



City of Richmond

Report to Committee

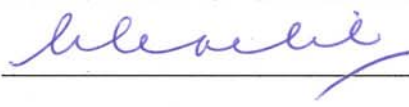
To: Parks, Recreation and Cultural Services Committee
From: Dave Semple
Director, Parks and Public Works Operations
Re: Steveston Interurban Car Barn & Tram Restoration

Date: September 8, 2008
File: 10-6510-05-01/2008-Vol 01

Staff Recommendation

1. That the location of the permanent Steveston Interurban Tram Car Barn within Steveston Park as identified in the attached report from the Director, Parks and Public Works Operations be endorsed; and,
2. That Option 2 as identified in the attached report from the Director, Parks and Public Works Operations for the development of the Steveston Interurban Tram Car Barn be endorsed; and,
3. That the conceptual design of the Steveston Interurban Tram Car Barn for recommended Option 2 be prepared using funds from the tram project number 40886.


Dave Semple
Director, Parks and Public Works Operations
(604-233-3350)

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Facility Management.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

City Council resolved in 2006 to purchase Interurban Tram #1220 to ensure that Richmond residents would be the custodians of this rare heritage resource and make it available to the public.

On June 9, 2008, Council resolved that the tram be permanently located in Steveston Park and;

That staff prepare a submission for the 2009 capital budget regarding siting, refurbishment, and building options for a tram facility, to come to the Parks, Recreation and Cultural Services Committee prior to going to the Finance Committee

This report proposes a specific location for the tram car barn within Steveston Park, proposes building options for the car barn and reviews the plan for restoration of the tram.

Analysis

The Tram is currently located in a shed that is falling into disrepair. The roof is leaking onto the tram causing damage and the walls are in need of reinforcement to provide adequate security. Currently the building alarm is triggered regularly due to movement of the building and door in strong winds. The preservation and security of this valuable artefact is paramount and resources to repair the existing structure would be better used toward a permanent building.

Car Barn Options

There are three options for consideration. All options include a tram car barn with an exterior which will present a heritage appearance and use glazing to provide public viewing opportunities. Options 2 and 3 also include a pit in the ground to access the undercarriage of the tram.

Option 1 – A basic structure which will provide protection for the tram from the elements, security and some public viewing. Estimated size is 1800 square feet.

Elements	Cost
Tram Barn with sprinklers, fire alarm and security system	\$450,000
Landscaping and pedestrian connections	\$100,000
Total Project Cost (includes consultant's fees, DCC's, permits, contingency and city overhead)	\$550,000
Annual Operating Cost	\$ 6,940

Option 2 – A more comprehensive structure which will include a workshop for restoring and maintaining the tram, a washroom for staff and volunteers and some covered outdoor space for interpretation and programming. Estimated size is 2500 square feet with an additional 300 square feet of covered outdoor space. **(recommended)**

Elements	Cost
Tram Barn with sprinklers, fire alarm and security system and maintenance pit	\$ 530,000
Covered outdoor interpretation/programming area, including platform to access tram	\$ 15,000
Construct Workshop	\$ 163,000
Washrooms (staff & volunteer use only)	\$ 27,000
Landscaping and pedestrian connections	\$ 100,000
Total Project Cost (includes consultant's fees, DCC's, permits, contingency and city overhead)	\$ 835,000
Annual Operating Cost (includes staff time to have the tram open to the public)	\$ 47,915

Option 3 – A comprehensive facility allowing for indoor interpretation and exhibits, onsite programming and revenue generation opportunities. Estimated size is 3500 square feet with an additional 300 square feet of covered outdoor space.

Elements	Cost
Tram Barn with sprinklers, fire alarm and security system and maintenance pit	\$ 530,000
Covered outdoor interpretation/programming area, including platform to access tram	\$ 15,000
Construct Workshop	\$ 163,000
Lobby/Exhibit area	\$ 108,000
Washrooms (staff & volunteer use only)	\$ 27,000
Meeting Room	\$ 81,500
Retail area*	\$ 40,500
Landscaping and pedestrian connections	\$ 100,000
Total Project Cost (includes consultant's fees, DCC's, permits, contingency and city overhead)	\$1,065,000
Annual Operating Cost (includes staff time to open the tram for public viewing and tours)	\$ 49,415

*A business plan has not yet been completed therefore the financial impact of a retail area can not yet be determined.

Option 1 is adequate to shelter the tram for preservation but does not have the space for tools and activities required for restoration and maintenance of the vehicle. It also lacks visitor and programming space.

Option 2 is the recommended option as it will adequately house the tram to ensure its preservation while providing workshop space to complete the restoration and ongoing maintenance of the vehicle. The outdoor covered space allows for interpretive signage and a gathering space for programming to educate visitors about this rare and important historical artefact.

Option 3 adds an enhanced visitor experience and revenue generating potential but the additional capital costs are not warranted at this time. Should funding become available at a later date these elements could be added at that time.

It is recommended that, upon Council approving the scope of the building, concept designs be produced using funds from the existing tram account.

Location

It is proposed that the car barn be located over existing track as close to Moncton Street as the park design will allow (see Attachment 1). This provides high visibility and therefore improved security and access for pedestrian traffic and nearby parking for visitors arriving by vehicle. There is adequate room for the new building and related activities within existing park structures and activities without removing existing structures or trees.

The building design will be in character with the existing heritage elements in the park, reminiscent of the original Steveston Interurban Station and will also provide visible access to the tram while the car barn is closed.

Estimated cost to reconfigure pedestrian connections and landscaping to blend the structures into the park is \$100,000.

Restoration of Tram

The Curator for Museum & Heritage Services will manage the restoration of this valuable artefact following established museum standards and guidelines. Volunteers and paid contractors will play an instrumental role in the restoration and ongoing maintenance of the vehicle.

The partially restored Tram requires both mechanical and body work. The mechanical and electrical systems need to be inspected and repaired or replaced to preserve the artefact and move it out of the car barn to the track for display.

Bodywork is required in four major areas:

1. Vestibules - need to be painted.
2. Interior - needs to be varnished and refitted to include window sashes, shades, valences, pocket doors, roof covering, brass handles, luggage racks, brass fittings and gold lettering signage.
3. Exterior roof - needs a membrane covering, brass vents, racks, trolley poles and bases.
4. Exterior body - needs all original fittings, trim and headlights installed and final paint finish applied.

Estimated cost for complete restoration of the Tram is \$500,000. It is proposed that restoration costs be phased over the next three years. Staff are also investigating grants to assist with restoration and preservation costs.

Museum & Heritage Strategy

The Museum & Heritage Strategy Implementation Plan outlines the coordination and standardization of the preservation, presentation, governance and operation of each City owned museum, heritage site and heritage resource (endorsed by Council July 14 2008). To accomplish this objective for the Interurban Tram a business plan, conservation plan and interpretive plan need to be created.

The business plan for the Interurban Tram will outline the vision, mission and guiding principles. It will also include the governance, including roles and responsibilities of the City, community groups and individuals involved.

In keeping with the vision, mission and guiding principles for the Tram, an interpretation plan will outline the themes and messages presented to the public. This also includes suggested media used as well as guidelines for collections, exhibits and programs related to the vehicle.

Due to the state of the current shelter for the tram, the immediate concern is for appropriate care of the artefact. The conservation plan will outline the preservation and remaining restoration for the vehicle. This will also include ongoing appropriate storage and /or display of the Tram as well as maintenance treatments and schedules.

A statement of significance and an outline for the conservation plan are currently being prepared within existing resources.

Financial Impact

There is no financial impact of endorsing any one of the options for the tram car barn or approving the site location. Funding for development will be sought through the 2009 Capital Program.

Conceptual design for the car barn and associated structures is estimated up to \$55,000 using funds from the previously approved tram project number 40886.

Conclusion

Locating the car barn close to Moncton Street and over existing tracks in Steveston Park will provide high visibility, easy visitor access and a unique location for the tram. Constructing a tram car barn that includes a comprehensive workshop, interpretation space and a gathering place will ensure appropriate opportunities for restoration of the tram as well as enjoyment by the community and visitors in Richmond.



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