

# Parks, Recreation & Cultural Services Committee

Tuesday, June 25<sup>th</sup>, 2002

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## URBAN DEVELOPMENT DIVISION

### 3. BC PACKERS HERITAGE PLAN

The General Manager, Parks, Recreation & Cultural Services Division, Cathy Volkering Carlile, that the matter had been placed on the agenda for today's meeting in response to concerns expressed about the proposed heritage plan and the Steveston tram, and that City staff were in attendance to respond to any questions which the Committee might have.

The Manager, Development Applications, Joe Erceg, advised that the work now under construction on the site of the former BC Packers property was being carried out in accordance with the servicing and development agreements recently approved by Council. He referred to the alignment of the tram and advised that this alignment had been incorporated into the servicing/development agreements. Mr. Erceg stated that the Official Community Plan (OCP) required that any future tram alignment be kept within 'existing and new road allowances', and he then provided information on the alignment. He added that BC Packers was not required to construct the tram route as part of the rezoning.

In response to questions from the Chair, Mr. Erceg provided the following information:

- the two tanks chosen for the heritage plan were part of the detailed park design plans, however, they may not have been costed separately for Council; but the cost to refurbish and relocate the tanks had been included as part of the overall park construction cost;
- some concepts provided by BC Packers showed the tram operating to the Fraser River and returning; however, the servicing agreement and final park plans showed the tram alignment as running along Bayview Street, Westwater Drive and Railway Avenue in accordance with the OCP rather than along the waterfront. It was noted that the detailed park, dyke, servicing and heritage interpretation plans had been tabled in the Councillors' Lounge prior to approval of the Servicing and Development Agreements.

Discussion then ensued between the Chair and Mr. Erceg on the tram alignment and the 'correctness' of the final plans which been approved by Council.

Mike Redpath then used an artist's rendering to provide an overview of the proposed park plan.

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Planner Jenny Beran provided information on the Heritage Interpretation Plan and how the two tanks came to be selected as a visible reminder of the entry to the site. She explained that the tanks would help to remind visitors about the history of the area over the past 60 years. Ms. Beran stated that the detailed park drawings also provided information on the improvements which would be made to the tanks, and she then provided information on the restoration to be undertaken to these tanks. She added that the tanks would blend in with the surrounding area once construction of the development had been completed.

The Chair requested that copies of the approved Servicing and Development Agreement plans be provided to all members of Council as the plans which he had in his possession did not indicate the tanks. He also questioned why the compressor building had been demolished. In response, Mr. Erceg advised that a set of the detailed drawings which comprised the documents required for adoption would be placed in the Councillors' Lounge. Discussion then ensued between the Chair and Mr. Erceg about the accuracy of the plans being displayed by Cllr. Steves to the Committee in comparison to the plans which had been approved by Council.

In response to questions about the relocation of the tanks, advice was given that the work to refurbish and prepare the tanks for installation at their new location had been put on hold.

Discussion continued among Committee members and staff on the discrepancies in the plans with respect to the tram alignment and the information about this route in the servicing agreement, and whether the plans now being reviewed reflected what Council had thought it had approved.

In response, Mr. Erceg noted that the BC Packers project was a large and complex rezoning project, and suggested that in the future, as the Development Permit applications were considered, that Council be provided with copies of the servicing and development agreement plans

Discussion continued on the alignment of the tram as detailed in the servicing agreement, the rationale for the change from the original design which proposed the operation of the tram along a portion of the dyke, and how the tram route could be accommodated on Bayview Street.

The Co-ordinator, Heritage Sites, Connie Baxter, then provided a status report on the Steveston Interurban Tram Feasibility Study. During her report, she advised that there were five components to the study, namely, Transportation/Engineering; Market Feasibility Study; Management Models; Economic Impact; and Financial Implications. Ms. Baxter explained that four different options were being considered for the alignment of the tram route as well as two options for building placements.

Discussion ensued among Committee members and staff on:

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- the tram route alignment options being considered and the route which had thought to have been approved by Council;
- where the route should stop;
- the timing of when the final report on the feasibility study would be submitted to the Committee and whether information could be made available to Council in two weeks time;
- anticipated cost estimates;
- the impact, if any, of the routing of the tram and the preservation of the tram alignment on the Development Permits considered by Council on June 24<sup>th</sup>, 2002

Advice was given during the discussion that the four options being considered for the tram route were on City owned property as staff did not want to acquire property for any proposed alignment.

In concluding the discussion, the Chair requested staff to provide plans which show the location of the tram route in relation to the proposed development.