

## **Parks, Recreation & Cultural Services Committee Meeting**

**Thursday July 21, 2011**

Schedule 1 to the minutes of the  
Parks, Recreation and Cultural  
Services Committee meeting held on  
Thursday, July 21, 2011

### **Agenda – 1. Steveston Tram Building Project**

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#### **Request to address the Committee:**

**I would like to encourage discussion and an understanding (at least for myself) of the three key elements involved in the planning and costing of this Tram Project.**

- 1. Firstly I would like to make a point for the record. On May 25, 2006, Matt Hoekstra of the Richmond Review quoted Mayor Brodie as stating – “As for whether the tram will run again, Council has “fully canvassed the issue”: he also stated that -“The decision has been made that it will be a Static Display. I’m disappointed with that decision, but I think we need to go forward and make our plans” Staff were to “Report on the time and funding required to upgrade the Tram to Static Display.**

**The May 27, 2008 P,R & CS Committee, after receipt of the Steveston Community Society’s advice accepting the Tram to be positioned on tracks with a Station House in Steveston Park north of Rolston Square, the Committee resolved –“That the tram be permanently located in Steveston Park”.**

**The word Static, by definition is an adjective indicating; at rest; not active, moving or changing.**

**To my knowledge, there is no record of approval by Council to change from the Static Display decision.**

- 2. The location of the original Station House and Freight Shed in the period of 1902 – 1929, was on the west side of the double track which existed at that time, in what is now the south-west corner of Steveston Park**

**Dating back to my letter of June 9, 2008 to this Committee, I have recommended on numerous occasions, that the west track of the original double should be reinstalled. This would appropriately respect the true historical and heritage value of this corner of Steveston Park.**

**In my letter to this Committee of September 22, 2008, I brought attention to Item 19 of the Council Meeting of July 24, 2006 which made reference to an offer from A & B Rail Services, for the donation of track, timbers and other rail materials.**

**The Staff Report to Committee of April 4, 2011 on the Steveston Tram Building Project involving input from the Birmingham & Wood Architects, showed the Tram on the existing track. The recent Report to Committee of June 27, 2011 again placed the Tram on the existing piece of track. There are significant negative consequences with this plan.**

**I have repeatedly stressed the point that to achieve the best possible and valid result as an important artefact and “Show Piece”, the placement of the Tram and the structure to house it – “must be done right”.**

I would appreciate someone enlightening me as to the reasons for not “doing it right”, by reinstalling the westerly track for the placement of the Tram and the Tram building as they existed in the period 1902 – 1929. This decision should have been made over three years ago.

(The contact in A & B Rail Services is Walter Taveres, B.C. South Regional Manager. His contact number is (604) 968-0444. The office is 209 – 2560 Simpson Rd, Richmond. In contact with him on July 18<sup>th</sup>, he indicated that he “would be open to discussing what he might be able to do as a Community contribution”).

3. Restoration costs of the Tram are now estimated at \$830,000!  
This figure clearly represents a plan for restoration to “Operational Standard” and is totally unwarranted in light of the decision that the Tram will be on “Static Display”. There has been no evidence of a plan for operation; costing; or approval.

The logical objective is to have Interurban Tram 1220 securely protected and visible at all times and accessible for interior viewing, in a setting simulating the Tram at a replica of the original Steveston Station.

The costs included for a maintenance pit and for the pull-out of the tram , along with the those for provision of an outdoor covered area with a platform to access the tram, are uncalled for and must be deleted for this Static Display.

In tracking restoration estimates from September 9, 2002 and making allowance for rising costs and additional work due to deterioration of the Tram itself, it would appear to me that a reasonable range for restoration costs to high quality Museum standard would be between \$300,000 - \$400,000. Including the deletion of costs allowed for the planned actions in the para. above, indicates that the total unjustified costs allowed for would be around \$600,000 (Tram restoration \$480,000 + \$120,000).

Council Members have a responsibility to ensure that the best interests of Richmond Taxpayers are respected, by including only essential costs!!

Re: June 27, 2011 Report to Committee:

- Tram is to be placed on the existing piece of track – Negative consequences have been recorded in previous correspondence as follows:
  1. One of the primary goals of the Steveston Park Upgrade Plan to complete the pedestrian/cyclist greenway corridor on the railway right-of-way from Railway Ave to Moncton St. as part of the Trail System cannot be achieved as planned.
  2. Eight rhododendron shrubs bordering the west side of the picnic/play area will likely be impacted by the housing for the Tram.
  3. Sight lines from the south and east for visibility of the tram are minimized. The east elevation PRCS-67 almost completely eliminates the view of the tram. Storage space!!
- Option 2 of the proposals for the Tram Building is the preferred of those shown, but I wonder if consultation with Brian Croft was considered in reference to the basis for his colour choices in his watercolour painting of a tram at the Steveston Station(1910.

*SECRET 1, Anne Paquinville # 328 - 1243/ RAILWAY AVE.*