



Regular Council Meeting

Wednesday, October 15, 2008

Time: 7:00 p.m.

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Linda Barnes
Councillor Cynthia Chen
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Sue Halsey-Brandt
Councillor Rob Howard
Councillor Bill McNulty
Councillor Harold Steves

Director, City Clerk's Office – David Weber

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

R08/17-1 1. It was moved and seconded
That:

the minutes of the Regular Council Meeting held on Monday, September 22nd, 2008, be adopted as circulated.

CARRIED



Regular Council Meeting

Wednesday, October 15, 2008

RES NO. ITEM

COMMITTEE OF THE WHOLE

- R08/17-2 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:01 p.m.).

CARRIED

3. Delegations from the floor on Agenda items –

Item No. 9 – Steveston Interurban Car Barn & Tram Restoration

Gordon Kibble, 11171 4th Avenue, spoke about the structure that would house the tram, and shared his views on what the design and appearance of that structure should look like. He suggested that a replica of the original tram station be re-created rather than a “warehouse looking” structure. Mr. Kibble stated that the design he was proposing was adaptable as it could be heightened or shortened, and it would provide a house for the tram in addition to office space. (A copy of Mr. Kibble’s submission is attached as schedule 1 and forms part of these minutes)

Staff advised that the conceptual design of the structure would take place after Council’s approval of the exact location for the structure. Mr. Kibble was encouraged to share his ideas with City staff prior to the creation of a conceptual design.

Item No. 9 – Steveston Interurban Car Barn & Tram Restoration

Dave Fairweather, 12931 Railway Avenue, urged Council to give consideration to his thoughts and ideas, believing that the project should be viewed as a “show piece” structure, and that the use of the word “Barn” was not appropriate. Mr. Fairweather spoke about angles and positions to improve visibility of the tram, and benefits to be gained by restoring the west track of the original double track (A copy of Mr. Fairweather’s submission is attached as schedule 2 and forms part of these minutes).



Regular Council Meeting

Wednesday, October 15, 2008

RES NO. ITEM

Item No. 7 – 2009 Permissive Exemption – Bylaw 8398

Roland Hoegler, 6560 No. 4 Road, expressed concerns related to some organizations that had been allowed to build facilities on land designated as Agricultural Land Reserve (ALR), who also received annual tax exemptions under the Permissive Exemption Bylaw. (A copy of Mr. Hoegler's letter is on file at the City Clerk's Office)

Item No. 9 – Steveston Interurban Car Barn & Tram Restoration

Lorne Slye, 11911 – 3rd Ave and Charmis Deboer, 3380 Georgia Street, both spoke in support of Option 3 as identified in the report related to the Steveston Interurban Car Barn and Tram Restoration. The delegation stated that they were looking forward to working with staff and that the additional building would give the community centre the ability to provide interactive and multi-purpose programming.

- R08/17-3 4. It was moved and seconded
That Committee rise and report (7:37 p.m.).

CARRIED

CONSENT AGENDA

- R08/17-4 5. It was moved and seconded
That Items 6 through 11 be adopted by general consent.

Prior to the question on Resolution No. R08/17-4 being called, staff were asked to attach to Item No. 11 and make available a memorandum dated October 8, 2008 from Joan D'Angola, Affordable Housing Coordinator.

In addition, it was agreed by all members of Council that any reference made to the Steveston Interurban car barn, the word "barn" be replaced with the word "structure".

The question on Resolution No. R08/17-4 was then called, and it was **CARRIED**.



Regular Council Meeting

Wednesday, October 15, 2008

RES NO. ITEM

6. COMMITTEE MINUTES

That the minutes of:

- (1) the General Purposes Committee meeting held on Monday, October 6, 2008;*
- (2) the Parks, Recreation & Cultural Services Committee meeting held on Tuesday, September 23, 2008; and*
- (3) the Planning Committee meeting held on Tuesday, October 7, 2008, be received for information.*

ADOPTED ON CONSENT

7. 2009 PERMISSIVE EXEMPTION - BYLAW 8398

(Report: September 23, 2008, File No.: 12-8060-20-8398) (REDMS No. 2472879, 2465374)

That the 2009 Permissive Exemption Bylaw 8398 be introduced and given first, second, and third readings.

ADOPTED ON CONSENT

8. SNOW GEESE MANAGEMENT PLAN

(Report: September 3, 2008, File No.: 10-6160-06/2008-Vol 01) (REDMS No. 2507515, 2498913 V.2)

That:

- (1) the proposed Snow Geese Remedial Action Plan for 2008 / 2009 as described in the attached report (dated September 3, 2008 from the Director of Parks and Public Works Operations) be approved; and*
- (2) the proposed Snow Geese Remedial Action Plan for 2008/2009 as described in the attached report (dated September 3, 2008 from the Director of Parks and Public Works Operations) be referred to the Council/School Board Liaison Committee for information.*

ADOPTED ON CONSENT



Regular Council Meeting

Wednesday, October 15, 2008

RES NO. ITEM

9. **STEVESTON INTERURBAN CAR STRUCTURE & TRAM RESTORATION**

(Report: September 8, 2008, File No.: 10-6510-05-01/2008-Vol 01) (REDMS No. 2492161)

That:

- (1) *the location of the permanent Steveston Interurban Tram Car Structure within Steveston Park as identified in the attached report from the Director, Parks and Public Works Operations be endorsed; and,*
- (2) *Option 3 as identified in the attached report from the Director, Parks and Public Works Operations for the development of the Steveston Interurban Tram Car Structure be endorsed; and*
- (3) *the conceptual design of the Steveston Interurban Tram Car Structure for recommended Option 3 be prepared using funds from the tram project number 40886; and*
- (4) *the Capital submission be amended to address a phased approach.*

ADOPTED ON CONSENT

Councillor Evelina Halsey-Brandt left the meeting during the Consent Agenda discussion at 8:10 pm., and returned at 8:13 p.m..

10. **APPLICATIONS FOR REZONING**

(A) **AJIT THALI WAL**

(RZ 08-421756 - Report: September 8, 2008, File No.: 12-8060-20-8419) (REDMS No. 2487530, 2489392)

(B) **PARM DHINJAL**

(RZ 07-398903, Report: September 8, 2008 File No.: 12-8060-20-8420) (REDMS No. 2488378, 2489001)

That the following bylaws each be introduced and given first reading:

- (1) *Bylaw No. 8419, for the rezoning of 11551 Williams Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District (R1.0.6); and*
- (2) *Bylaw No. 8420, for the rezoning of 11131 and 11151 Williams Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District, Subdivision Area (R1-0.6)*

ADOPTED ON CONSENT



Regular Council Meeting

Wednesday, October 15, 2008

RES NO. ITEM

11. ENDORSEMENT OF THE FEDERATION OF CANADIAN MUNICIPALITIES (FCM) NATIONAL ACTION PLAN FOR HOUSING AND HOMELESSNESS

(Report: September 9, 2008, File No.: 08-4057-01) (REDMS No. 2494487, 2512775)

That:

- (1) the Federation of Canadian Municipalities National Action Plan for Housing and Homelessness recommendations be endorsed, with acknowledgement that the proposed housing targets should be considered minimum targets, given the need in the Metro Vancouver region;***
- (2) Council's resolution be sent via a letter of support to the Federation of Canadian Municipalities with a copy of said letter to be sent to: (i) the Metro Vancouver Board, (ii) the Metro Vancouver Housing Committee, (iii) the Union of British Columbia Municipalities, (iv) the Premier; and (v) the Provincial Minister responsible for housing;***
- (3) the City ask the Federation of Canadian Municipalities, in its letter of support, to request the Federal Government to increase current levels of Federal funding for both affordable housing and homelessness, by significant amounts, starting now, in order to fully eliminate the current housing shortfalls and meet ongoing annual needs; and***
- (4) a letter be sent to the Union of British Columbia Municipalities asking them to request the Provincial Government to increase the current levels of Provincial funding for both affordable housing and homelessness, by significant amounts, starting now, in order to fully eliminate the current housing shortfalls and meet ongoing annual needs; and that a letter be sent directly to the Premier and the Minister Responsible for Housing requesting the same.***
- (5) copies of the letters be sent to all Richmond MLAs and MPs.***

ADOPTED ON CONSENT



Regular Council Meeting

Wednesday, October 15, 2008

RES NO. ITEM

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

- R08/17-5 12. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on non-agenda items (8:25 p.m.).

CARRIED

- (1) Gordon Wilson, 11360 Kingsbridge Drive, addressed Council to request a change in the level of maintenance currently provided on a City-owned property on the north side of Kingsbridge Drive. He expressed several concerns including: (i) traffic safety concerns due to visibility of traffic and parking related signs having been compromised as a result of overgrown trees; (ii) access to Kingsbridge Drive was unsightly; (iii) noxious weeds including Canada Thistle were approximately two meters high; and (iv) people had been dumping garbage on the property.

In answer to queries, Dave Semple, Director of Parks and Public Works Operations, advised that the current level of maintenance for that property which was once or twice a year would be difficult to raise due to budget constraints. He further advised that the standard procedure was to send maintenance personnel to remove garbage when a complaint was filed, and that to his knowledge the property had been cleaned by the City during the previous week.

R08/17-6

It was moved and seconded

That the matter of maintenance of the city-owned land on the north side of Kingsbridge Drive be referred to staff for further analysis.

The question on Resolution No. R08/17-6 was not called, as discussion took place about reassessing the current level of service and maintenance provided by the City, and direction was given that Bylaw Enforcement staff should respond to the thistle growth as it is a known noxious weed.

The question on Resolution No. R08/17-6 was then called, and it was **CARRIED.**



Regular Council Meeting

Wednesday, October 15, 2008

RES NO. ITEM

- (2) Graham Turnbull, 9531 Saunders Road, and Edith Turner, 3411 Chatham Street, both members of the Steveston Museum Society addressed Council regarding a resolution passed on September 22, 2008, in connection with the relocation of the 4091 Chatham Street Heritage House to the Steveston Museum site at 3811 Moncton Street.

Mr. Turnbull indicated that the Steveston Historical Society was strongly opposed to relocating the heritage building to the Steveston Museum site, and stated that parkland on the Steveston Museum site would be lost, and it was too large a price to pay to save this building.

Mr. Turnbull also expressed concern about the lack of public input regarding the matter, and advised that since the Council meeting on September 22, 2008, approximately 2000 signatures had been collected in opposition to the relocation of the heritage building to the Steveston Museum site. (Mr. Turnbull's petition submission is on file at the City Clerk's Office)

A discussion ensued, during which it was noted that the public opinion poll submitted by the delegation did not include information related to other possible location options for the heritage building. Also, staff advised that results of a City organized public consultation could be presented to Council in approximately three months.

- R08/17-7 13. It was moved and seconded
That Committee rise and report (9:14 p.m.).

CARRIED

- R08/17-8 It was moved and seconded
That the rules of procedure related to Notice of Motion be waived so that the motion to rescind may be considered immediately.

CARRIED

OPPOSED: Cllr. Steves



Regular Council Meeting

Wednesday, October 15, 2008

RES NO. ITEM

R08/17-9

It was moved and seconded

That Resolution No. R08/16-7 (adopted on September 22nd, 2008) regarding the relocation of the 4091 Chatham Street Heritage Building to the Steveston museum site at 3811 Moncton Street be rescinded.

The question on Resolution No. R08/17-9 was not called, as Councillor Evelina Halsey-Brandt explained that she had proposed this motion to have Council rescind their previous resolution because of the overwhelming public response to Council's decision to move the building to the Steveston Museum site.

Discussion took place about several factors that would need to be addressed by staff if the rescission was successful. In answer to queries, General Manager, Planning and Development, Joe Erceg, advised that pending a decision about a permanent site, it would be possible to move the heritage building to an interim site, however additional moving costs of approximately \$25,000 would result.

Mr. Erceg further advised that the current applicant for rezoning had volunteered to fund \$50,000 towards moving the heritage building to the Steveston Museum site, and that a delay in the move may impact an additional offer to provide foundation work to help reduce the costs of the move.

Mr. Erceg also advised that staff could comfortably respond to a Council referral within three months without causing any delay to the Army Navy Air Force (ANAF) project.

The question on Resolution No. R08/17-9 to rescind Resolution No. R08/16-7 was then called, and it was **CARRIED**, with Cllrs. Barnes, Dang, and Steves opposed.



Regular Council Meeting

Wednesday, October 15, 2008

RES NO. ITEM

R08/17-10

It was moved and seconded

That the siting options for the 4091 Chatham Street Heritage Building be referred back to staff, and only after a public consultation process has taken place in Steveston, that staff report back with various options that would address (i) the heritage value of the building; (ii) the building's relationship to other site options; (iii) the costs of re-locating the building, including cash or in-kind contributions; and (iv) temporary and permanent site options.

The question on Resolution No. R08/17-10 was not called, as staff reiterated that the City would be able to conduct the public consultation within three months without causing any hardship to the applicant. Staff was then requested to invite the seven non-profit organizations in Steveston to be involved in the Public consultation process, and to also consider the Steveston Museum site as one of the options for re-location.

The question on the motion was then called, and it was **CARRIED** with Cllrs. Barnes, Dang and Steves opposed.

BYLAWS FOR ADOPTION

R08/17-11

It was moved and seconded

That the following bylaws be adopted:

Green Roofs and Other Options Involving Industrial and Office Buildings Outside the City Centre Bylaw No. 8385

Housing Agreement (Cooney/Anderson/Eckersley Roads) Bylaw No. 8344

Housing Agreement (6351, 6391 & 6491 Minoru Boulevard) Bylaw No. 8377

Zoning & Development Bylaw No. 5300, Amendment Bylaw No. 8008 (5728 Woodward Road & 9531 No. 2 Road, RZ 04-267411)

Zoning & Development Bylaw No. 5300, Amendment Bylaw No. 8233 (9091 & 9071 Williams Road, RZ 05-308086)

CARRIED



Regular Council Meeting

Wednesday, October 15, 2008

RES NO. ITEM

DEVELOPMENT PERMIT PANEL

- R08/17-12 14. It was moved and seconded
- (1) *That the Chair's report for the Development Permit Panel meeting held on June 25, 2008, be received for information; and*
 - (2) *That the recommendations of the Panel to authorize the issuance of a Development Permit (DP 07-377055) for the property at 9071 and 9091 Williams Road be endorsed, and the Permit so issued.*

CARRIED

ADJOURNMENT

- R08/17-13 It was moved and seconded
That the meeting adjourn (9:48 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular Meeting of the Council of the City of Richmond held on Wednesday, October 15, 2008.

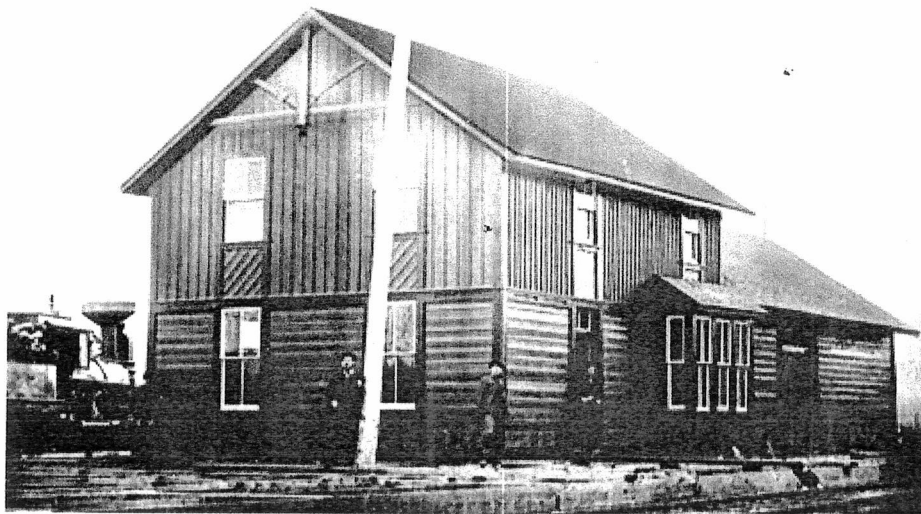
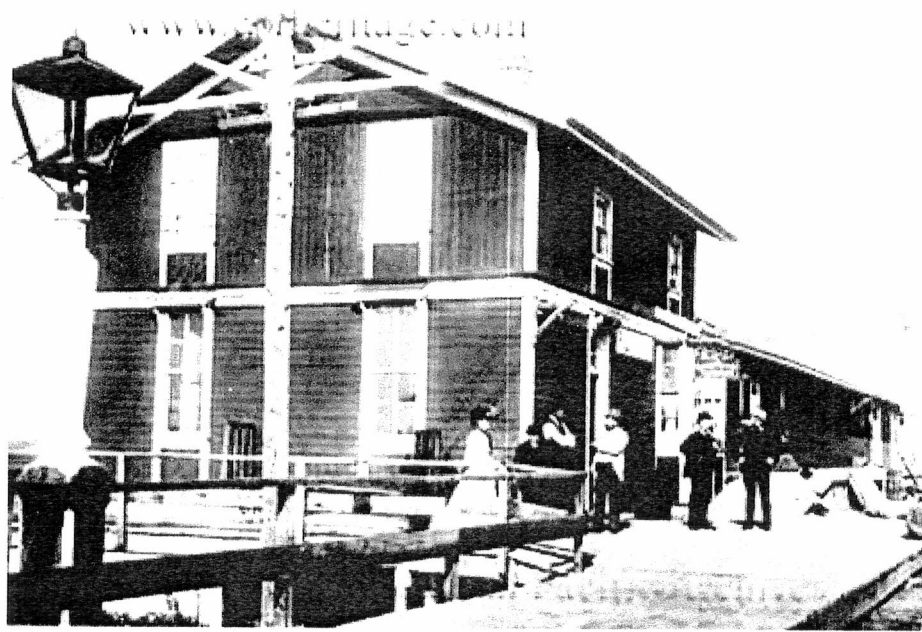
Mayor (Malcolm D. Brodie)

Corporate Officer (David Weber)

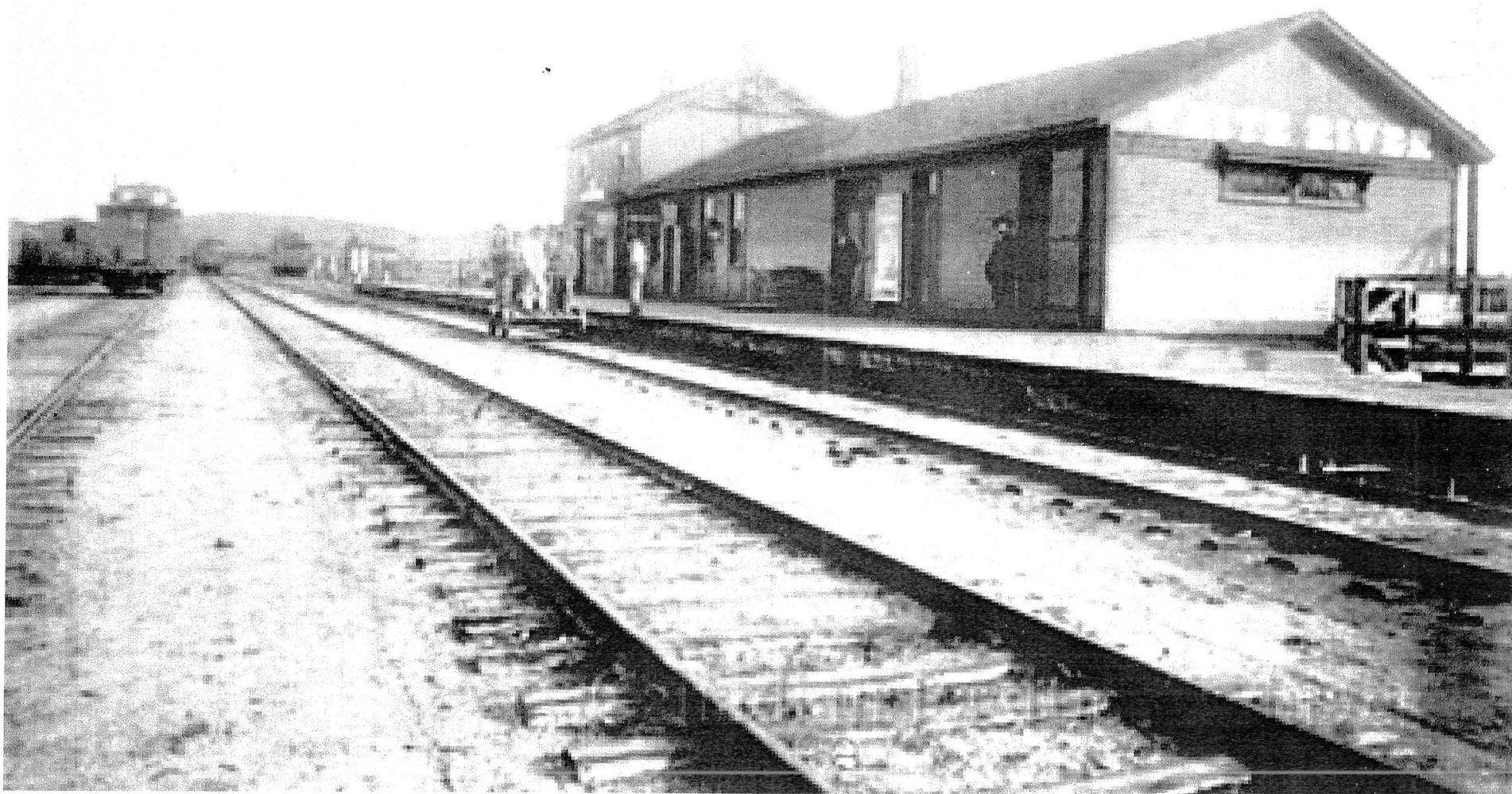


Illustration by Murray, 1910

Steveston News Stand



Canadian Pacific Railway



OFFICE OF THE
CITY CLERK.

City of Richmond Council Meeting- October 15, 2008-10-15

Re: Item 9 – STEVESTON INTERURBAN CAR BARN & RESTORATION

I wish to present a copy of the package which was delivered to you yesterday, for the record.

To get right to the point, I urge you to take the time to consider the reasons which I provided to re-install the west track of the original double, as the location for housing Tram 1220, with a replication of the original station (1902-1929).

This location will be historically correct and deserving of true heritage recognition, in presenting this important "Show Piece" for the City and bringing a sense of pride to the Community of Steveston as a major tourist attraction.

The Tram has been chased around Steveston for over five years and finally will be on display in the logical location –Steveston Park.

- . I hesitate to think of the thousands of hours of staff time which have been involved and the tens of thousands of dollars for their time and consultants fees as well, over this period.
- . To achieve the best possible and correct result – we must do it right this time!!

I haven't seen a plot for the 3500 sq.ft. tram location, but in siting the housing for the tram and replicated station on the restored westerly track, the oak tree which is a state of distress will have to be removed. Steve Priest and I had a close look at it just over a week ago.

If this move is not made, are we really prepared to acknowledge that the siting of the tram station is not historically correct?

About 240 feet of track is required, plus an open switch off the track now in place.

Back in early 2006, when relocation of the Tram to Britannia Heritage Shipyard was being planned, the July 26th Council Minutes record the following: Item 19 (1) That staff proceed with the offer from A and B Rail Services for the donation of track, timbers and other rail materials salvaged from the CP Rail spur line and in kind contribution of the laying of track at the Britannia site, based on the offer being viable.

- . What are the chances of an offer of assistance being available at this time?
- . Who owns the trackage remaining north of Hollybridge St.?

A number of other elements:

- Maintenance pit.
- Roll-out – I assume you are aware of the safety issues which Burnaby (Tram 1223) pull-out operation is dealing with.
- Separate structure for an -'outdoor interpretation/programming area'. Why needed?
- Page 4 of the Sept. 8th Report states – 'Estimated cost for complete restoration of the tram is \$500,000'. This really has no place in this report, as no decision has been made to justify complete restoration.

In closing I just wish to repeat what is included in my submission that –" In the planning and costing/budgeting for the housing and restoration of Tram 1220, only those elements which are essential to achieving a top quality Permanent Static Display should be considered. Elements for which there will be no realizable benefit in the foreseeable future and for which there is no clear supporting decision by Council, should be excluded. Dave Fairweather - #328 –12931 Railway.

[Signature]

Mayor Malcolm Brodie
City Councillors: Barnes; Chen; Dang; E. Halsey-Brandt;
S. Halsey-Brandt; Howard; McNulty; Steves

#328 – 12931 Railway Ave.

Mayor Brodie & Council Members: Re: Council Agenda October 15/08 – Item 9.
**STEVESTON INTERURBAN CAR BARN &
RESTORATION.**

You are about to make a very important decision which will impact on the overall success of displaying Interurban Tram 1220, in the south-west corner of Steveston Park.

In my view, it is important that all issues be seriously considered, to preserve and protect the historical and heritage elements of this location, as closely as possible.

This special project should be viewed as an important ‘Show Piece’ for the City of Richmond, which will bring a sense of pride to the community of Steveston, as a major tourist attraction. To achieve the best possible result, it must be ‘done right’.

It is clear that there is agreement on a number of the elements in play, as follows:

- a) Council’s decision is that Interurban Tram 1220 will be a permanent static display in Steveston Park, north of Rolston Square.**
- b) The tram car barn will have an exterior which will present a heritage appearance and replicating the original station will be considered.**
- c) Glazing will be used to provide high visibility for public viewing.**
- d) As a valuable heritage artefact, security will be ensured with a sprinkler system; fire alarm; and a security system.**
- e) It will provide space for a variety of needs.**

On the other hand, I feel very strongly that to straddle the tram car over the existing track line, falls well short of achieving the best possible result, for the following reasons, which after two letters to the Parks, Recreation & Cultural Services Committee, have been essentially rejected without comment.

- 1. Are we prepared to compromise the true heritage value of this corner of Steveston Park by not siting the housing for the tram and station where they originally (1902-1929), served the community of Steveston?**
 - The west track of the original double in this area should be re-installed along with the replicated station building.**
- 2. Siting the tram as planned, sacrifices one of the primary goals of the Steveston Park Upgrade Plan, to complete the pedestrian/cyclist greenway corridor on the railway right-of-way through the present barn location to Moncton Ave. & No.1 Road. This part of the Richmond Trail System, will not match the standard of the earlier section from Railway Ave.**
- 3. Eight large rhododendron shrubs, which are part of the west border of the picnic/play area, will have to be removed. In addition, some of the upper branches of the four tall pine trees extending to the west, will conflict with the east wall of the barn and require cut-back.**
- 4. The existing rail track has about a six foot curve from the north pathway to the most southerly point. This tends to limit somewhat, the openness of the tram from the south, for visibility as an important tourist attraction.**

Your consideration of the following, is recommended:

Restore the west track of the original double in this area and gain the following:

- . This location will be historically correct and deserving of true heritage recognition.
- . The pedestrian/cyclist greenway corridor on the railway right-of-way to Moncton St. can be achieved.
- . The eight 'rhodo' shrubs will remain as a border on the east of the existing track and the pine tree branches stretching out to the west, will not be affected.
- . The bit of a shift to the west, on the restored track, angling it in a straighter line, rather than paralleling the existing track, will serve to improve visibility from the south.
- . The sizeable bulk of the tram car barn, rather than being positioned more in the open, will be absorbed somewhat by the trees bordering the south and west.

To accommodate this movement to the west, particularly with the 3500 sq.ft. barn as now proposed, an oak tree which appears in a state of distress, will have to be removed. A number of branches have been removed from the north face of the main trunk, which now has no limbs up as high as about 25 feet. At the present time there are about six dead branches, some sizeable, which need to be removed.

There are a number of other elements, the need for which, I don't really understand:

- . The Burnaby barn and the Sullivan barn do not have a maintenance pit. As tram 1220 will not be operational, while needing a cleaning up, it has not likely been near a maintenance pit, for well over 20 years.
- . When the plan is to provide extensive glazing to ensure clear visibility of the tram and the public will be welcomed into the barn to walk through the tram, what justifies the roll-out of the tram for display? It is a 'Show Piece' always on display!
- . There would seem to be no need for an 'outdoor interpretation/programming area', which would be accommodated inside or when the barn is not open, by displays placed such that they are visible through the glazing.

In the planning and costing for the housing and restoration of Tram 1220, only those elements which are essential to achieving a top quality Permanent Static Display should be considered. Elements for which there will be no realizable benefit in the foreseeable future and for which there is no clear supporting decision by Council, should not be included.

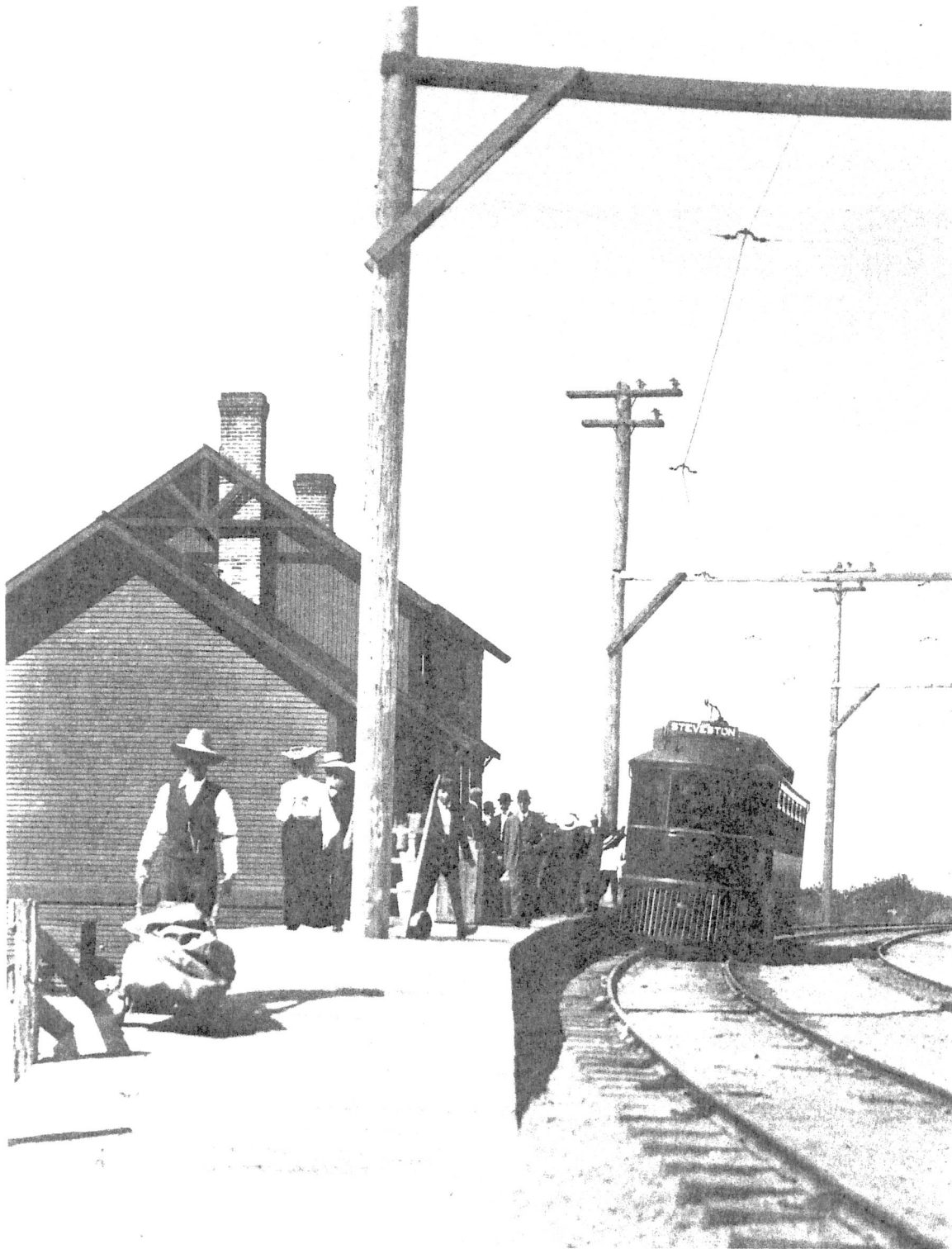
As a matter of interest, I have taken a run at a possible layout plan, with just about 3000 sq.ft. Only the north elevation was attempted. Space will need to be allocated for a hot water tank; electrical panel; heating/air conditioning controls etc. Copies are enclosed, along with pertinent pictures of the early days, showing Steveston Station.

Sincerely,



Dave Fairweather – Steveston

Cc: Gen. Mgr. Parks, Recreation & Cultural Services// J. Kojima – Pres. S.C.S.



Arrival of the trolley at Steveston, BC, circa 1907. The British Columbia Electric Railway had leased the Lulu Island line from the CPR in 1905 and electrified it, very typical of the great expansion of electric railroading in the early 20th century.

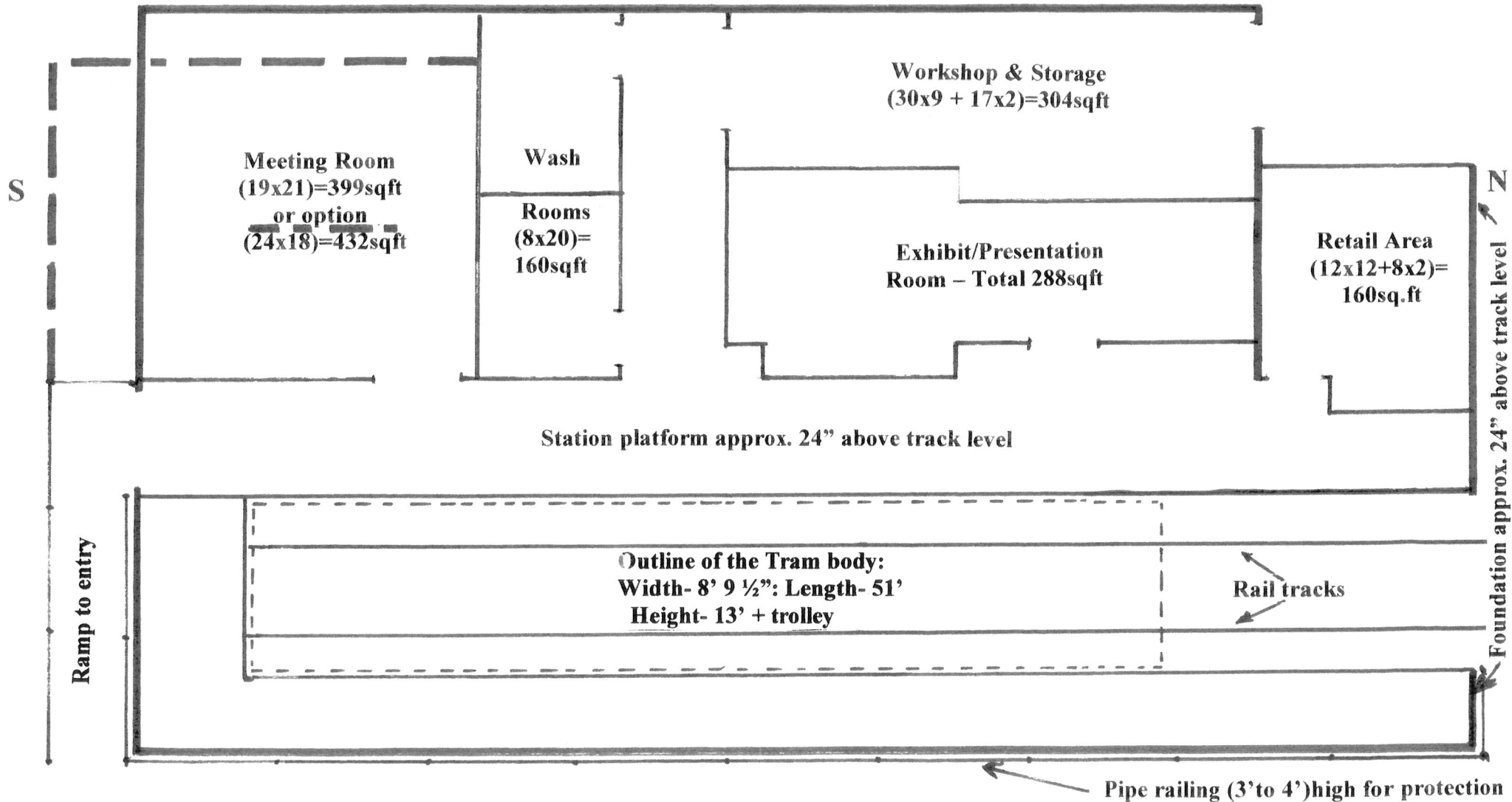


An express freight Interurban car 1802, its back to Moncton St. appears ready to leave Steveston. (1910)

W

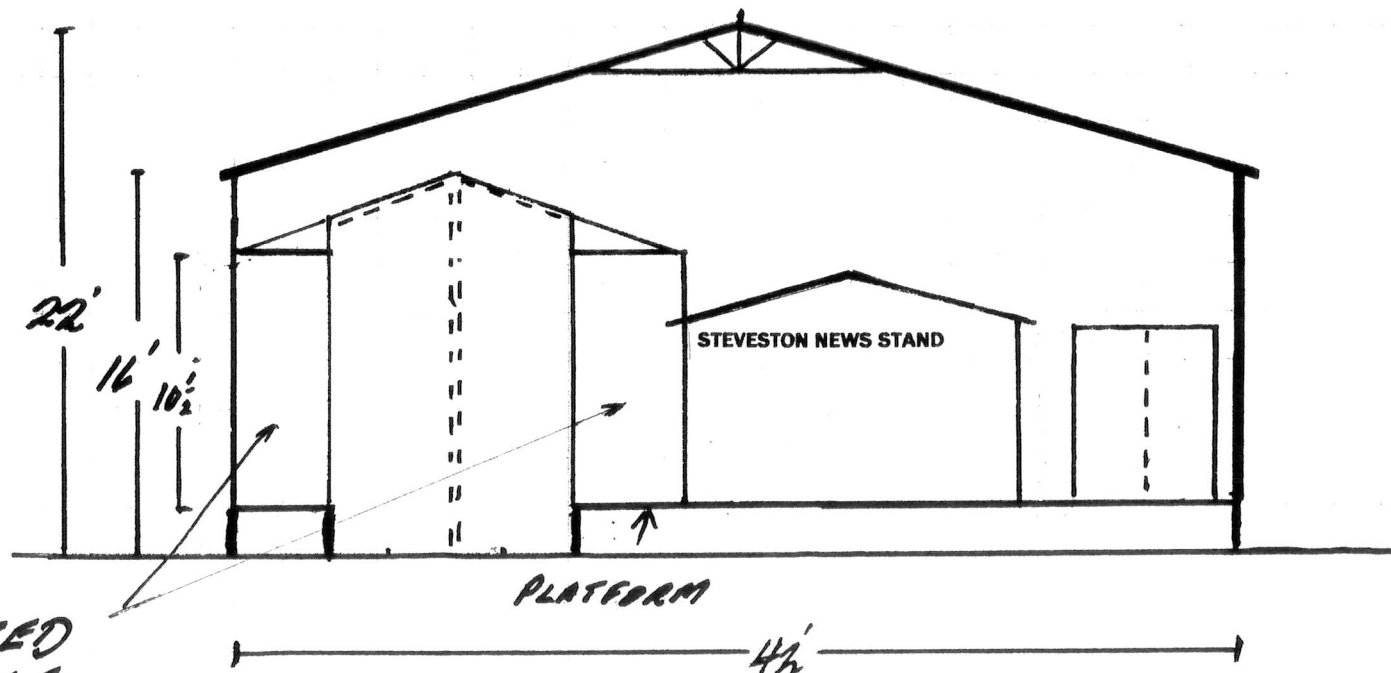
An outline for the housing and display of Interurban Tram 1220, with provision for maximum visibility, on the site of the westerly track of the original double track and replication of the 1902-1929 tram station, including required room allocations.

Overall area is approx.
2,958 sq.ft. or with meeting
room option: 2,991 sq.ft.
Scale is: $\frac{1}{4}" = 2'$



Pedestrian/cyclist corridor to Moncton St. & No.1 Rd.

E



$$\frac{1}{4}'' = 2'$$

TRACK LEVEL

GLAZED
PANELS

7 ALONG EAST
WALL.

ALSO SOUTH
WALL TO ENTRY.

PLATFORM

44'

NORTH ELEVATION