

Referral to Public Works and Transportation
Submitted by Harold Steves

In 1985 Richmond Council adopted the Steveston Waterfront Conservation Plan prepared by Norman Hotson and Associates.

The report concluded that:

“As an overall strategy for tourism for the community of Steveston ... this development is one of a number of ‘beads on a string’ interconnected with roads, walkways, bike ways and a possible ferry route. In this fashion, a number of public use areas from London Farm in the east to Garry Point in the west are made part of the overall system.”

The accompanying map shows three major nodes on the waterfront, London Farm, Britannia Shipyard and Gulf of Georgia Cannery. (1)(Steveston Waterfront Conservation – adopted 1985)

Another map from a previous report by Hotson shows the recommended road access with two major access roads to the waterfront from No 2 Rd. not Trites Rd. (2)(Steveston Waterfront Development Sites)

The 1993 Britannia Heritage Shipyard Park Concept Plan provided tour bus parking in a widened portion of Westwater Drive/Dyke Road and proposed reconstruction of the road to industrial/park standards to avoid curb and gutter and concrete sidewalks. (3)(4)

In 1997 the Steveston Harbour Authority asked that the road be closed around Paramount Pond. (5)(Paramount Site)

The City was interested in expanding the Britannia shipyard property further east in trade for any land lost around the pond. City staff suggested that the road could continue north of Paramount Pond directly to No. 2 Rd. as recommended by Norman Hotson.

Subsequently the western section of the road was paved to industrial/park standards but the eastern portion was not, pending negotiations with the Federal Government and SHA. The negotiations were recently concluded and the SHA no longer has any interest in closing the road around the pond or giving up land in trade adjacent to the Britannia Shipyard.

Parks staff has prepared a business plan for the Britannia site. An application for National Heritage recognition of the area is being prepared. City Council has endorsed increased spending for the Britannia Shipyard and it is assumed that final restoration of the remaining buildings will soon be underway. At that time the site will be fully operational, expecting 10s to hundreds of thousands of visitors.

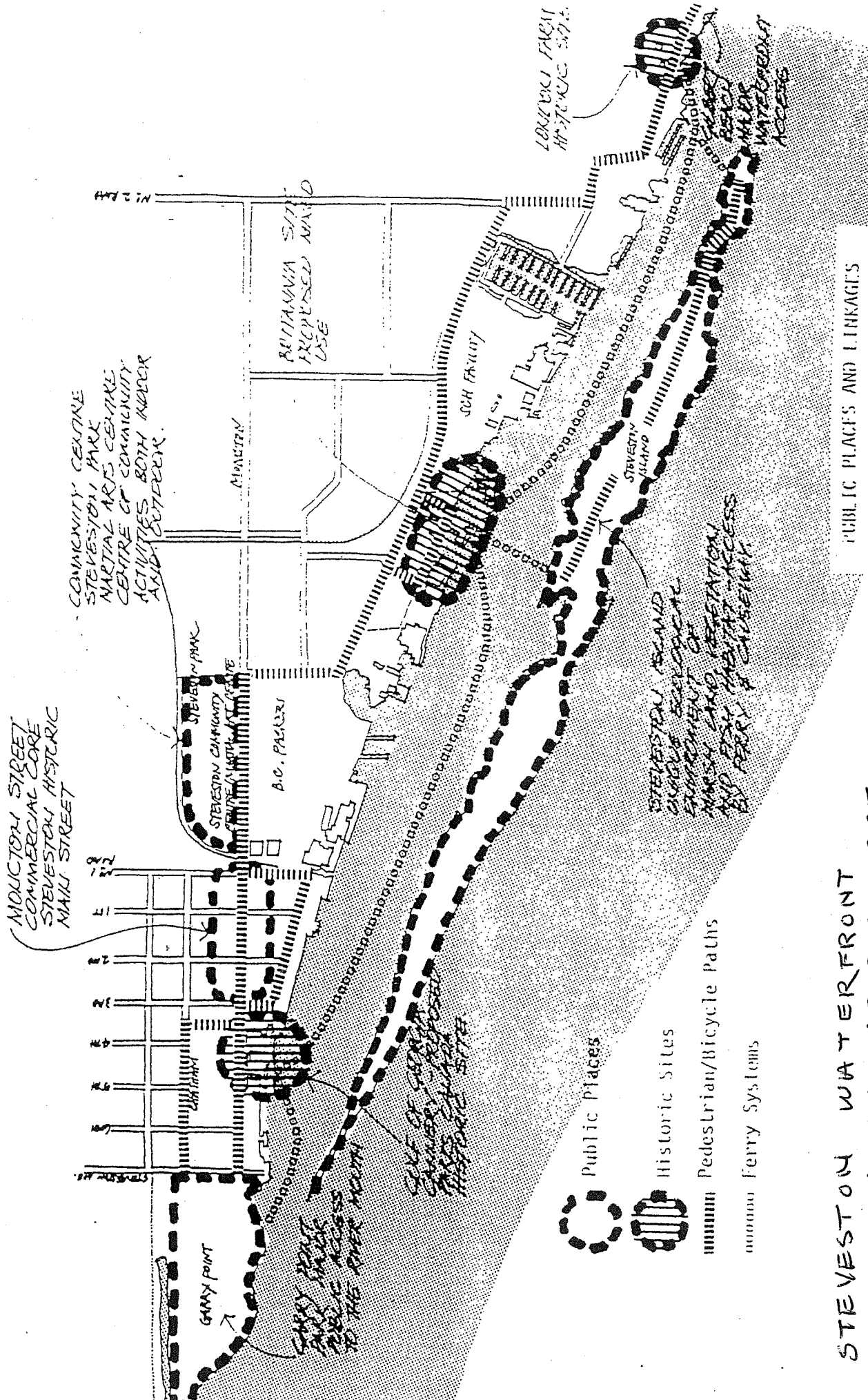
Upgrading the No. 2 Rd box culvert system from Steveston Highway to London Rd. has been approved by Council.

Rezoning the remaining Trites Rd. industrial lands has been approved. Maintaining Trites Rd. as an Industrial road is incompatible with residential use. While some industrial trucking from the SHA may continue to use Trites Rd. the major boat launching ramp site is best served from the foot of No. 2 Rd.

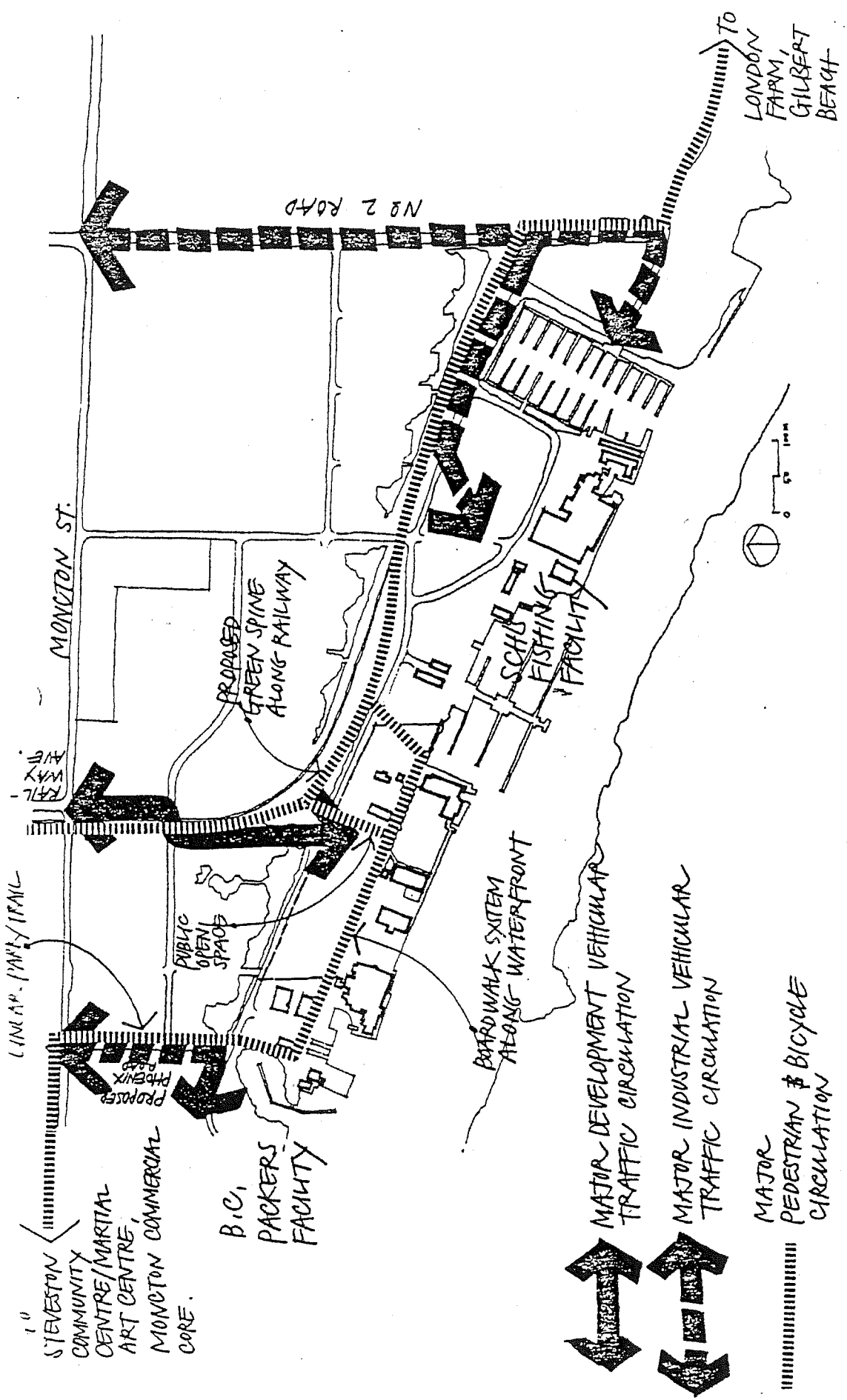
As Britannia nears completion more direct access for tour buses will be needed. As previously envisioned, a tour bus route that connects London Farm, Britannia and Gulf of Georgia Cannery is desirable.

Recommendation:

Recommended that Dyke Rd. be upgraded to industrial/park standards from Trites Rd. around Paramount Pond to the foot of No 2 Rd. sufficient to accommodate tour buses and industrial traffic. (6)



STEVESTON WATERFRONT CONSERVATION - ADOPTED 1985



VEHICULAR TRAFFIC, PEDESTRIAN AND BICYCLE CIRCULATION

STEVESTON WATERFRONT
 DEVELOPMENT SITES 1983

4.0 SITE PLAN AND RATIONALE

The site concept plan for the Britannia Heritage Shipyard Park appears as a two-part fold-out at the back of this report. The rationale for and features of the plan are described below.

4.1 Road Access and Parking

The general configuration of the park road was determined at the time the site was obtained by the City and zoned for park purposes. The road leaves the current alignment on the dyke at the foot of Railway Avenue to loop around the multiple family development site which was retained in private ownership. The intention for relocating the road in the western portion of the site was to bring drivers closer to views of the waterfront. To the east of the development site, the road rejoins the dyke alignment and follows it to Trites Road.

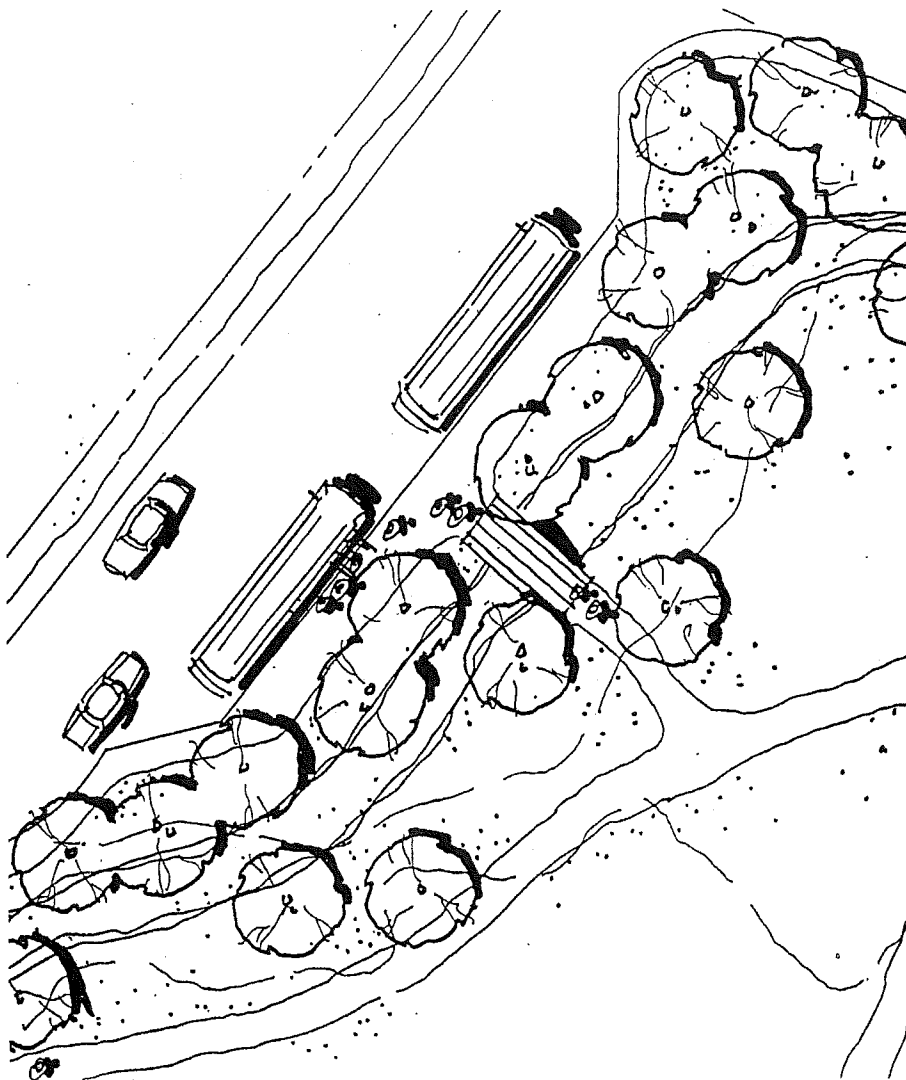
At the west end of the site, the new road will be built to City of Richmond standards for a local road southward to the gate to B.C. Packers' Phoenix property in order to accommodate industrial truck traffic. Once east of this gate, the road will be constructed to a narrower park configuration suited to the rural, historical appearance desired for the park. The road is intended to be without curbs and surfaced in asphalt. Swales will be used along the south edge of the road to control vehicles at the edge, where there is sufficient space to accommodate them. Where the road is too close to existing buildings for a swale to be used, an alternate form of vehicular control will be needed, preferably made of wood.

Parking will be provided for approximately 30 cars in a lot south of the park road in the eastern portion of the park. Access to this lot will be provided by a driveway shared with the access route into the outdoor boat yard. These areas will also be without curbs and paved in asphalt.

Some additional parking for a few vehicles will be available in the boat yard, especially for the convenience of people working on boats for easy access to tools and equipment in their vehicles.

Overflow parking will be available on the gravel shoulders of the park road in the portion of the site where the road is on the dyke. It will also be feasible to use parking on adjacent collector roads such as Railway Avenue and Trites Road and in the parking lot of the T. Homma Elementary School on weekends, holidays, and during the summer.

Two temporary parking spaces for tour buses have been provided in a lay-by on the south side of the park road immediately west of the entrance to the parking lot. It is intended that these spaces will be used for dropping off and picking up passengers only and that the buses will move to suitable longer-term parking elsewhere in the vicinity while the tours are conducted.



Detail Plan of the Temporary Parking for Tour Buses

4.2 Pedestrian Access and Circulation

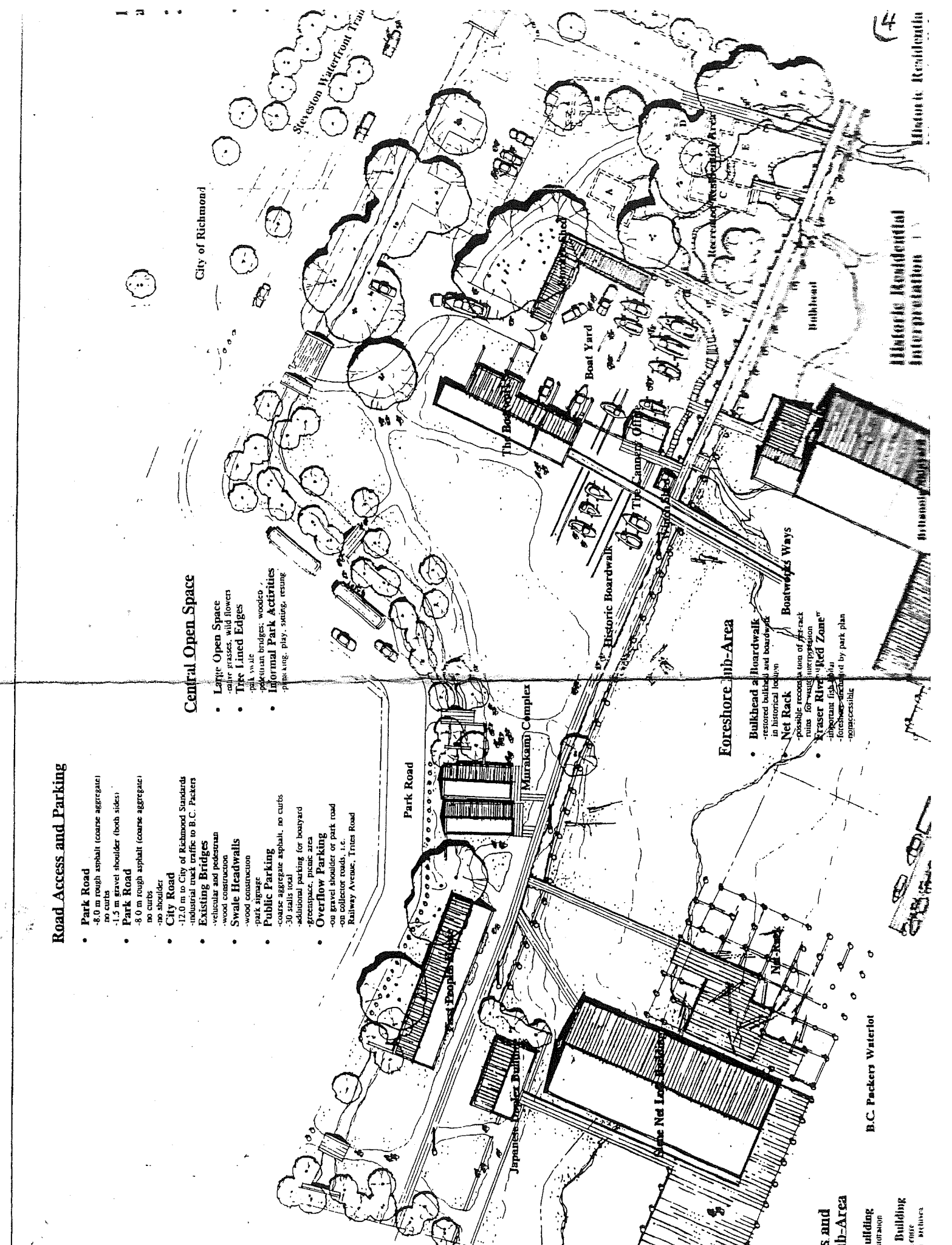
Pedestrian access to and from the Britannia Heritage Shipyard Park is well provided by the Steveston Waterfront Trail System. East-west access is available from the Steveston trail which connects Garry Point Park to the foot of No.3 Road for both pedestrians and cyclists. The Steveston trail will bring visitors to the site from the west along a separate trail parallel to the dyke and will encourage pedestrians to enter the park and make use of the boardwalk circulation network. Bicycle riders will be asked either to walk their bikes or to use the park road. From the point where the park road rejoins the dyke to Trites Road, the Steveston Waterfront Trail will be located in a separate alignment immediately north of the park road.

Road Access and Parking

- Park Road**
 - 8.0 m rough asphalt (coarse aggregate)
 - no curbs
 - 1.5 m gravel shoulder (both sides)
- Park Road**
 - 8.0 m rough asphalt (coarse aggregate)
 - no curbs
 - no shoulder
- City Road**
 - 12.0 m to City of Richmond Standards
 - industrial truck traffic to B.C. Packers
- Existing Bridges**
 - vehicular and pedestrian
 - wood construction
- Swale Headwalls**
 - wood construction
 - park signage
- Public Parking**
 - coarse aggregate asphalt, no curbs
 - 30 stalls total
 - additional parking for booyard
 - greenspace, picnic area
- Overflow Parking**
 - on gravel shoulder or park road
 - on collector roads, i.e. Railway Avenue, Triton Road

Central Open Space

- Large Open Space**
 - native prasses, wild flowers
- Tree Lined Edges**
 - tall, small
 - pedestrian bridges, wooded
- Informal Park Activities**
 - picnicking, play, sitting, resting



Foreshire Sub-Area

- Bulkhead at Boardwalk**
 - restored bulkhead and boardwalk
 - in historical location
- Net Rack**
 - possible reconstruction of rack
 - ruins for visual interpretation
- Fraser River "Red Zone"**
 - important fish habitat
 - foreshore restricted by park plan
 - non-accessible

es and
ul-Area

Building
waterlot

x Building
s.ence
on. B.ckwa

B.C. Packers Waterlot

Japanese Tea Building

Murakami Complex

Park Road

City of Richmond

Steveston Waterfront Trail

Historic Residential Interpretation

Historic Residential

4

Attachment 1

No. 2 Road Box Culvert Alignment

