That Staff review the report "Rapid Transit Link to Steveston", schedule 2 to the minutes of the General Purposes Committee Meeting held on Tuesday, December 21, 2004 and recommend potential routes for Richmond Rapid Transit Phase 2 connecting the Canada Line to Steveston with LRT and a recommended site for a future LRT transit centre in Steveston.

3) Rapid Transit to Steveston and Ladner/White Rock via an LRT Tunnel at Massey tunnel announced by premier Van Der Zalm, August 1989.

That staff prepare options for LRT across Richmond to an LRT Transit Tunnel at Massey Tunnel utilizing the Shell Road Railway Line from Bridgeport, or a connection to the Canada Line, or a combination of both.

4. RAPID TRANSIT LINK TO STEVESTON

The terms of reference for the Vancouver - Richmond Rapid Transit Project include the consideration of a future extension of the rapid transit line to Steveston.

To date, B.C. Transit has not undertaken any detailed studies on this issue. Their position has been that the extension options will be examined during the "final evaluation" stage, once a preferred route has been chosen. Richmond staff, on the other hand, has indicated the study of these extension options should take place now rather than later in order to better understand and evaluate the overall route options.

While it is not in the interest of Richmond to delay major transit decisions to permit the detailed study of this option, Richmond staff have given the matter some consideration and asked B.C. Transit to provide their proposed analysis as soon as possible.

Richmond staff have supported the concept of a grade orientated system extension to Steveston from the outset of the study and in the September 27, 1991 progress report put forward a recommendation that Council request B.C. Transit to prepare a report on all extension possibilities (including Steveston, southeast Richmond, the airport and East Richmond). Richmond does not have the staff resources to undertake this detailed study at this time. In the interim it is the recommendation of staff that a right-of-way on Railway be maintained to provide for a future link.

The following points should provide context for the investigation of a Steveston connection by B.C. Transit.

(i) System Characteristics

Two issues are important in describing the route options for Steveston.

1. The first one is whether the connection is a mainline extension or a branch line. Main line extensions are preferable because transfers are not necessary.
2. The second one is whether the connection uses main line technology or whether alternative systems are envisaged.

ii) Technology

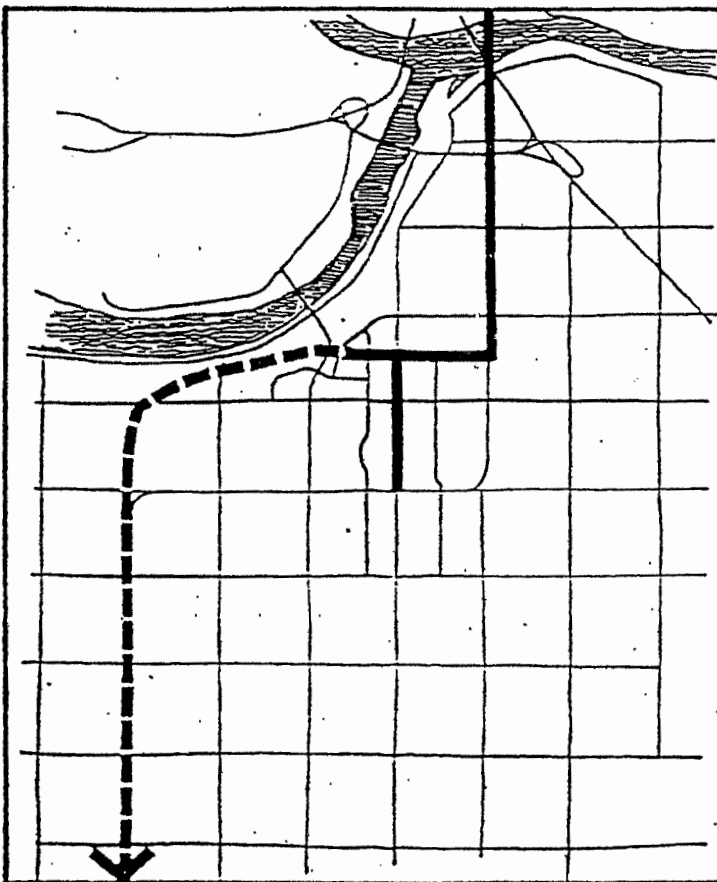
A link to Steveston could be accommodated quite readily through a continuation, a direct extension, of a conventional light rail transit system. It is clear that an ALRT technology would not be acceptable as a direct link to Steveston due to its detrimental impact on neighbourhoods.

While a continuation of the CLRT technology would be preferred, it would also be possible to introduce another type of transit technology, such as a heritage style streetcar on this section of the line.

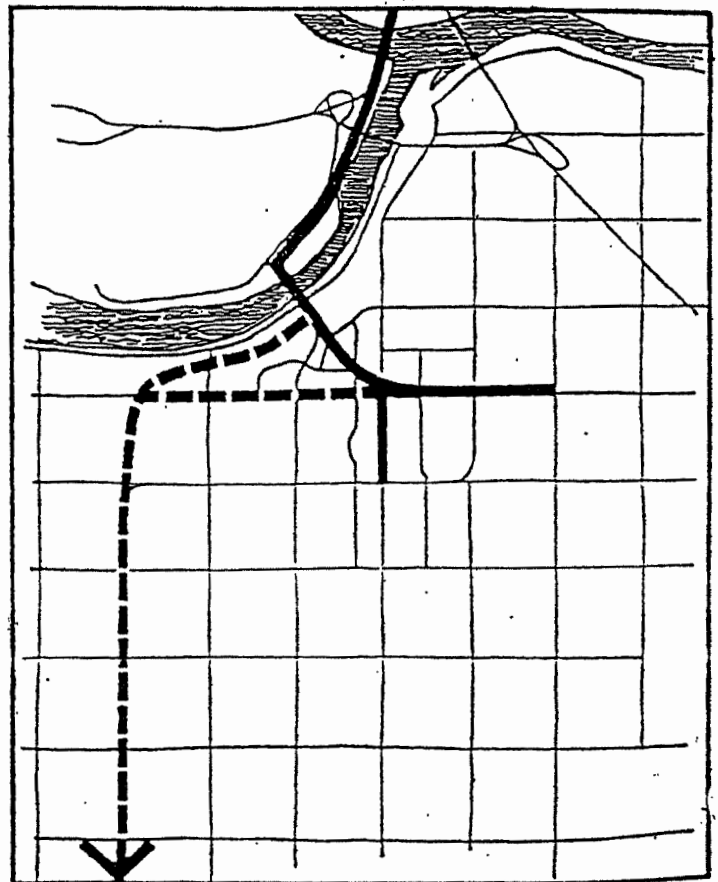
iii) Routes

Possible routes from the Town Centre to Steveston include:

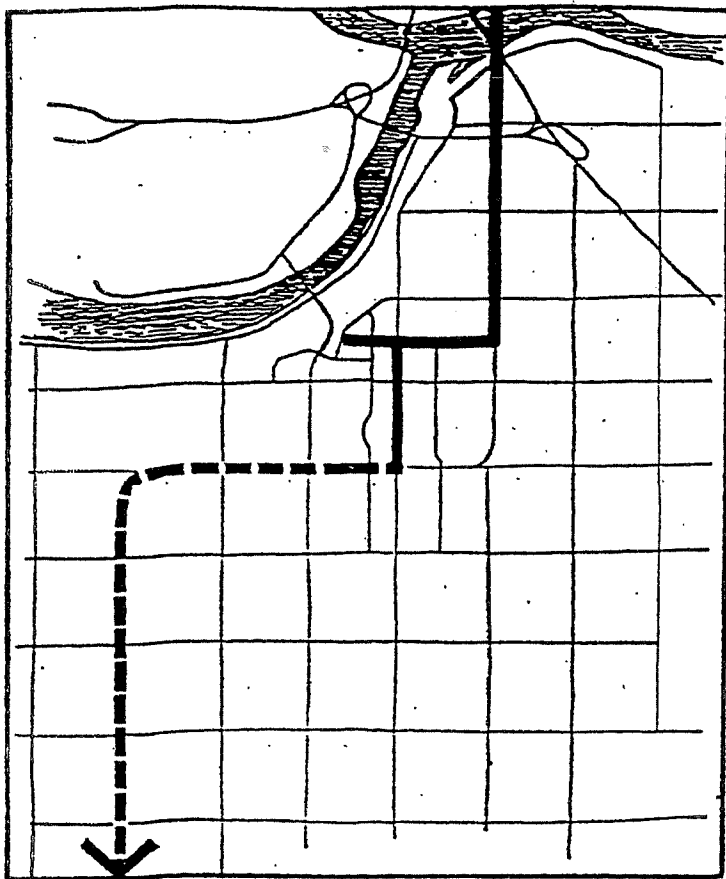
- a) An extension westward from Garden City, Lansdowne to the CPR right-of-way;
- b) A branch line westward from a Sea Island route where it meets the CPR right-of-way, or westward from Westminster Highway to the CPR right-of-way;
- c) An extension from a Garden City route westward on Granville Avenue from No. 3 Road connecting to the CPR right-of-way;
- d) An extension from a Sea Island route westward on Granville Avenue from No. 3 Road connecting to the CPR right-of-way;
- e) An extension from a Garden City route southward on No. 3 Road from Granville Avenue, running down No. 3 Road to Steveston. This route would serve not only West Richmond but South-east Richmond as well but has right-of-way constraints;
- f) An extension from a Sea Island route southward on No. 3 Road from Granville Avenue, running down No. 3 Road to Steveston. (This route would serve not only West Richmond but South-east Richmond as well but has right-of-way constraints.); and
- g) Other variations of the above routes.



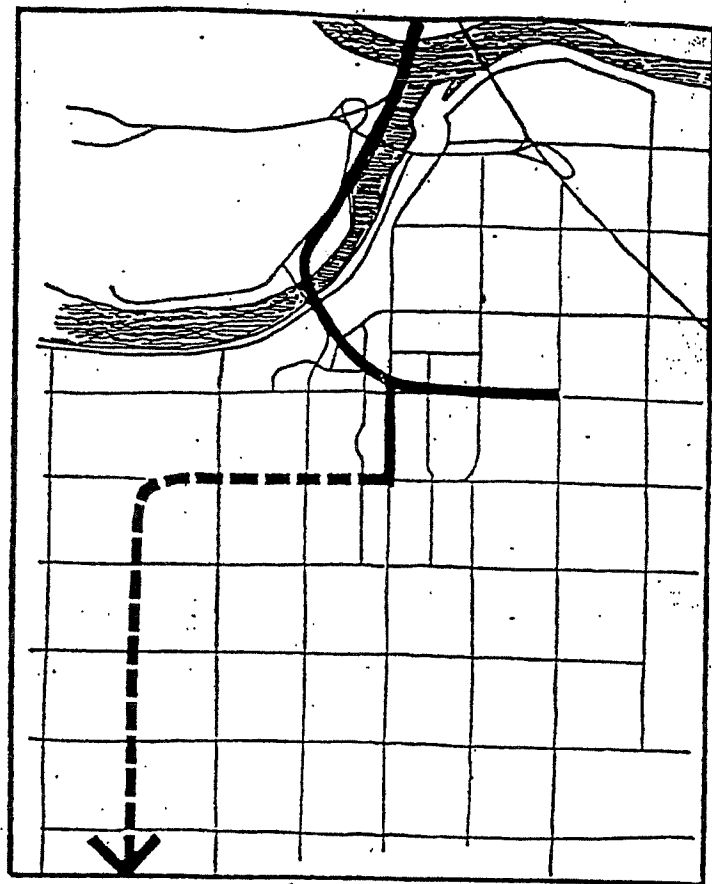
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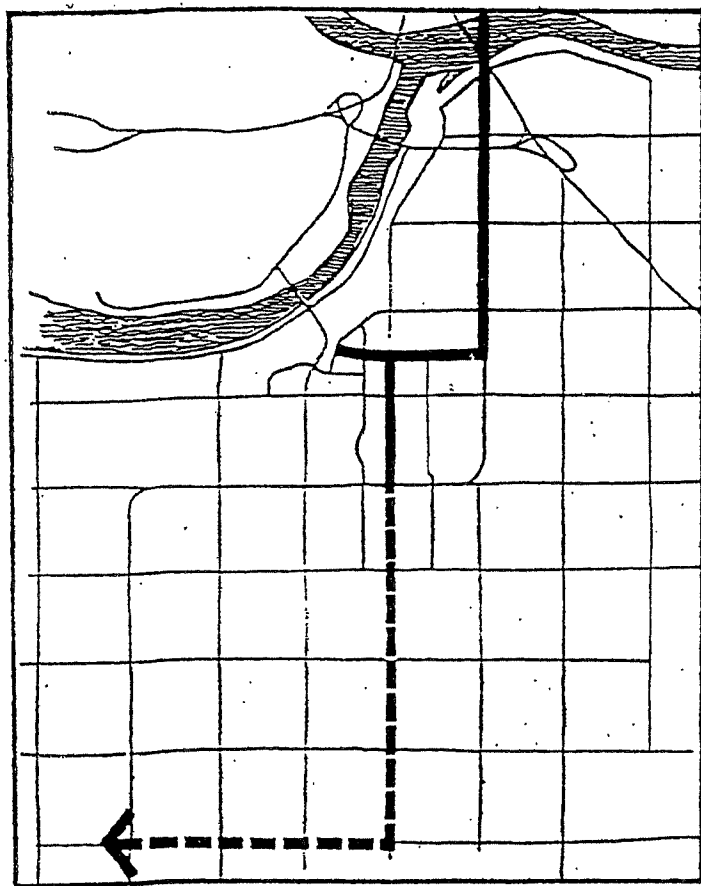
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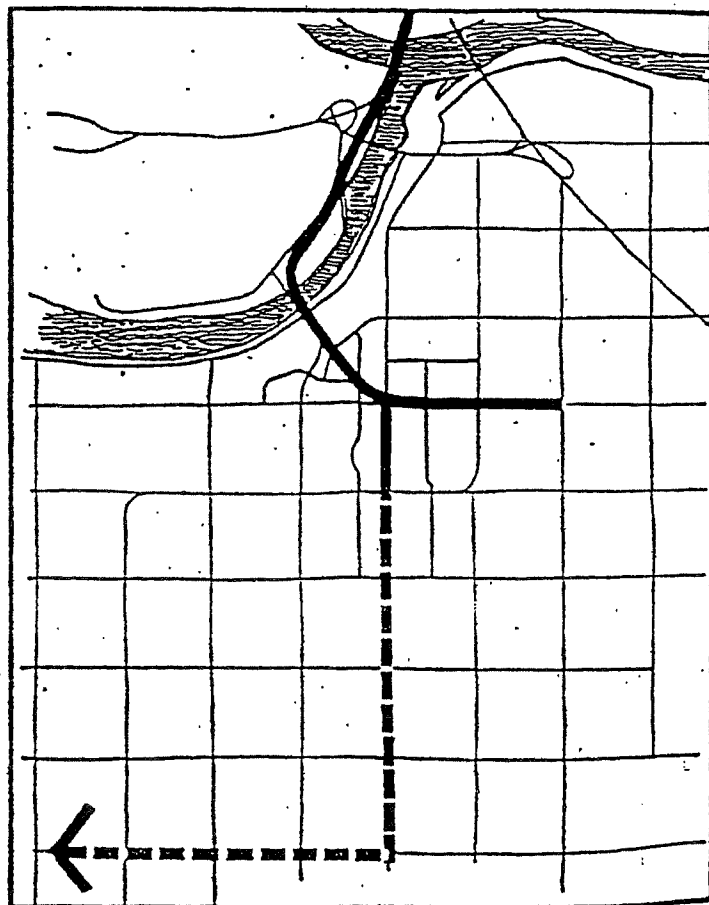
c.



d.



e.



f.

iv) Feasibility

The feasibility of extending a rapid transit line to Steveston should take into consideration a wide range of economic, environmental and social costs and benefits. When we consider that approximate 60% of the current Richmond ridership is derived from the west side, a west side extension for Steveston has considerable justification in providing even more convenient transit service. A route which follows the existing CPR right-of-way would be relatively cost effective due to:

- . The fact that the line would be built on an existing rail right-of-way if this could be acquired at a reasonable cost;
- . The limited number of at-grade signalized crossings required;
- . The potential of the rail right-of-way and adjoining municipal lands to accommodate a number of small park and ride lots as well as feeder bus connections;
- . The potential cost savings occurring from reductions in the bus system serving the area; and
- . The limited costs required for mitigating the impact on neighbouring properties given the generous width of the right-of-way and the parallel arterial roadway for much of its length.

The feasibility study will have to evaluate the pros and cons of introducing the Steveston connection at the same time the line is introduced into the Town Centre, of phasing it in over the short term (5 years) and, of phasing it in over the long term (5-20 years).

5. RAPID TRANSIT LINK TO THE AIRPORT

The terms of reference for the Vancouver - Richmond Rapid Transit Project include the consideration of a direct link to the airport.

Essentially there are three possible alternatives for linking the rapid transit system to the airport:

- i) A route which enters Richmond through Sea Island could connect to the airport via a station near Miller Road and Russ Baker Way. In its "Choices" publication of Summer, 1991, B.C. Transit indicated this connection would be made if the Arbutus corridor is chosen.

The Sea Island route provides the best connection to the airport as it could be done at the time the rapid transit system was introduced, at reasonable cost since the distance is small and the right-of-way may be available if the airport authority can be persuaded by the obvious benefits. While this option would not direct Vancouver - destined travellers through Richmond Town Centre, there would be a direct rapid transit connection.

- ii) A connection to the airport from a Garden City route could be accomplished by extending the east-west (Lansdowne) portion of the Garden City, Lansdowne, No. 3 Road route westward through the Town Centre and onto Sea Island. B.C. Transit outlined this possibility in a September 30, 1991 letter from R.N. Tribe, Vice President of Capital Projects. Mr. Tribe indicated this "future airport connection" would create "a circumstance where the airport is a terminus to the line, and Richmond Town Centre is the first stop leading from the airport to Vancouver".

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Premier promises

By DIANE STRANDBERG

Richmond will have a new \$500 million rapid transit system in place by 1995, Premier Bill Vander Zalm promised Monday.

But what kind of system it will be and where it will go is still up for grabs.

B.C. Transit will begin detailed planning immediately on a rapid transit system to Richmond, with a possible spur to the International Airport here. The announcement was made Monday at the B.C. Institution of Technology training facility on Sea Island. It was part of a \$1 billion transit package that will see Skytrain and Seabus routes extended and a fleet of new ar-

ticulated buses purchased for use throughout the Greater Vancouver region.

Transit choices include a rail system, using existing rail lines from Vancouver to Richmond, along the Arbutus corridor, an elevated system similar to Skytrain, and express buses on special bus lanes. Mayor Gil Blair said he wouldn't speculate what type of system the planning committee will recommend. But he praised the Premier's transit proposal, particularly his commitment to 100 per cent funding for the project, which relieves local taxpayers of the burden of fully paying for the system.

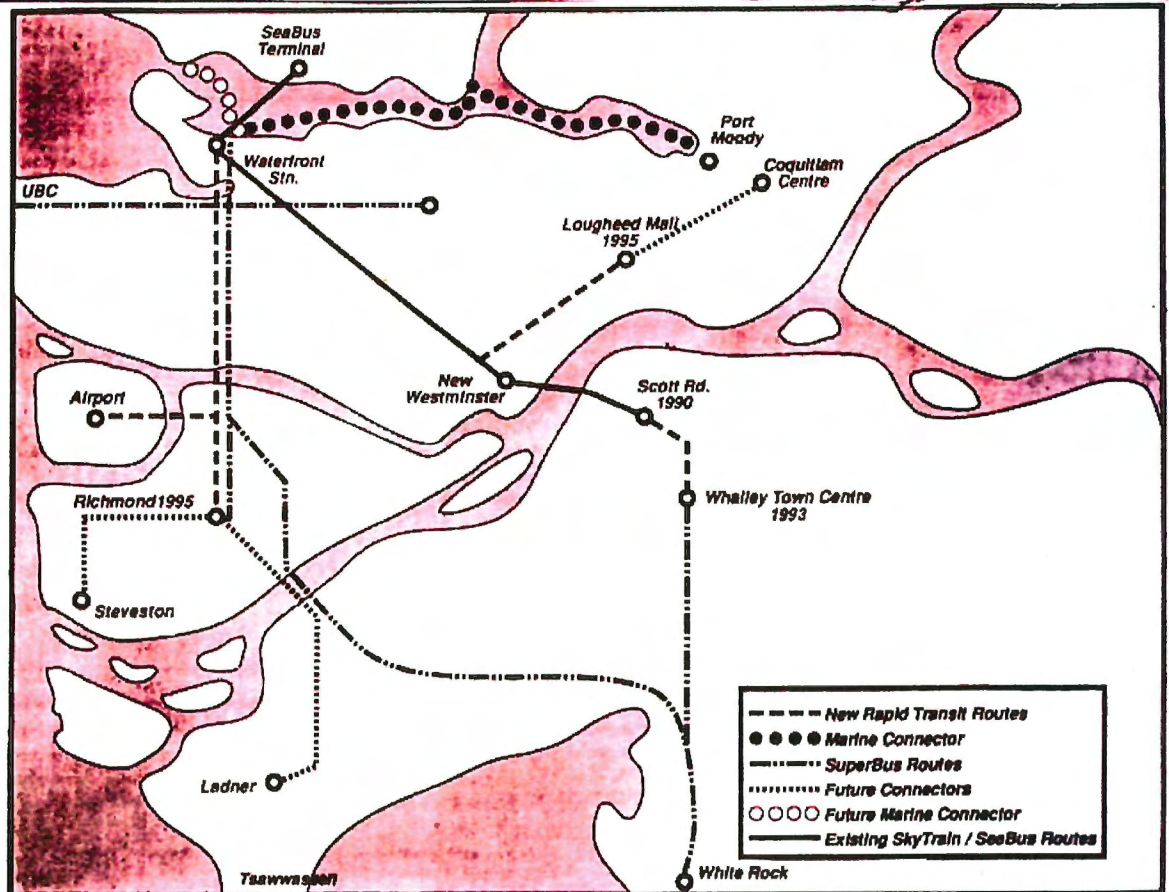
"It's a very significant an-

nouncement. The capital cost of Skytrain was an impossible burden for the (Vancouver Regional) Transit Commission to fund," Blair said.

While Blair wouldn't comment what kind of rapid transit system Richmond needs, his Vancouver counterpart, Mayor Gordon Campbell, has admitted a preference for buses.

In an interview Tuesday, Mayor Campbell said he wouldn't prejudice the transit commission's study of alternative systems. But he expressed his concern that an elevated Skytrain system would create "visual pollution" and a rail system would cause traffic problems and noise.

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