



To: General Purposes Committee
From: Dave Semple
 General Manager, Parks & Recreation
Re: 2011 Tall Ships Maritime Festival Infrastructure

Date: August 25th, 2010
File:

Staff Recommendation

That a capital submission in the amount of \$1.10 million for the infrastructure development at Garry Point Park, as recommended, be considered as part of the 2011 Capital Budget process.

Dave Semple
 General Manager, Parks and Recreation
 (604.233.3350)

Att. 1

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ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Budgets		Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>
Enterprise Services		Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>
Intergovernmental Relations		Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>
REVIEWED BY TAG		YES		NO	
		<input checked="" type="checkbox"/>	<i>MSK</i>	<input type="checkbox"/>	
REVIEWED BY CAO		YES		NO	
		<i>DEPUTY</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Staff Report

Origin

The following resolution was approved at the May 10th, 2010 Council meeting:

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

As part of the accompanying staff report to this resolution, staff were directed to review several options for both the preferred location and the infrastructure requirements to complete the works necessary to support the 2011 Tall Ships Maritime Festival. In the staff report, Garry Point Park was recommended as the preferred location to host the event and conceptual costs were provided for some of the required infrastructure requirements. Staff have now received construction estimates from companies specializing in marine construction developments based on detail survey and site specific analysis. The purpose of this report is to present the options available to construct the infrastructure required at Garry Point Park to accommodate the 2011 Tall Ships Maritime Festival, and recommend the submission in the 2011 Capital Budget process. This project would support Council’s Terms Goal of:

“Advance the City’s destination status and ensure our continued development as a vibrant cultural city with well established festivals and the arts.”

Analysis

Staff reviewed several options for the infrastructure requirements at Garry Point Park for evaluation based on engineering, functionality, aesthetics, durability, versatility and costs.

Option 1: Timber and Steel Float – Modular Construction (Recommended)

TOTAL COST: \$1.52 Million

A timber and steel float construction that would consist of four (4) 150 feet long x 20 feet wide sections will provide the ideal balance between strength and flexibility required for the waterfront location at Garry Point Park. Timber and steel components can also be repaired and replaced when necessary at a lower cost.

Float Construction Costs:	\$900,000
Piles	\$120,000
Shore Moorings	\$150,000
2 Staging/Platform locations (an entrance and exit)	\$100,000
Gangway & Ramps	\$150,000
Approach Floats	\$100,000

Option 2: Concrete Float Modular - Construction - Total Cost \$1.82 Million

A concrete float modular construction that would consist of six (6) 100 feet long x 20 feet wide sections will provide a more contemporary looking structure similar to installations at Coal Harbour and False Creek North. This construction would also provide the strength required; however, repairs and replacement costs would be significant when required.

Float Construction Costs:	\$1,200,000
Piles	\$120,000
Shore Moorings	\$150,000
2 Staging/Platform locations (an entrance and exit)	\$100,000
Gangway & Ramps	\$150,000
Approach Floats	\$100,000

Option 3 Concrete pontoons – Refurbished Sections from the Hood Canal Bridge**Total Costs: \$3.5 Million**

The Old Hood Canal Floating Bridge previously located in Washington State has been disassembled and now available for sale in various size and sections. These sections are significant both in structure and costs and may be viable for other future considerations where large scale waterfront development may be considered. Their current offering is for one 720 feet long x 50 feet wide concrete pontoon block which is much more substantial that what is required for this event.

Pontoon Retail Price:	\$2,880,000
Piles	\$120,000
Shore Moorings	\$150,000
2 Staging/Platform locations (an entrance and exit)	\$100,000
Gangway & Ramps	\$150,000
Approach Floats	\$100,000

Option 4: Barges – Short Term Renting Total Costs: \$750,000

Staff contacted several Barge Rental and Leasing companies in the lower mainland investigating the option to rent or lease barges as an alternative to building floats for the event. Most of the companies would not be willing to commit their equipment for a future event that will take place months ahead for such a short time period. One company responded with a full turn key operation including the rental of the barges, ramps, and docks. These barges would require new asphalt decking, paint, and other modifications to make them presentable and safe for public access.

This option would be a one-time operation and does not provide the City with an infrastructure asset for future Maritime and Tall Ships Events, nor does it provide any potential moorage revenue opportunities.

Rental & Retrofit Costs:	\$500,000
Shore Moorings	\$150,000
2 Staging/Platform locations (an entrance and exit)	\$100,000

Option 5: Barges – Acquisition **Total Costs: \$1,000,000 (plus monthly storage)**

Staff investigated the option to purchase three (3) used barges (165'0 x 48'-0) that are de-commissioned from commercial usage. These units are at their end of their commercial life span and are planned to be dismantled for parts or salvageable material returns. In order for these barges to be safe and suitable for public accessibility, they would require significant retrofitting of their decks, hulls, walls, and super structure. The storage, usage and maintenance of the barges after special events would require further investigation and planning for the ongoing operating maintenance of them.

Purchase of Used Barges and Retrofit Costs:	\$600,000
Shore Moorings	\$150,000
Gangway & Ramps	\$150,000
2 Staging/Platform locations (an entrance and exit)	\$100,000
Storage and maintenance costs from a private company: \$2,500 per month (3 barges)	

Option 6: Use of Existing Infrastructure

The option to use existing infrastructure the City currently owns and maintains could also be considered if additional funding cannot be provided. This option consists of utilizing the existing timber float currently located at Britannia Shipyards and transporting it to the No. 3 Road Pier where the Nippon Maru Tallship was moored during the 2002 Tallship Event.

This option would have significant impacts to the Land, Operations and Waterside of the overall Festival Event. It would require the separation of the host site to several locations instead of focusing on the Steveston Waterfront as the primary host location. Based on the Operational Plan, ASTA (American Sail Training Association) has been informed that Richmond and Victoria will have the capacity for three (3) upper-grade class A ships. Should the port not have the capacity for 2-3 large ships recruited for the Pacific Northwest fleet, the event would be responsible for paying for non-accommodated ships' moorage and servicing at another Lower Mainland port to fulfil the City's obligations and to prevent ships from promoting to offset costs.

This would also significantly impact the existing planning, marketing and advertising structure already displayed to the media, potential sponsors, and planning groups who have focused their plans and efforts within Garry Point Park and the Steveston Village.

Additional Design & Construction Requirements

Additional construction requirements for the supply and installation of piles, gangways, ramps, shore moorings and concrete and wood staging areas leading on to the floats have been included with many of the options listed. The exact type, size and number of piles would be determined by the type of float selected. These construction costs are included in the total cost estimate for each option.

Engineering and design services with a contingency of \$130,000 would be additional costs required for all options.

Locations for the Floats after the Event

City staff in conjunction with the Steveston Harbour Authority and the Vancouver Port Authority reviewed several options to locate the floats (for the Float Options) after the special event. The locations recommended included the No. 2 Road Pier, Imperial Landing Site, Britannia Heritage Shipyards, and within the Steveston Harbour Moorage Facility. This could potentially allow for short-term moorage rental revenue for the City and its Federal partners. It would also provide the convenience and flexibility to host other Maritime Festival Events by having the ability to locate the floats to and from Garry Point Park when required. The floats could also potentially remain at the Garry Point Park site for year round use, similar to the Coal Harbour Public Floats in Vancouver.

\$3.00/metre/day (Current Daily moorage rental rates within the Steveston Harbour)

Financial Impact

None at this time.

Conclusion

Staff investigated several options available to host and accommodate the Maritime/Tallships Festival in 2011 at Garry Point Park and to build an ongoing legacy for future major events and maritime activities.

The floats design would compliment the existing surroundings of the area and will provide both the strength and maintenance requirements along the mouth of the Steveston Channel. It would also provide the flexibility to be easily relocated elsewhere within the Steveston/Britannia Shipyards waterfront and provide potential future moorage revenues for the City.

The option that provides the best balance of form, function, versatility, pricing and aesthetics to this proposed waterfront development within the Steveston Village area would be the Float Option 1 (timber and steel frame construction) for a total construction cost of \$1.65 Million.

<i>Float Construction</i>	\$1,520,000
<i>Design & Contingency</i>	\$130,000
<i>Total Construction Cost</i>	\$1,650,000
	<u>- \$550,000 (2010 Waterfront Improvement Account 41815)</u>
<i>Additional Funding Required</i>	\$1,100,000



Marcus Liu
Parks Technologist

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Attachment 1 – Proposed Float Concept and Site Plan of Garry Point Park

