

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.

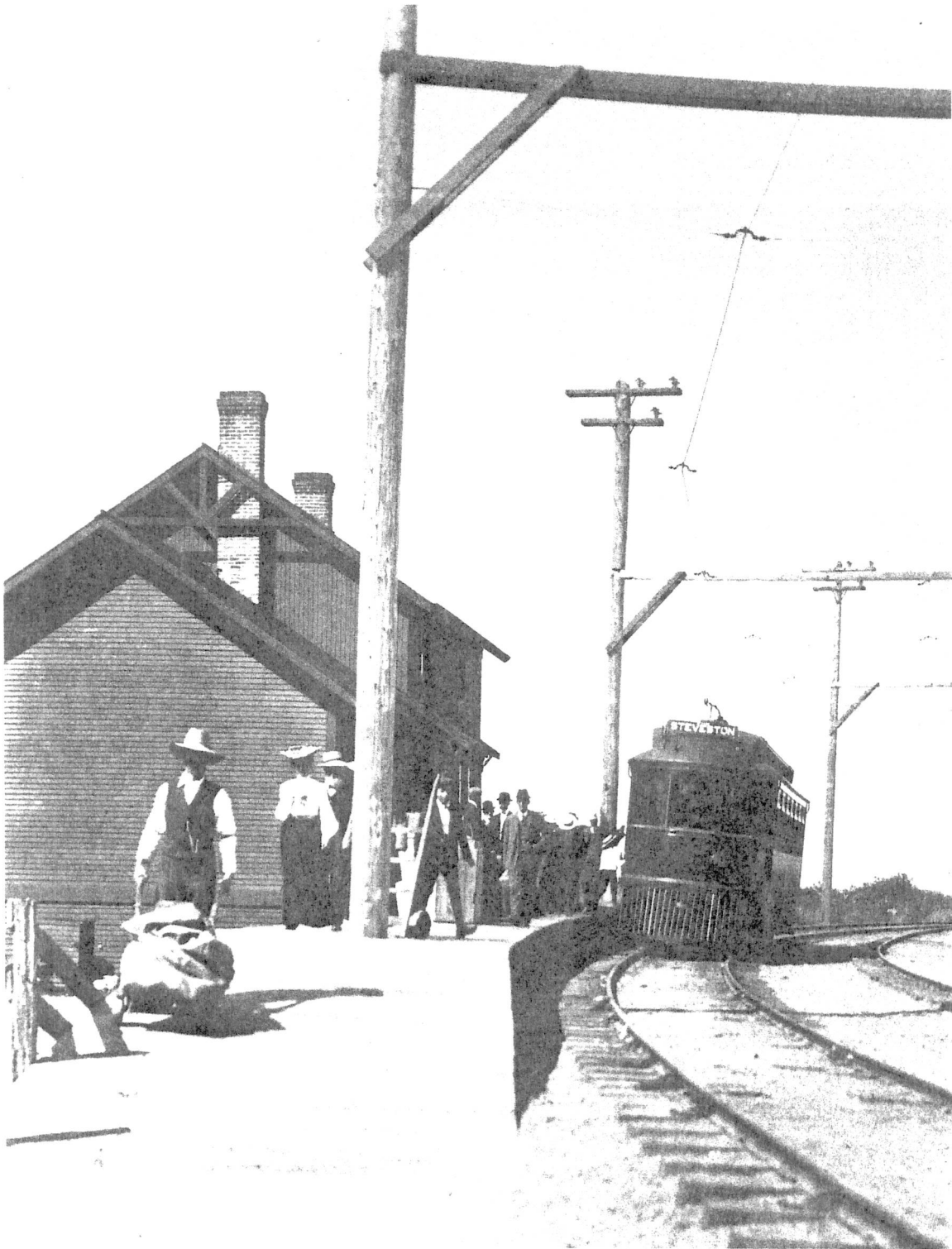
As a matter of interest, I have taken a run at a possible layout plan, with just about 3000 sq.ft. Only the north elevation was attempted. Space will need to be allocated for a hot water tank; electrical panel; heating/air conditioning controls etc. Copies are enclosed, along with pertinent pictures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

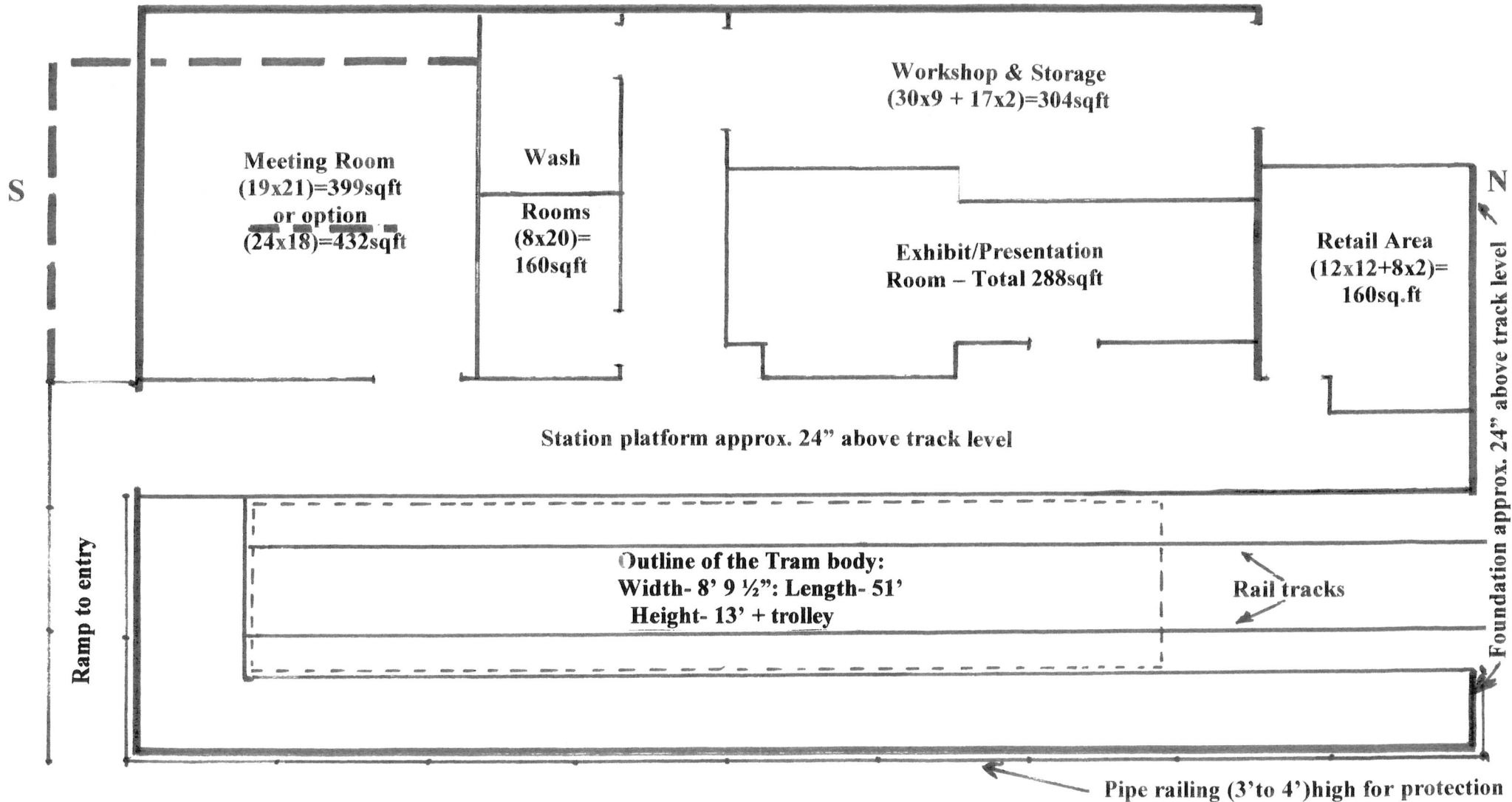


An express freight Interurban car 1802, its back to Moncton St. appears ready to leave Steveston. (1910)

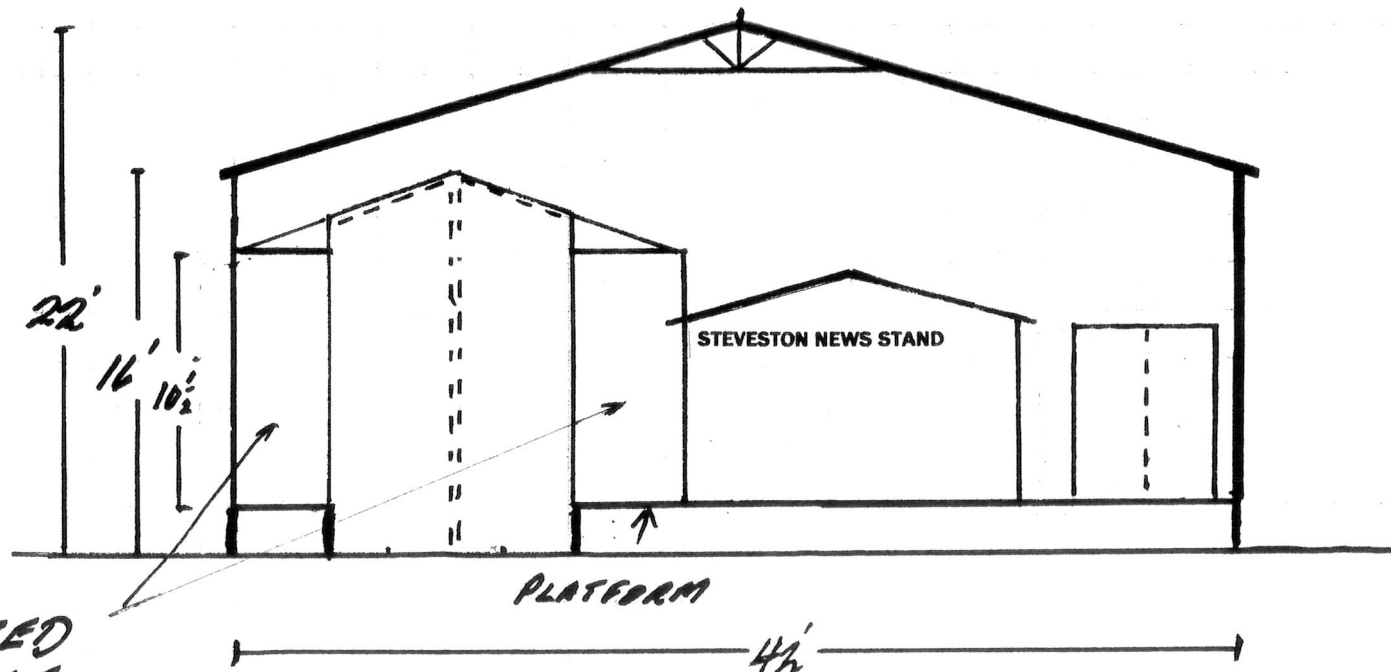
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An outline for the housing and display of Interurban Tram 1220, with provision for maximum visibility, on the site of the westerly track of the original double track and replication of the 1902-1929 tram station, including required room allocations.

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.



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

TRACK LEVEL

GLAZED
PANELS
7 ALONG EAST
WALL.
ALSO SOUTH
WALL TO ENTRY.

NORTH ELEVATION