



CITY OF RICHMOND


REPORT TO COMMITTEE

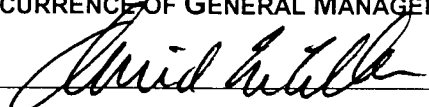
TO: General Purposes Committee
FROM: Jeff Day, P. Eng.
Director, Engineering
RE: **Scotch Pond - Building Condition**

To General Purposes - April 17/01
DATE: April 10, 2001
FILE: ~~2000-01~~
2025-20-008

STAFF RECOMMENDATION

1. That emergency repairs to stabilize the Scotch Pond net loft and wharf proceed at an estimated cost of \$20,000;
2. That funding for the above stabilization project be approved from the year 2000 Building Improvements Minor Capital program account 1501-40-000-BLDIM-0000-45000;
3. That staff be directed to prepare a detailed restoration plan with cost estimates for the continued development and safe operation of the Scotch Pond heritage site; and
4. Staff is directed to work with the Scotch Pond Heritage Co-operative to develop a funding and restoration schedule to address the permanent restoration of the site within a defined period of time.


Jeff Day, P. Eng.
Director, Engineering

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Leisure Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Budget.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

STAFF REPORT

ORIGIN

As part of the survey to determine the level of powder post beetle infestation in the City's heritage buildings, Scotch Pond was included. During this investigation, the structural engineer reported to staff that the building was unsafe and should be closed.

BACKGROUND

The City purchased the Scotch Pond site in 1989. In 1991, the City entered into a licence to occupy agreement with the then newly formed Co-operative. As part of this agreement, the Co-operative is required to maintain and restore all components of the site including floats, pilings and net shed. In 1992, the City passed a bylaw designating the pond as a heritage site.

On Friday, March 2, 2001, staff received a memo, by fax, from the Structural Engineer assisting in the powder post-beetle survey. The memo advised the City of the extremely poor condition of the piles and wharf at Scotch Pond with the recommendation that all access be completely restricted, since the building was determined to be unsafe.

Over the past three weeks, staff have met with representatives of the Co-operative in an attempt to resolve the concerns identified by the Structural Engineer and to bring forward a solution that involves the community and is sensitive to the livelihood of the members of the Co-operative.

ANALYSIS

The Co-operative has, over the past 10 years, achieved significant progress towards the restoration of the site. Boat docks have been renewed and replaced and electrical utilities established. The Co-operative pays all operating expenses of the site from revenue generated from moorage fees.

At this time, the Co-operative has indicated that funds have been reserved primarily to provide additional electrical power to the dock, but could possibly be utilized together with volunteer labour for any remedial work plan. However, since many of the Fishers are now committed to the various seasonal fishery openings, timing presents a problem.

At the request of staff, the Structural Engineer has prepared an interim stabilization plan which will provide immediate support to the building and wharf, affording some liability protection to the Co-operative and City.

Approximately \$20,000 is required to complete the interim structural stabilization of the building and wharf. This would be the first step in protecting it from collapsing and allowing it to continue functioning in the short term as a net loft.

A permanent solution will require all of the existing piles and wharf apron to be capped and spliced or replaced due to significant deterioration by weathering, damage, and powder post beetle infestation. Based on recent experience at the Britannia Shipyard Building, the value of this restoration work maybe in excess of \$300,000 and would increase in the order of \$50,000, should a building code review require that a sprinkler system be installed under the deck area and in the building.

In addition, while no work is planned to the existing building there may also be a requirement to meet WCB regulations and replace or manage the existing asbestos-cement wall cladding and roof which has been damaged over the years.

The actual dollar costs relating to future restoration can be influenced by the level of the co-operative's financial and resource contributions, as well as success in obtaining Federal and Provincial grant monies, HRDC employment resources and community donations. For these reasons staff is recommending that a funding plan be researched and developed with the co-operative to determine grant opportunities to restore the structure within a specified timeframe.

OPTIONS

1. Do nothing and close the building is the minimum cost solution. The building and dock would require fencing to restrict and secure the site. The Co-operative would be required to construct alternate access to the docks and provide net storage. Ultimately, the building would collapse.
2. Stabilize the building and wharf provides an acceptable short-term solution with reasonable cost. More importantly, it buys time to develop permanent replacement plans and investigate other strategies (recommended).
3. Move the building onto dry land, either temporarily in order to replace the piles and the wharf, or permanently and provide alternate dock access. This is high cost solution with possible loss of heritage value.
4. Restore and replace the piling and the wharf provides the permanent and most costly option as a single-phase solution that would protect the heritage designation of the building. This should be the ultimate goal if funding is available.
5. Demolish the building and wharf is a low cost option that eliminates future liability. Would require a bylaw removing the heritage designation. A new ramp would be required to provide access to the existing docks.

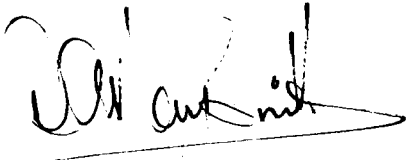
FINANCIAL IMPACT

The 2000 Minor Capital (Building Improvements) Budget is still active and can provide the requested \$20,000 to provide for the emergency stabilization of the Scotch Pond building and wharf. The Co-operative would further minimize the City cost through a financial contribution to the work.

CONCLUSION

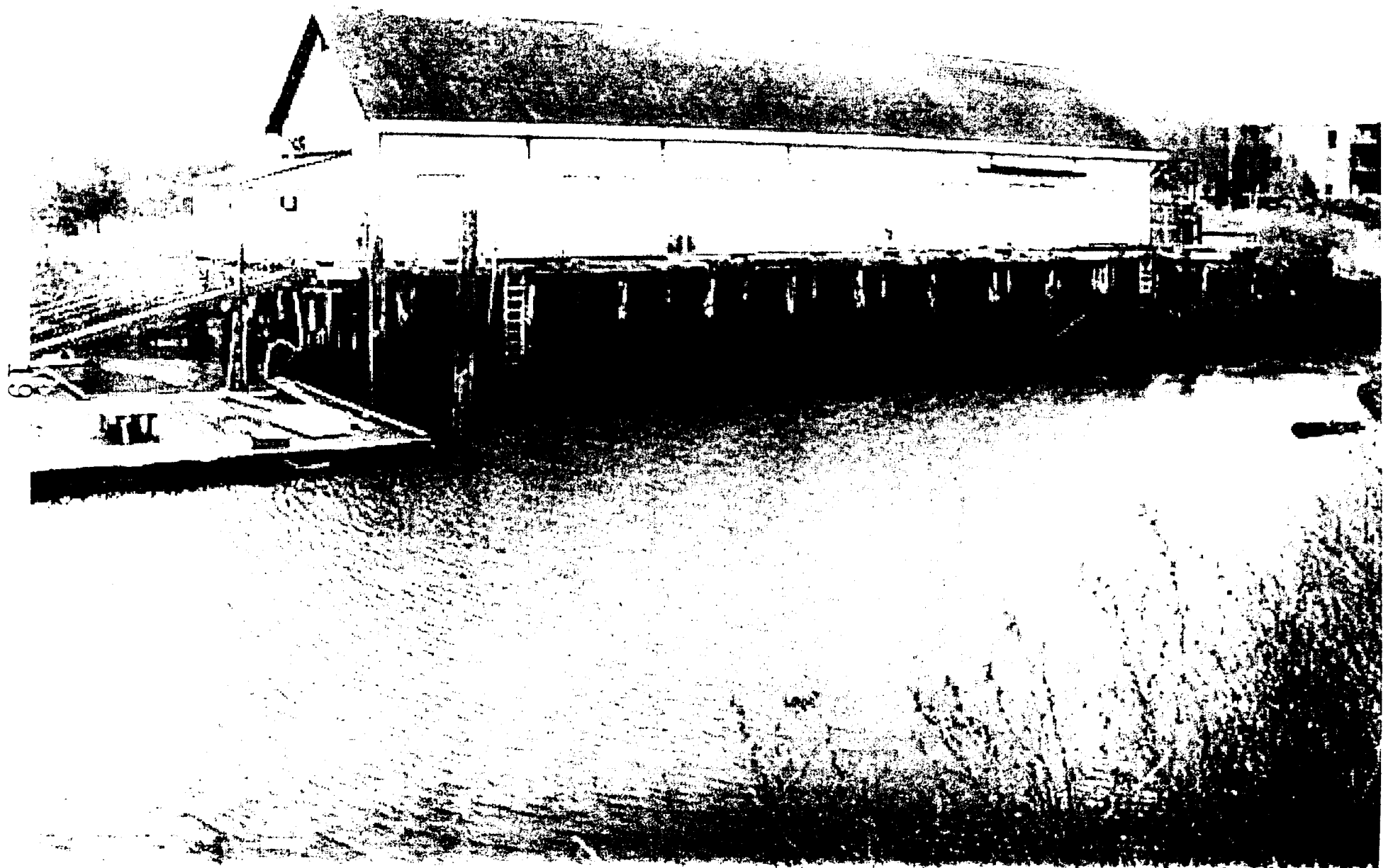
As a designated heritage site, the Scotch Pond net loft and wharf provide a further historical perspective on Steveston and Richmond as a community. As with the Britannia Heritage Shipyard, significant funding is required if the site is to be maintained as a community amenity.

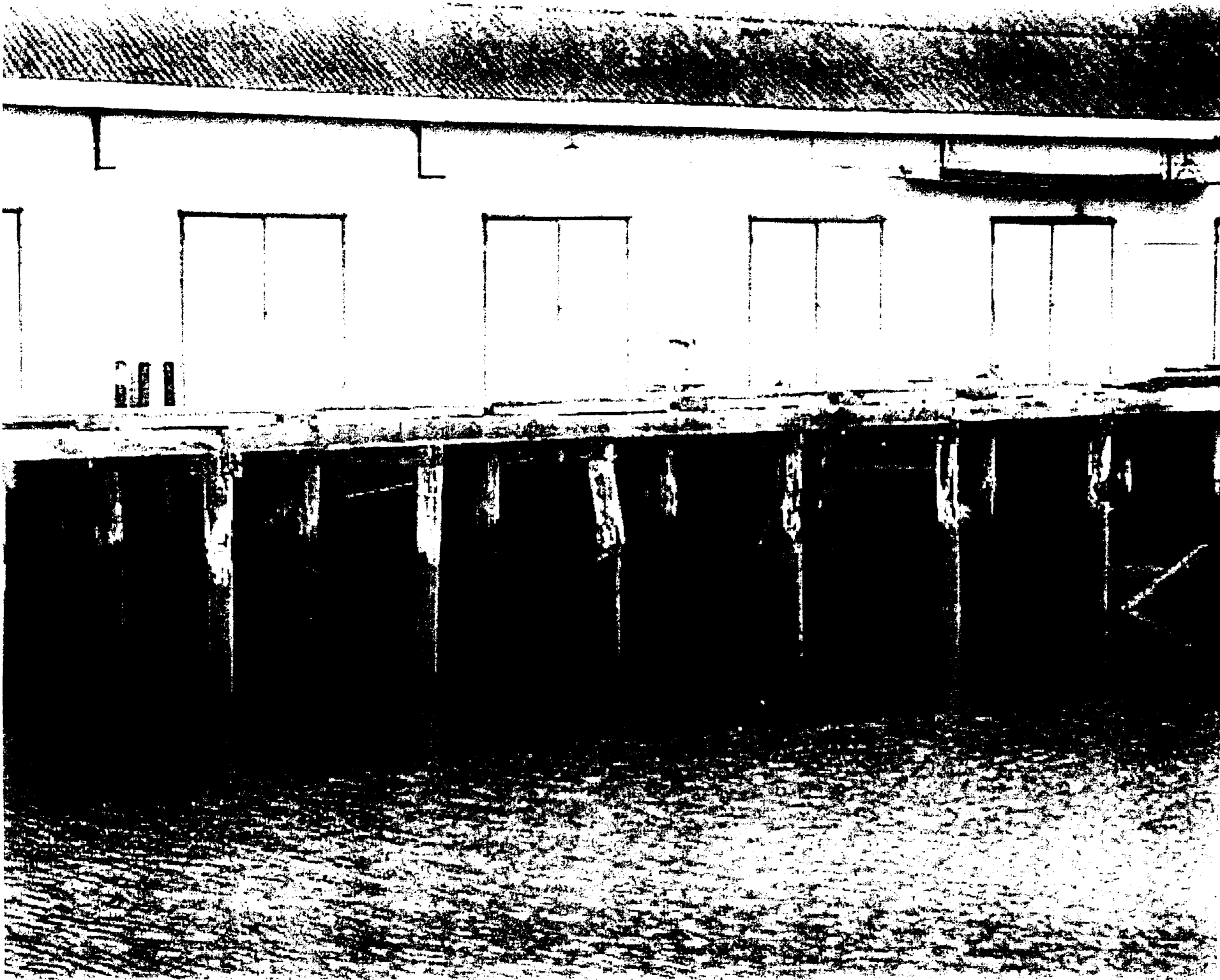
In order for the Co-operative and Council to develop a permanent restoration program, the stabilization of the net loft and wharf is recommended as an interim measure.

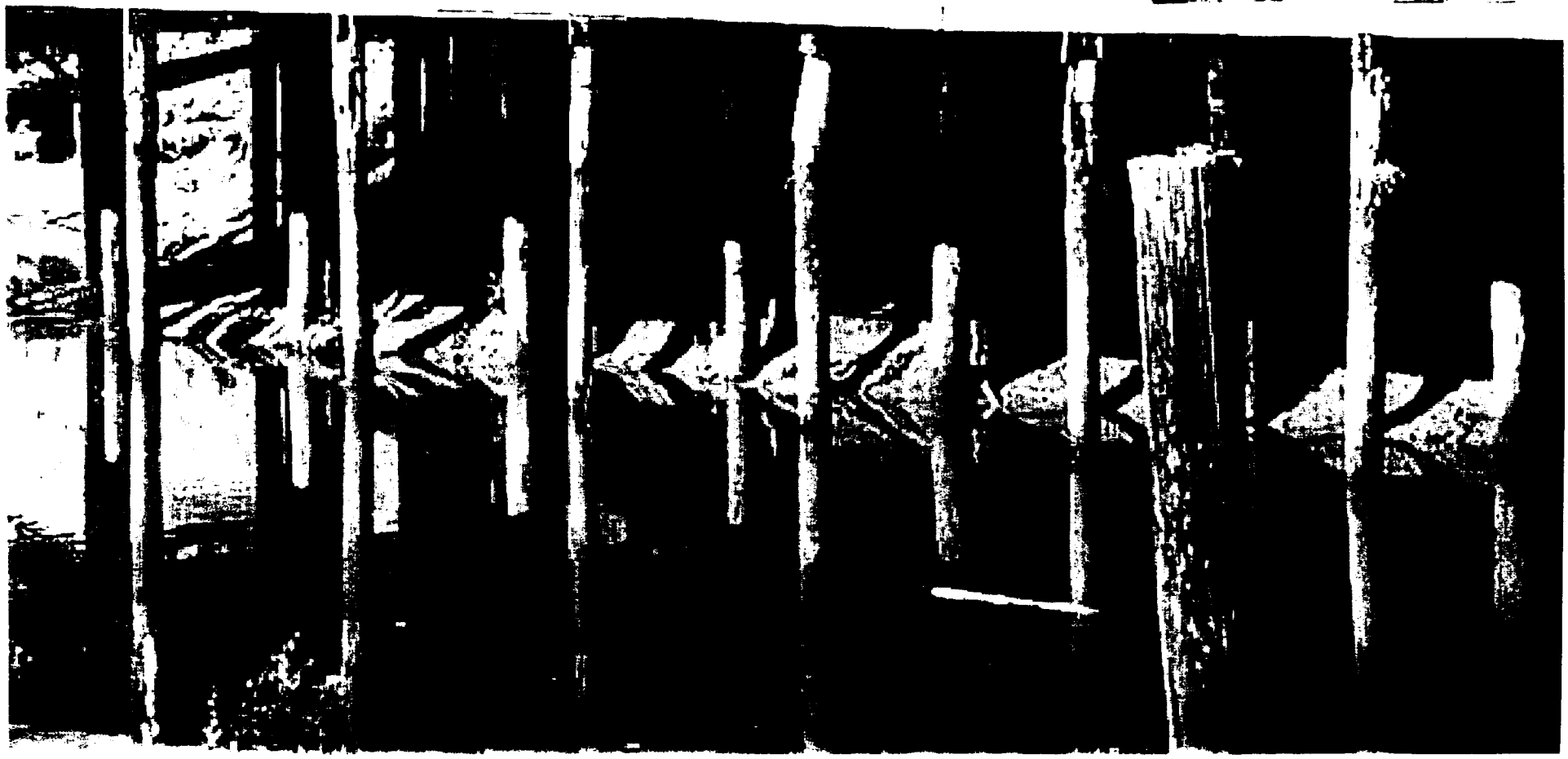
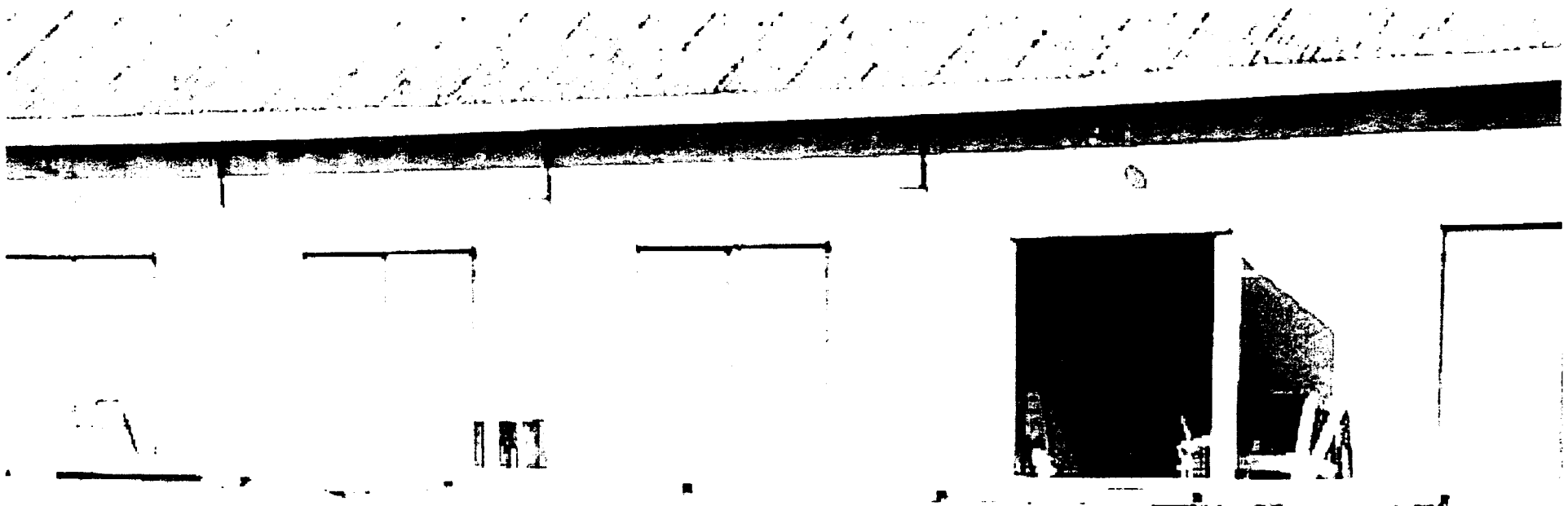
A handwritten signature in black ink, appearing to read "David Naysmith", with a long horizontal stroke extending to the right.

David Naysmith, P. Eng.
Manager, Facilities Planning & Construction

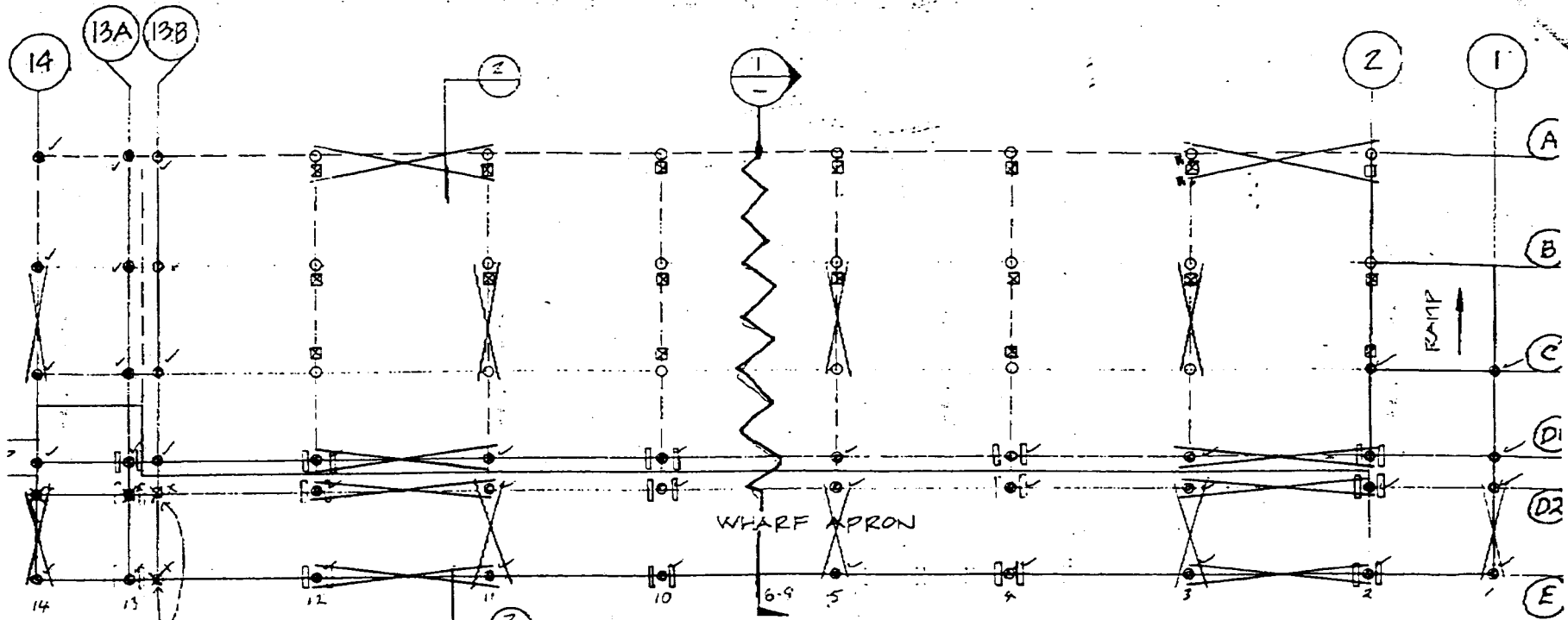
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WHARF - GENERAL ARRANGEMENT
SCALE: 1:125

DOES NOT EXIST BUT
MIGHT NOT BE BAD IDEA.

LEGEND

- 6x6 POST C/W 2-2x12 x 9' 1/2" SILLS
- || 2-2x12 SPLICE CONNECTOR: X5 C/W 4-1" DIA. BOLTS
- / — 2-3x12 CROSS BRACING C/W 1-1/2" DIA. BOLTS
- BEAM END

BEAMS 1+2 ARE 10'
SHOULD BE 20' PLUS

BEAMS IN GENERAL LOOK FAIR
EXCEPT FOR OUTSIDE EDGE ENDS
ROTATIONS.