



MINUTES

PARK, RECREATION AND CULTURAL SERVICES COMMITTEE

Date: Tuesday, June 26, 2001
Place: Anderson Room
Richmond City Hall
Present: Councillor Harold Steves, Chair
Councillor Derek Dang, Vice-Chair
Councillor Malcolm Brodie
Acting Mayor Linda Barnes
Absent: Councillor Bill McNulty
Also Present: Councillor Greenhill
Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

1. It was moved and seconded
That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, May 29, 2001, be adopted as circulated.

CARRIED

DELEGATIONS

2. ***Mr. Gary Hiscox, to request the City's participation in the development of "Chestnut Junction".***

Mr. Gary Hiscox thanked the Committee members for the opportunity to speak to them. Mr. Hiscox then provided a brief summation of the circumstances that have brought him to the point of requesting the City's assistance in support of his artwork. Mr. Hiscox's letter dated June 12, 2001 is attached as Schedule 1 and forms a part of these minutes.

The Chair advised Mr. Hiscox that it was difficult to answer his requests as Mr. Hiscox was not a Richmond resident. Mr. Hiscox was also advised that Council could not give support for Mr. Hiscox operating on property that belonged to the Fraser Port Authority; Mr. Hiscox would have to contact the Fraser Port Authority directly.

PARKS, RECREATION AND CULTURAL SERVICES DIVISION

3. URBAN FOREST MANAGEMENT STRATEGY

(Report: June 7/01, File No.: 2345-00) (REDMS No. 320858)

The Director, Parks, Dave Semple, stated that considerable work had gone into the development of the first step of the management of the urban forest.

Clarence Sihoe, Park Planner, then reviewed the report.

The Manager, Parks Operations, Gord Barstow stated that the maturation of the urban forest created both short and long term problems. A coordinated effort was needed to address those problems, which would have budget implications. Mr. Barstow further noted that an arborist was critical to the future of the urban environment and beautification.

A discussion then ensued which included:

- the removal of potential hazards; photographs of a recent incident involving a willow tree, which had been a non indicator of potential hazard, were displayed.
- the possibility that a staff member could receive the appropriate arborist training; Mr. Semple advised that a variety of options for the implementation program would be brought forth.
- the selection process for boulevard trees. Mr. Semple advised that the foreman, Gord Barstow and Clarence Sihoe were involved in the selection process. Mr. Barstow added that there was a need to expand the nursery to include the street trees that would require replacement.

It was moved and seconded

That:

- (1) the Urban Forest Management Strategy (as attached to the report dated June 7, 2001 from the Director of Parks), be endorsed; and**
- (2) staff begin work on the implementation steps of the Urban Forest Management Strategy, and present a progress report to City Council on an annual basis, beginning in September 2002.**

Prior to the question being called Councillor Steves emphasised that in order that the urban forest be managed appropriately the services of an arborist were required. The question was then called and it was **CARRIED**.

4. **BRITANNIA HERITAGE SITE - INVESTIGATION - POWDER POST BEETLE INFESTATION**

(Report: June 14/01, File No.: 2050-20-BSYD) (REDMS No. 432990)

The Manager, Facilities Planning & Construction, David Naysmith reviewed the report.

In response to a question from the Chair Mr. Naysmith advised that the infestation had worsened over the past several years and that some areas were critical. While treatment could be done on a gradual and controlled basis, if left untreated the situation would slowly deteriorate. Mr. Naysmith further advised that an investigation of wooden artifacts as possible sources of infestation would be included in the ongoing strategy.

Mr. Naysmith did not anticipate that large areas of wood would need to be replaced and noted that this was not a restoration program. He said that an ongoing program, which would include good maintenance, would reduce the beetle infestation, however it would not be possible to totally eradicate the beetle.

It was moved and seconded

That the report prepared by Entech Environmental Consultants be received and that staff include the specific treatment recommendations in future building upgrades at Britannia Site.

CARRIED

URBAN DEVELOPMENT DIVISION

5. **RICHMOND PUBLIC ART PROGRAM REVIEW
SURVEY FINDINGS AND PROGRAM DIRECTIONS 2001 TO 2004**

(Report: June 11/01, File No.: 7000-09-01) (REDMS No. 442001)

The Manager, Policy Planning, Terry Crowe, introduced Mr. Dan Campbell, the Chair of the Public Art Commission and then reviewed the report. Mr. Crowe advised the Committee that the formula that had been developed to fund the program for the first three years has now expired.

Mr. Campbell said that he had been involved with the program since its inception. Mr. Campbell said that it had been a learning process and recognized the experience, knowledge and enthusiasm of the volunteers who have become involved in the program. The program was in the process of being tailored specifically to Richmond. The development community had given the program a favorable response and there were good pieces of public art occurring in the City.

Discussion then ensued on the following:

- how public input would be incorporated (eg. a list of the public's ideas about public art themes);

- a specific budget proposal of what was to be spent this year would come forth in the month or so;
- whether public art was considered optional or mandatory; and
- an opportunity existed along the No. 3 Road rapid bus route for public art.

In response to a question from Mr. Crowe regarding the direction of the amount the City might contribute, the Chair stated the amount would be dependent upon the result of this year's public art initiatives and spending.

It was moved and seconded

That staff prepare Public Art Program improvements (as identified in the Appendix D Conclusion Section of the report dated June 11th, 2001, from the Manager, Policy Planning).

CARRIED

It was moved and seconded

That staff comment on contributions made to Public Art and the circumstances of those contributions.

CARRIED

6. **MANAGER'S REPORT**

Councillor Greenhill joined the meeting.

The Manager, Parks Operations, Gord Barstow reported on the condition of boulevard trees on Chapmond Crescent. Correspondence received from a resident of 9460 Chapmond Crescent was circulated to the committee members, a copy of which is on file in the City Clerks office. The ash trees, which are approximately 50 years old, have been a problem for the past 25 years. Mr. Barstow said that a report will be put forth in the next month that will provide a recommendation of what should be done with the trees; probably removal and replacement. He added that there are approximately 128 such trees throughout the City that are in the same condition.

Mr. Barstow also provided photographs of trees in Marrington Park that an area resident had requested be pruned. It was confirmed that the trees would not be topped but that the encroaching branches would be removed and the trees thinned.

The Director, Parks, Dave Semple, Park Planner Yvonne Stich and the Manager, Cultural Services, Jane Fernyhough, reported on the status of the interurban tram. A memorandum (dated June 25, 2001 from the Director of Parks) that was circulated to the committee members is attached as Schedule 2 and forms a part of these minutes. An Information leaflet distributed by Councillor Steves is attached as Schedule 3 and forms a part of these minutes.

A discussion then ensued on various aspects of the matter which included i) the cost per kilometre of track was considerable; more information on costs was expected from North Vancouver and Surrey; ii) although there is strong desire from both the Tram Society and the public for the tram to remain in Steveston, the President of the Tram Society had a strong desire for the tram to be operating within a very short time which posed a difficult problem for the City; iii) the possibility of the tram being leased for the duration of the City's development project; iv) the feasibility of the Britannia site for the short term; v) \$75,000 remains in an account for the tram; and vii) the tram corridor incorporated into the BC Packers Development Plan should be explored.

Councillor Greenhill left the meeting.

The Manager, Cultural Services, Jane Fernyhough provided a report on the Tall Ships. A society has been formed to organize maritime events and a small office in Steveston has been donated for its use. An overall structure for the Tall Ships event was being developed. A successful and productive meeting with the CBC was held, a letter of intent has been received, and the CBC was looking at the development of programs that would feed in the Tall Ships program.

The Chair said that he was in receipt of correspondence from Steve Baker of the American Sailtraining Association which indicated that there was an increase in the number of large ships that would be involved. All options for moorage of these ships would require exploration. It was suggested that a letter under the Mayor's signature be sent to the ships that have indicated an interest in participating. The list of ships and a draft letter will be prepared for the Acting Mayor.

The Director, Parks, Dave Semple was requested to contact the Fraser Port Authority with regard to recent references to Finn Slough and report back to the Committee.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:52 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Tuesday, June 26, 2001.

Councillor Harold Steves
Chair

Deborah MacLennan
Administrative Assistant

Attention: City Clerks Office. To Press, Rec + Cult. June 22/01
Attention: Acting Mayor + Council members. June 26/01
my name is Gay J. Hiscox formerly of 7000-09-1
Gay's Painting Services located at 4892-44 B
Ave. (Ladner) BC. Tel: 946-9198 or 631-7598

I had been advised to write to you in
regards to attending a committee meeting
that will be sitting on June 26/01 - at 4p.

Issues: I have a proposal that I would
like to discuss with the City of Richmond
that would not only benefit the public
participation,
it would also benefit tourism industry.

I am an artist presently creating a
grouping of art pieces; - called "The Beginning"
located in south Richmond right on the
dike across from London Farms.

The pieces are for the ^{Public #1} School Board, Buddhist
Temple, Coast Guard water police, The Coalition
of the Disabled, Childrens Hospital, Fire Depts
Police Department, Ambulance Staff, and all
public servants.

This project also involves the Ocean + Fisheries
Dept., because I am aware that the City of
Richmond does not own this property,
of the City of Richmond + the Ocean + Fisheries

2) were to support my game plan regarding
1) a canopy type enclosure, one that would
not harm but to enhance this area
and the public's enjoyment of what my
plans are to be in the near future (I hope
with your financial contributions to the
development of "Chestnut Junction" and with
any financial contributions from the Ocean
& Fisheries

Corporate
Sponsors

2) With the co-operation from the City of
Richmond and from any Public Sector
that is willing to invest funds.
so that I can make my new dreams a reality.

3) For me to build & occupy a residence
on now what is called Shady Island
on the south side of the Island

also to build a state of the art shop
with a spray booth, drying booth.

Secure Storage of paints & materials Offices
So that I can deal with artists from
all over the world. & to share ideas &
visionary art with many professionals.

3) If the opportunity is made available to me to enter + rebuild. I would like an opportunity to speak with anyone involved ^{in the BC Packers Building or moston.} so that I may relay in person my plans.

Would the City of Richmond be prepared to cover the costs? If I were to involve an architect, because the gentleman that I have in mind is Brian Hart from Delta. He stated that he has had previous dealings with the City of Richmond.

I have had ~~plein~~ preliminary discussion. He is willing to get involved. If you would cover his costs.

4) I am Penniless: ; but Humble. I need your help. So that I can move out of my families residence into something ^{along the dike being built at prese} in Richmond where I can pursue my new dreams, but I do not want to leave without somehow compensating ^{my wife} her + my mother + father in law.

4 my wife is the only one working under duress. She is not well herself - both my in-laws are retired + in fragile health. I do not want to abandon them. They have supported me long enough. ; it is fine that I made some income, because of my abilities as a professional painter / Artist.

Background: I have been self employed as a painting contractor over the past 15 yrs. Establishing a reputation based on Trust, Competence + Professionalism. I want my reputation Back and I am willing to work for it.

I am a disabled man, but now I have new dreams + ^{Goals} I want to rebuild my life.

I hope that the City of Richmond will be my "First" set. of what I perceive to be the first out of many sets.

5) If the City of Richmond is prepared to finance my artistic talent. I am prepared to go anywhere in the world ; make a set : a difference - Enjoyment

The question is? How much would the City of Richmond be prepared to invest in Chestnut Junction?'

I want to involved the seniors, parents children to this experience of working with me.

With your co-operation : re: access to bobcat backhoe or crane.

I know that I can make a difference in many lives.

Even as a disabled man, I know in my heart I can produce something very unique.

I look forward to attend this meeting on June 26/01 - 4:00pm.

DCBC. has tortured my life + my families long enough. This is my life !! for the rest of it.
Thank You for your consideration.

6) Please feel free to come by my residence
to see my other ones.

It would be my pleasure to be a
community Partner with the City of
Richmond. ∴ hopefully many more will
follow.

Sincerely,
Garry Hiscox
4892-44 B Ave
Ladner, BC.
V4K 1H8

946-9198
631-7598 per.
612-6025 cell

SCHEDULE 1 TO THE MINUTES OF
THE PARKS, RECREATION AND
CULTURAL SERVICES COMMITTEE
MEETING HELD ON TUESDAY,
JUNE 26, 2001.



SCHEDULE 2 TO THE MINUTES OF
THE PARKS, RECREATION AND
CULTURAL SERVICES COMMITTEE
MEETING HELD ON TUESDAY,
JUNE 26, 2001.

CITY OF RICHMOND
PARKS

MEMORANDUM
CONFIDENTIAL

TO: See Distribution List

DATE: June 25, 2001

FROM: Dave Semple
Director, Parks

FILE: 0060-20-SIRS1

RE: **Steveston Interurban Tram**

This memo is written in response to the article in *The Review*, Sunday, June 24, 2001 entitled "Old tram could be on the move". Staff has further researched this potential move, as outlined in the article, by contacting the City of Surrey Engineering Department and Mr. Allen Aubert, Secretary of the Fraser Valley Rail Society. This memo outlines the finding of fact from these discussions as well as research that had already been conducted for the January 2001 staff report.

Facts:

The Surrey Perspective

City of Surrey has provided the Fraser Valley Rail Society with a \$200,000 grant for the purposes of procuring a tram. The parameters around this grant are that the money has to be spent on an actual tram and not studies nor consultants, and that the City of Surrey wants to see a tram running by May 2002.

The Southern Railway Line is agreeable to the interurban tram operating on an existing 13 ½ mile line from Cloverdale to Brownsville Park, the new home of the PNE.

\$5,000,000 is the anticipated cost to meet the City of Surrey and the Fraser Valley Rail Society's vision of having 4 trams running on this 13 ½ mile stretch. The costs include electrifying the existing tracks, adding the hydro poles to carry the wires, acquiring and restoring the trams, building car barns, and maintaining the trams.

Kwantlen College is anticipated to be the final home of the trams as the College is introducing a new program that will offer courses on restoration of trams.

Michel Brisebois and the Fraser Valley Rail Society (F.V.R.S.) have been negotiating on the potential of the F.V.R.S. paying for the final costs of restoring the Steveston Interurban Tram (with the \$200,000 grant monies) to full operating condition with the intent that the tram would be leased to Surrey for an undetermined length of time.

City of Surrey would have final approval of how the \$200,000 would be spent. The length of the lease would likely be a minimum of 10 years to ensure a reasonable return on their investment. A meeting is scheduled this week between Michel Brisebois, City of Surrey staff, Southern Rail, and the Fraser Valley Rail Society.

Steveston Interurban Tram Society Perspective:

The Society's intent is to have the tram fully restored and running . The Society does not want the tram sitting in a display museum. Michel Brisebois has stated to staff that his intent is to have the tram go wherever necessary to have it operational as soon as possible.

City of Richmond Staff Perspective:

The Steveston Park Upgrade Plan, presented to Council in Spring 2001, recommended that in the long term given the increased use of this green space in Steveston, the present location in the park of the Interurban Tram, car barn, and auxiliary buildings including workshops may not work and that consideration should be given to moving the tram to another location. Council directed staff to look at a number of potential sites in Steveston.

A staff report was written in January outlining a variety of site options and recommending Britannia Shipyard as the preferred option. Committee discussion ensued recommending that staff should revisit some of the other options and at the same time look at the reality of the costs to lay down track to have the tram operational.

The next phase of the Steveston Upgrade is the design and engineering detailing of the Steveston Park children's and multi-use area. Since the actual construction will not occur until next summer, 2002, there was no perceived need or urgency for the tram and auxiliary buildings to be relocated to a new site at this point. Staff were using this time to gather accurate information about the costs.

City staff, last week (before the newspaper article appeared), set up a meeting with the City of Vancouver staff who have the expertise on running the tram at Granville Island to discuss costs, engineering specifications, City responsibilities, and ongoing maintenance concerns. This meeting is to take place on Friday, June 29th in Steveston.

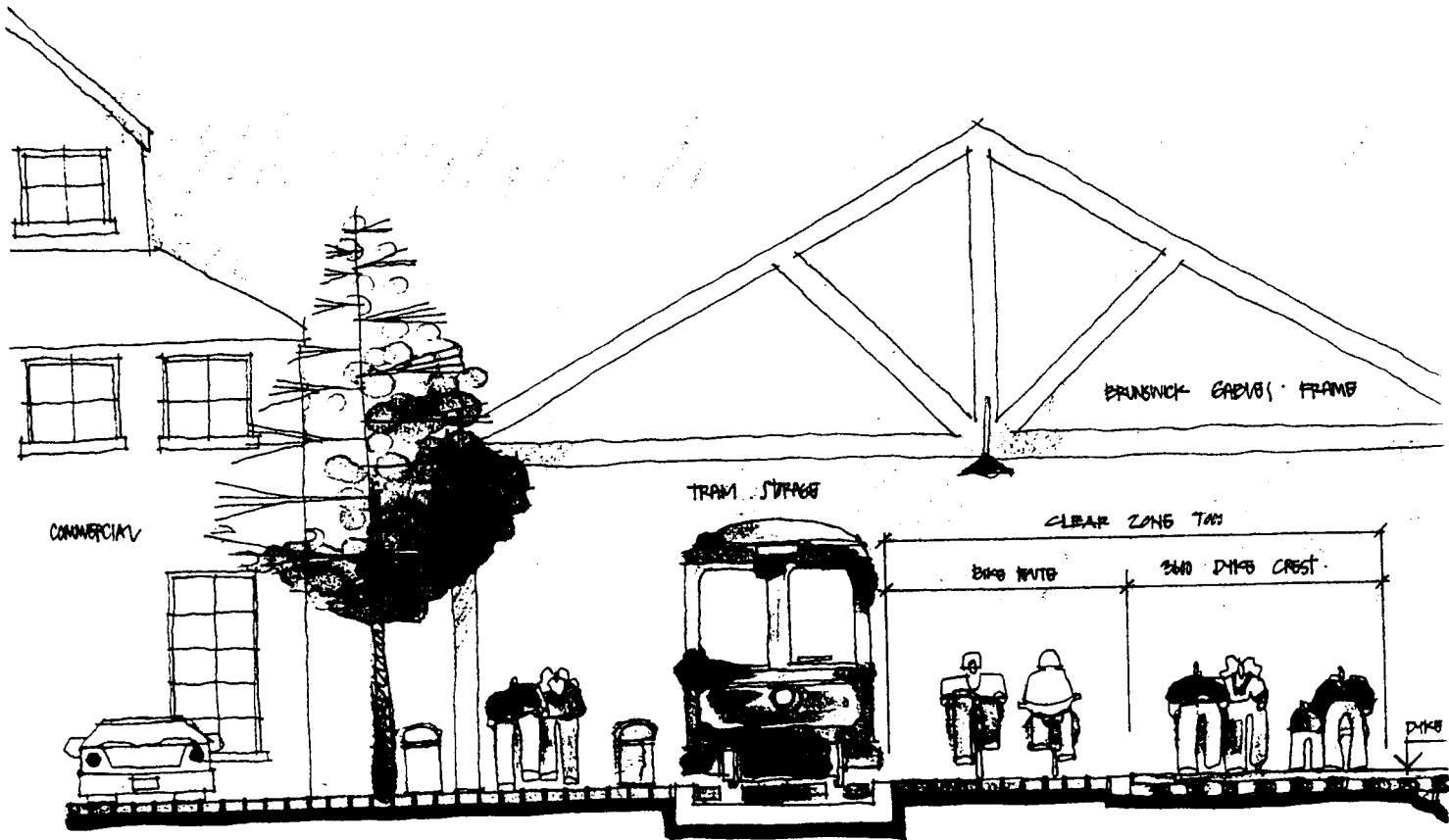
Staff was planning on reporting back to Council in October with a set of options and costs for both siting the tram and installing tracks.



Dave Semple
Director, Parks

DCS:ys

Acting Mayor L. Barnes Councillor M. Brodie Councillor D. Dang Councillor L. Greenhill	Councillor K. Kumagai Councillor B. McNulty Councillor H. Steves
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SCHEDULE 3 TO THE MINUTES
 THE PARKS, RECREATION A
 CULTURAL SERVICES COMMITTEE
 MEETING HELD ON TUESDAY
 JUNE 26, 2001.

5.9 Transportation Plan

Transportation includes vehicles, heritage tram, bicycles, wheelchairs and pedestrians. This section describes, along with cross sections, how the proposed plan provides for these different forms of movement.

Vehicles

The proposed road system would consist of:

- a) An extension of Bayview Street as a 20 meter right of way which extends eastward through the site, then loops up to intersect with Moncton Street, without connecting with Westwater Drive.
- b) A prominent 21 meter north/south street right of way, with a central planted median which would extend from Moncton Street near the community centre down to a turn-around at the intersection with Bayview Street.
- c) Two 17 meter north/south street rights of way which would serve the single family parcels in the centre of the site. Although the rights of way would project through to Moncton Street providing addresses for specific lots, the actual streets improvements (curbs and pavement) would end just south of the BC Packers offices. Within the corridor extensions, where mature trees exist, two pedestrian links to Steveston Park would be provided.
- d) A reconfiguration of Westwater Drive so that it can serve the three apartment blocks in Parcel J. The section of the right of way, which would become redundant, could be converted to parkland.
- e) Six meter wide lanes that would serve the single family lots and row townhome parcels.
- f) Any truck traffic related to the Maritime Mixed Use Village's commercial or industrial activities, including the possible fish auction facility, would be primarily accommodated along Bayview Street up to and including the westerly north south street.
- g) With the exception of the sections of Bayview Street where the tram is present, and on the two 17 meter rights of way, parallel parking would be provided on both sides of the street. Where the tram tracks exists on Bayview, parking would be removed from the south side.
- h) The proposed design of the roadways also includes traffic calming features such as extended curbs and textured surfaces.

Heritage Tram

The tram could serve as an exciting historic component of the site and the Steveston waterfront. The objective is to allow for the tram to run between the Gulf of Georgia and London Farm primarily as a tourist feature. Members of the Tram Society have indicated that the intentions would be to operate the tram on a seasonal basis, perhaps on weekends and holidays only. It is acknowledged that the possibility of implementing the tram line and operation is subject to

DETAILS OF DEVELOPMENT PLAN

obtaining funding to cover both the capital improvements (e.g. installing the rail line) and operating the tram car(s). If an operating tram isn't possible in the foreseeable future, it may be appropriate to store and display the existing tram car somewhere on site.



A tram corridor has been incorporated into the development plan, mostly within the Bayview extension and the Westwater Drive rights of way. Where the tram is proposed to enter the Brunswick Portal area, the alignment is along the waterfront which includes a stop and possible storage bay in the most northerly Brunswick Cannery gable. The tram could then run through the heritage precinct area to add to the heritage value and atmosphere. A second location where the tram would not be within road way is north of the Phoenix Pond with a possible stop coinciding with the platform overlooking the Phoenix Pond.

