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## Parks, Recreation & Cultural Services Committee

Date: Tuesday, September 24, 2002  
Place: Anderson Room  
Richmond City Hall  
Present: Councillor Harold Steves, Chair  
Councillor Linda Barnes, Vice-Chair  
Councillor Sue Halsey-Brandt  
Councillor Bill McNulty  
Mayor Malcolm D. Brodie  
Absent: Councillor Lyn Greenhill  
Call to Order: The Chair called the meeting to order at 4:00 p.m.

The Chair noted the addition of two items to the agenda:

- 4a) Britannia Heritage Shipyard Heritage Zone Buildings; and
- 4b) Sister Cities.

### MINUTES

1. It was moved and seconded  
*That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, July 23, 2002, be adopted as circulated.*

**CARRIED**

# Parks, Recreation & Cultural Services Committee

Tuesday, September 24, 2002

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## PARKS, RECREATION AND CULTURAL SERVICES DIVISION

### 2. YOUTH STRATEGY UPDATE

(Report: September 16/02, File No.: 3425-02) (REDMS No. 836435)

The Director, Recreation and Cultural Services, Kate Sparrow, the Co-ordinator, Youth Services, Wayne Yee, and Mr. Frank Claassen, a member of the Richmond Community Association's Youth Programming Task Group, were present.

Ms. Sparrow briefly introduced the three main focus areas of the report: i) the annual progress report on new strategies; ii) the Youth Outreach Pilot Project; and iii) Late Night Programs. Mr. Yee then, with the note that the report was offered in the context of capacity and ability to develop opportunities for youth in the City, reviewed the report.

Ms. Sparrow introduced Mr. Claassen to the Committee. Mr. Claassen then spoke about the shifting and changing attitudes about youth; the attitude of those individuals delivering services to youth; his support for the City's philosophy of encompassing youth involved processes; the change in attitude and shift in resources throughout community centres and City Hall; the view that servicing youth has to be flexible ("cool"); stereotyped trouble makers that can be overcome with staff training and staff sensitivity i.e. an attitude of change and adaptation of those delivering services; the overwhelming success of the late night programs; the importance of creating covered space that could host unstructured youth programs. Mr. Claassen said that he was specifically asking for the previous comment to be placed in the Capital Budget.

Mayor Malcolm D. Brodie joined the meeting – 4:16 p.m.

A discussion then ensued between committee members, staff and Mr. Claassen that provided the following information:

- i) funding has now been approved by several Community Centre Associations, in varying amounts, for late night programming;
- ii) a formal move to acquire sponsorships has not been made;
- iii) the two positions for the Youth Outreach program were funded by Casino Grants for 2002;
- iv) the need for a series of youth centres throughout the community was over and above community centre space. The lack of space with a high, covered roof needed to be addressed;

# Parks, Recreation & Cultural Services Committee

Tuesday, September 24, 2002

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- v) the possibility of including Saturday late night programs had not been addressed at the Association Board level. Mr. Yee said that Saturday night space rentals were a revenue generator for community associations;
- vi) the relationships the two outreach workers achieved with schools/administrators varied in level of success;
- vii) when working with disconnected youth success was best determined by the affect the programs had on a youth's daily life;
- viii) close contact was maintained with Station Stretch, the Ministry of Children and Families, the RCMP, and the Richmond Youth Services Agency;
- ix) the cornerstone of the success of the programs was based on the connection with youth and the provision of a safe place. The safe place was defined as a place that allowed for a feeling of safeness in the absence of authorities in addition to being a physically safe place;
- x) the different youth groups based out of community centres and the youth outreach workers aid in the promotion of volunteering opportunities for youth.

It was moved and seconded

*That:*

- (1) *the Youth Programming Task Group final report be received for information;*
- (2) *the Youth Outreach Program be referred to the Finance Select Committee for consideration of additional funding;*
- (3) *in those instances where programs for youth are offered in partnership with Community Centre Associations, those Associations be contacted with a request for funds; and*
- (4) *the report (dated September 16, 2002 from the Director, Recreation and Cultural Services) be forwarded to School District #38.*

**CARRIED**

### 3. STEVESTON INTERURBAN TRAM FEASIBILITY STUDY

(Report: September 9/02, File No.: 6510-05) (REDMS No. 848025)

The Manager, Cultural Services, Jane Fernyhough, the Co-ordinator Heritage Sites, Connie Baxter, the Manager, Engineering Design and Construction, Robert Gonzales, and Transportation Engineer, Jim Hnatiuk, were present.

## Parks, Recreation & Cultural Services Committee

Tuesday, September 24, 2002

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In response to questions from Committee, information was provided that the extension of the route to Princess Street or London Farm, now or at a future date, had been considered, however, right-of-way restrictions, which included some areas of Paramount Pond that were not open to public access, hindered this. Further consideration could be given if additional right-of-ways became available; a source of capital funding for the tram had not been identified; should Option 1 be approved by Council it would be referred to the Land and Capital Team for inclusion in the 5 Year Capital Plan; selection of Option 2, with a second future phase to expand the route, would result in a negligible increase in cost over Option 1.

Mr. Michel Brisbois, President, Steveston Interurban Tram Society, said that he would have reservations about other options in the absence of a concrete plan for the tram. Further to this, Mr. Brisebois said that the operation of the Mini Tram in Steveston Park during the Salmon Festival was a good revenue source for the Society which should not be lost; nor should the tram be too far removed from the public. In response to a question on how the city could jointly or separately raise money for the project, Mr. Brisebois said that various grants were available and that a concrete plan and direction would make the solicitation of funds an easier process.

The Chair, in terms of the building, questioned whether a temporary building could be provided for the tram if the building of the tram route through the Onni site was commenced.

Mr. Bob Ransord, a member of the Heritage Commission, said that the report was an excellent start that defined the potential for the project, however, more emphasis needed to be given to the fact that a number of attractions would be linked. Mr. Ransord expressed concern about the costs outlined in Appendix C of the report, in particular the \$135. per square foot cost of building the car barn, workshop and office, and the size of the proposed building. Mr. Ransord suggested that if the building size was reduced by half the resulting savings could contribute to the extension of the line further east. Further suggestions put forth by Mr. Ransord included the use of the CN right-of-way east of No. 2 Road; the need to look at ongoing revenue such as development of the water lots for pleasure craft by public/private partnerships; a partnership with the Steveston Harbour Authority; the use of parking in Steveston as a serious source of revenue; the ownership of the various right-of-ways should be mapped out; and, an update should be made to the Waterfront Area Plan followed by a look at potential partnerships.

## Parks, Recreation & Cultural Services Committee

Tuesday, September 24, 2002

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Mr. Dana Westermarck, developer and member of the Heritage Commission, said that the tram should make the connection to London Farm due to the growing need for some means of travelling along the water. Mr. Westermarck thought an extension of the tram line would encourage pedestrian traffic and decrease vehicle traffic in the area. The CN right-of-way provided an opportunity to create another destination to a heritage asset (London Farm). The car barn and terminus for the train could be placed in that area with a small grocery/coffee shop opportunity. Mr. Westermarck suggested that, as part of his development, monies paid in lieu of the building of an amenity building right now could be directed to the building of the tram station. Mr. Westermarck also referred to the neighbouring Mixed Use area which could generate further revenue in the form of Neighbourhood Improvement Charges. With regard to the building, which Mr. Westermarck suggested should be a wooden structure with a steel roof in keeping with Steveston Heritage, Mr. Westermarck said that shared commercial spaces could generate some revenue to help support the tram.

Ms. Baxter, in response to a request for staff comment on the structure and scope of the project, said that while not dismissing Mr. Westermarck's observations, the market viability of the project would be driven by the tourist market, which was in the Village of Steveston. Ms. Baxter also said that local ridership would be minor in comparison to tourist ridership. The determination of a route through Harbour Authority Land was complicated with a number of factors to consider.

In response to a question from the Chair as to whether BC Packers or Onni Development had paid for parkland upfront, and whether Development Cost Charges had been and would continue to be collected, the General Manager, Parks, Recreation and Culture, Cathy Volkering-Carlile, said that the information could be assembled for report to the Committee.

The Chair referred to the inclusion in Option 2 of \$500,000 for widening of the Dyke and suggested that sheet piling could be used outside of the area of the river known to contain materials that would otherwise require excavation, in order that the materials form part of the landfill. This would then allow for the reclamation of approximately 2 acres of land that could possibly be utilized for a future marina.

It was moved and seconded

*That the attached Steveston Interurban Tram Feasibility Study (dated September 9, 2002 from the Manager, Cultural Services) be received for information.*

**CARRIED**

# Parks, Recreation & Cultural Services Committee

Tuesday, September 24, 2002

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It was moved and seconded

*That Option 1, completely restored Tram operating over full 2.4 kilometre route phased over five years with Phase Two, the extension to London Farm, to be completed at a later date, be endorsed.*

**CARRIED**

It was moved and seconded

*That an ownership plan for all right-of-ways located between Garry Point and London Farm, be provided.*

**CARRIED**

It was moved and seconded

*That staff investigate the possibility of utilizing dredged material to widen the dyke in front of the Maritime Mixed Use area.*

Prior to the question being called the General Manager, Parks, Recreation and Culture, Cathy Volkering-Carlile, said that the Waterfront Strategy Team was working on marina options and that a report would be forthcoming. Mayor Brodie requested that the report also include other viable revenue strategies. The question was then called and it was **CARRIED**.

It was moved and seconded

*That staff:*

- 1.) *provide revenue generation options that could contribute to the funding of the Steveston Interurban Tram project; and*
- 2.) *discuss with Onni Corporation, and other entities, the development of public/private partnerships.*

**CARRIED**

It was moved and seconded

*That staff enter into discussions with the Steveston Harbour Authority regarding the use of right-of-ways, cost-sharing in the tram project and the possible future utilization of the two waterlots in front of Onni.*

**CARRIED**

4. **MINORU 2 ARTIFICIAL TURF PLAYING FIELD USER FEES**  
(Report: September 12/02, File No.: 2345-20-MIN01) (REDMS No. 244038)

The Manager, Parks – Planning and Design, Mike Redpath, and the Co-ordinator, Sports and Special Events, Ross Sakai, were present.

## Parks, Recreation & Cultural Services Committee

Tuesday, September 24, 2002

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In response to questions Mr. Redpath said that it had always been understood that user fees would be in place prior to the opening of the new artificial turf field; that youth have first priority on City sports fields; that approval of item 3 of the staff recommendation would allow for further discussion with stakeholders; and, that the 40% of revenue collected that would be directed to the Parks administration and maintenance budgets to offset staff time for maintaining this operation. The operating cost of the new field would not be known until after the field had been operated for one year.

It was moved and seconded

*That:*

- (1) *the Artificial Turf Sports Field Fees and Charges Schedule (as detailed in Attachment 1 of the report dated September 12, 2002 from the Manager, Parks – Programs, Planning and Design), be approved for the October 2002 season;*
- (2) *60% of the revenue collected from the Minoru 2 Artificial Turf user fees be designated for future field replacement, and deposited in the capital building and infrastructure reserve sub-fund called the Special Sports Reserve Fund, and the remainder of the annual revenue be directed to the Parks operational and administration budgets to off set revenue collection and annual field maintenance costs; and*

**CARRIED**

It was moved and seconded

*That the phased process for implementation of outdoor sports field user fees for natural grass playing fields be referred to the Richmond Sports Council prior to staff bringing the matter forward for consideration by Council in 2003.*

**CARRIED**

### 5. BRITANNIA HERITAGE SHIPYARD HERITAGE ZONE BUILDINGS

Councillor Steves distributed a memorandum, dated September 24, 2002 regarding the relocation of the two 1890-1900 stilt houses at Garry Point to the Britannia Heritage Shipyard Historic Zone, which is attached as Schedule 1 and forms a part of these minutes, to the Committee and reviewed the information contained therein. Additional information was provided that research of the buildings had indicated that the houses were once located on Indian Reserve lands and that at one point, the Federal Government had relocated all residents but one, a chief, who remained in his house for fifty years. The houses are currently occupied and considered to be in good condition.

# Parks, Recreation & Cultural Services Committee

Tuesday, September 24, 2002

---

It was moved and seconded

*That:*

- (1) *preparations to move the two Garry Point stilt houses to the Britannia Heritage Shipyards site in order to complete the Historic Zone, be referred to staff; and*
- (2) *staff consult with Britannia stakeholders on the matter.*

**CARRIED**

## 6. SISTER CITIES

Councillor Barnes reported that an interest had been expressed by the Assistant Consul General for China that Huludao, China be included in the Sister City program.

It was moved and seconded

*That:*

- i) *staff investigate the request that Huludao, China, be included in the Sister City Program; and*
- ii) *the request be referred to the Sister City Committee for its consideration.*

Prior to the question being called Councillor S. Halsey-Brandt referred to specific selection criteria that had been developed by the Sister City Committee. Direction was given that this information also be included in the report. The question was then called and it was **CARRIED**.

## 7. SERVICE LEVEL REVIEW - LIBRARY

(0340-20-CSER1)

The Chief Librarian, Greg Buss, reviewed the information provided and, in response to a question, said that the Library Board was committed to multi-use facilities and was investigating possibilities of how the library and commercial activity might be combined on the Onni site.

At this point, due to the length of the meeting and the commitments of the Committee members, Mr. Buss was requested to attend the October meeting of the Parks, Recreation and Cultural Services Committee meeting for further discussion.

It was moved and seconded

*That the report, dated September 16, 2002 from the Chief Librarian, be received for information.*

**CARRIED**



# Parks, Recreation & Cultural Services Committee

Tuesday, September 24, 2002

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## 8. MANAGER'S REPORT

No reports were received.

## ADJOURNMENT

It was moved and seconded  
*That the meeting adjourn (6:45 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,  
September 24, 2002.

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Councillor Harold Steves  
Chair

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Deborah MacLennan  
Administrative Assistant



## City of Richmond

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SCHEDULE 1 TO THE MINUTES OF  
THE MEETING OF THE PARKS,  
RECREATION AND CULTURAL  
SERVICES CTTEE MEETING HELD  
ON SEPTEMBER 24, 2002.

**To:** Parks, Recreation, & Cultural Services Committee    **Date:** Sept. 24, 2002

**From:** Harold Steves, Committee Chair

**RE: Relocation of the two 1890 – 1900 stilt houses at Garry Point to the  
Britannia Heritage Shipyard Historic Zone**

### Origin

The Britannia Heritage Shipyard plan provides for four small fishermen's homes built on stilts to be re-located in the historic zone. Two houses are already on site. The only two remaining stilt houses are being rezoned at the foot of 7<sup>th</sup> Ave. While concrete footings were built around their perimeters in the 1960's, they are still on their original beams and stilts. These houses are listed as "Stilt Piling House #1 & #2" on Richmond's Heritage inventory. When plans for the Historic Zone were adopted by Richmond Council in 1995 the owner, Foster Carefoot, was asked to retain them for the Britannia Heritage Shipyard site. He is developing the property and has offered to contribute the estimated cost of demolition of the buildings towards the cost of moving them to Britannia.

### Background

On Feb. 15, 1993 the Britannia Heritage Shipyard Park Plan was adopted by Richmond Council. A Historic Zone was approved to allow five heritage houses to be relocated east of the boatworks. The sand pumped onto the site in the 1950's was to be excavated to the original land elevation, and the buildings placed on stilts to show the original waterfront housing ( as shown on page 5 from the Historic Zone Report, as attached).

In April of 1993 the first two 1890 fishermen's stilt houses were acquired. Known as the Murchison houses, they were originally two pre-fabricated cannery houses built on stilts at the Garry Point Cannery circa 1890. They were moved to Second Avenue in 1897, where they were used as a home and office by customs officer Vernon Murchison until 1931, and then as a kindergarten/day care for Japanese children by the Franciscan Sisters of the Atonement until 1956.

The total cost of moving the two buildings to the Britannia Heritage Shipyard site was \$6,420. All costs of moving and restoration of the buildings were donated by the community.

At the same time the acquisition of the two stilt houses at the foot of Seventh Avenue was considered, and the owner was contacted to preserve them for a future move. Supreme House Movers indicated that they could be moved easily and economically. These houses

**RICHMOND**  
*Island City, by Nature*

are still occupied, and are in much better condition than the Murchison houses were when they were moved.

In the 1890's houses were typically constructed closely together on stilts all in a row fronting on a ditch, with a bridge across to the boardwalk on top of a low dyke (as shown in the photo on page 6 from the Historic Zone Report)

In a report to Council Sept. 4, 1995, a modification of the Historic Zone Report was approved. The Britannia Park Plan was amended to approve the siting of the two Murchison houses and two stilt houses all in a row fronting the dyke by the shipyard (as shown on diagram on page 12 of the Historic Zone Report).

### **Analysis**

Supreme House Movers has examined the buildings and determined that the move will simply require removing an end wall and lowering the upper floor of the buildings onto their trailer. The buildings are low enough that overhead wires will not have to be removed along the route to Britannia. Cost of the move is \$7,900 less the cost of demolition donated by the owner.

As there are no other 1890 cannery houses left in Steveston, this may be the only opportunity to complete the Historic Zone. Completion of the Historic Zone will justify asking for donations or charging admissions to help make the Britannia self-sufficient.

The four Historic Zone houses were intended to interpret their original varied uses as separate bunkhouses for white and Japanese fishermen, a childcare centre, a customs office and family housing circa 1890. There may be a need to use one house for a watchman's home, and staff at the Britannia have requested use of one Historic Zone building for an office that is more accessible to the operation of the shipyard.

The two Garry Point stilt houses can be moved at minimal cost and stored at the Britannia site along with the two existing Murchison houses until funds are available to excavate the Historic Zone and place them on stilts or piles.

Alternatively, the site could be excavated and the houses could be moved directly onto stilts. While the site may contain too many roots from tree growth, the owner has expressed an interest in using the sand for pre-load on his Garry Point site. (The sand could also be used to provide landfill at Lot H at BC Packers, or at Garry Point Park to make a larger dune at the west end of the point for viewing tall ships.)

In addition to funds from the owner of the Garry Point houses, the Steveston Road Ends Fund or the Waterfront Development Fund could be used for capital funding.

### **Recommendation:**

As completion of the Historic Zone is desired as soon as possible, it is recommended that preparations be made to move the two Garry Point stilt houses to the Britannia Heritage Shipyard site.

## Stilt Piling House # 1

### A. General Information

**Type of Resource:** Building  
**Address:** 12080 Seventh Ave., Richmond, BC  
**Neighbourhood (Planning Area Name):** Steveston  
**Construction Date:** circa 1888-90  
**Current Owner:** Private  
**Designated:** No



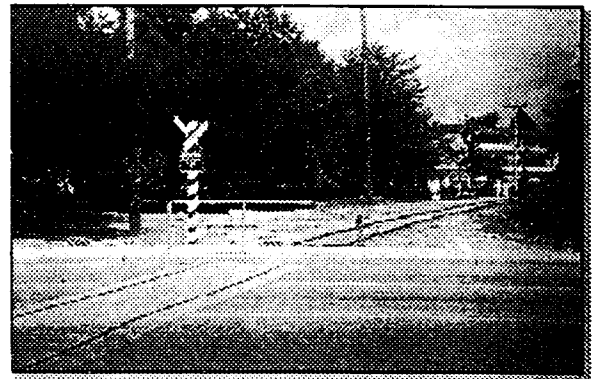
### Heritage Statement

**Heritage Character Statement:** One of the last of its kind, this unadorned house represents the type of employee housing that once bordered most of the river-front canneries that populated Steveston's cannery channel. The raised foundations placed on piles indicate the precarious nature of this early settlement which had to contend with waterfront flood plain conditions and the lack of adequate dyke protection on most of Lulu Island during that era.

## Railway Tracks

### General Information

**Type of Resource:** Artifact  
**Address:** Moncton and # 1 intersection, Richmond, BC  
**Neighbourhood (Planning Area Name):** Steveston  
**Current Owner:** City  
**Designated:** No



### Heritage Statement

**Heritage Character Statement:** The Interurban Rail Line was an important feature in Richmond between 1902 and the late 1950's, providing a link with the rapidly growing Fraser Valley and Vancouver. Although no longer operational, the rail tracks are a tangible link to Steveston and Richmond's pioneer days, and the role of fishing, canneries, forest products and agricultural goods played in the growth of the local economy. The tracks are also a reminder of the hard work of local community-based groups such as the Steveston Interurban Restoration Society.

## Stilt Piling House #2

### General Information

**Type of Resource:** Building  
**Address:** 12080 Seventh Avenue, Richmond, BC  
**Neighbourhood (Planning Area Name):** Steveston  
**Construction Date:** c.1912  
**Current Owner:** Private  
**Designated:** No



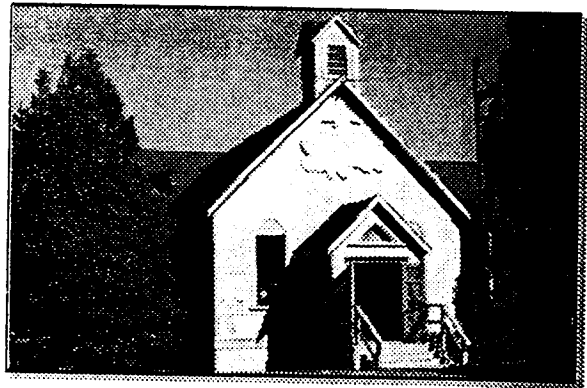
### Heritage Statement

**Heritage Character Statement:** This small house and its immediate neighbour evoke a sense of the past by their association with the day to day domestic lives of fishers and cannery workers and their families. Among the last of its kind, it represents the building type and stilt construction method of employee housing that once proliferated along Steveston's Cannery Channel, and which was designed to contend with flood plain conditions and the lack of adequate dyke protection during the early days of the Steveston fishery. It is part of a pattern of housing oriented towards the fishing boat docks and the Fraser River.

## Steveston Bicycle Shop

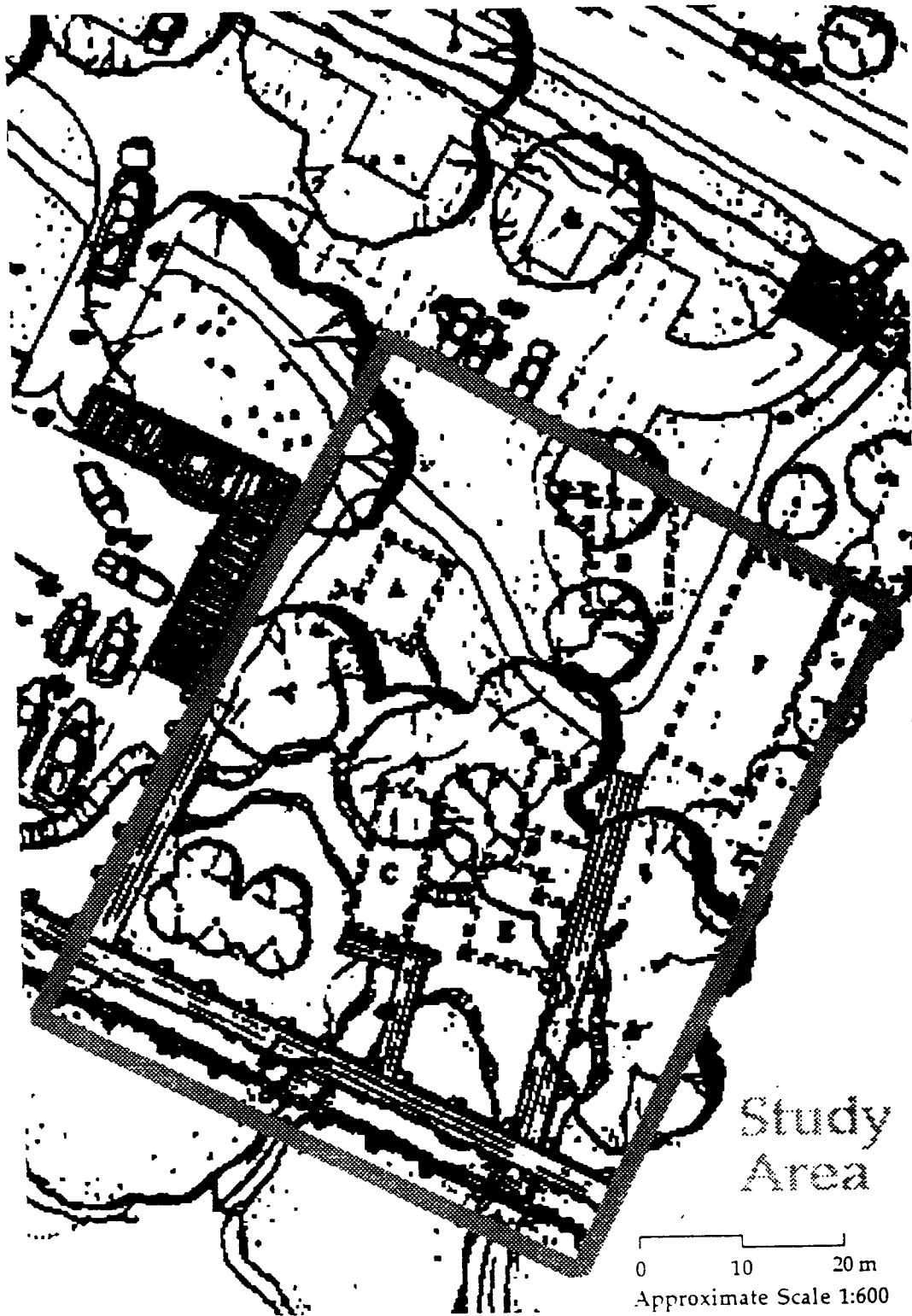
### General Information

**Type of Resource:** Building  
**Also Known As:** Steveston Methodist Church, Steveston United Church  
**Address:** 3731 Chatham Street, Richmond, BC  
**Neighbourhood (Planning Area Name):** Steveston  
**Construction Date:** 1984, Church Hall Addition 1927  
**Current Owner:** Private  
**Designated:** No

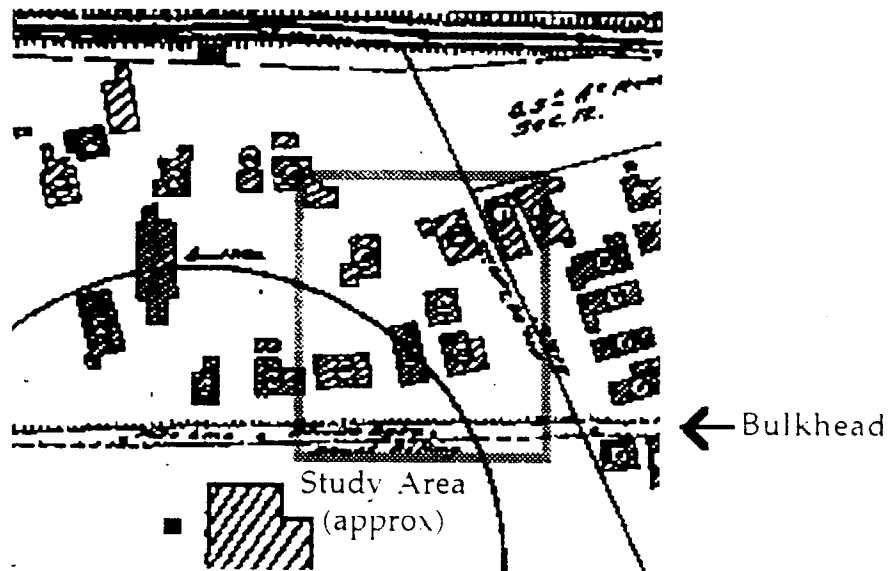


### Heritage Statement

**Heritage Character Statement:** The Steveston United Church, now the Steveston Bicycle Shop, is the oldest extant church building on its original site in Richmond, and is a good example of a simple rectangular church building style. The building has a direct relationship to the First Nations community, as the church was constructed for the Methodist Indian Mission. Many members of the First Nations community were involved in the fishing and canning industries in Steveston, which gives the church a direct association with the early economic development of the area. The church is part of the history of churches and religious activity in Richmond, and of the relationship of the churches to their community. There are also connections to the social history of Richmond in the late 19th century through the activities of community groups such as the Ladies' Aid and the use of churches as early schools.

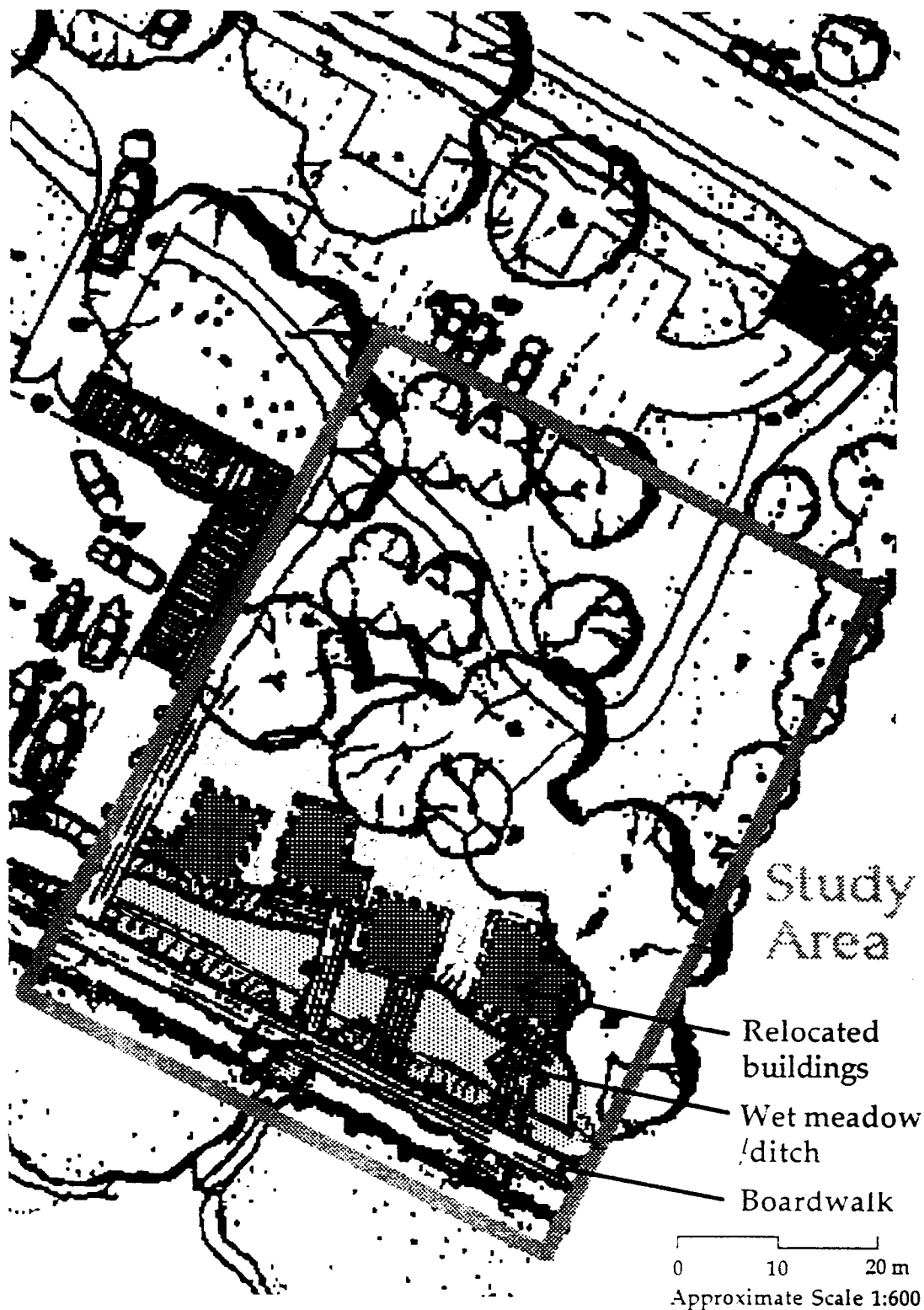


Original Park Plan for the Study Area showing the proposed boardwalk, paths, proposed footprints for relocated buildings.



1936 waterworks map of the Britannia site, including the Study Area, showing the location of buildings. Note particularly the number and arrangement of buildings along the waterfront, upland of the bulkhead. The 1897 map of the same area shows fewer buildings. The photo below shows a pattern, typical to Steveston, of close spacing, fronts facing a ditch, and bridges across to the boardwalk.





Revised Concept Diagram Plan for the Study Area, showing boardwalk, relocated small buildings, wet meadow above the bulkhead. Details of the exact location and size of buildings, plantings, and other features to be developed in Phase One.