

RE: PROPOSAL TO RELOCATE THE MODEL RAILWAY TO CONFEDERATION PARK

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Recreation & Cultural Services be adopted.

* * * * *

1989 SEPTEMBER 11

TO: MUNICIPAL MANAGER
FROM: DIRECTOR RECREATION & CULTURAL SERVICES
SUBJECT: **PROPOSAL TO RELOCATE THE MODEL RAILWAY
TO CONFEDERATION PARK**

PURPOSE: To obtain Council's concurrence with the relocation of the Model Railway from Burnaby Village Museum to Confederation Park.

RECOMMENDATION:

1. THAT concurrence be given to the relocation of the Model Railway to Confederation Park.

REPORT

At its meeting of 1989 September 06, the Parks and Recreation Commission considered two reports on the above subject.

Attachment 'A' is a report received by the Commission on 1989 June 21. This report provides background information relating to previous actions by Council and the Commission and provides details of the proposed site, suggests a construction and timing schedule, and advises how the move is to be financed.

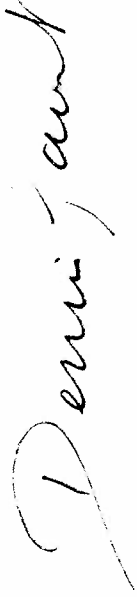
The Commission approved the following amended recommendations of Attachment 'A'.

1. THAT Commission approve in principle relocation of the model railroad to Confederation Park.
2. THAT Commission approve the attached (Attachment #1) Confederation Park Model Railroad Proposal OP #6-1-87.
3. THAT the expenditure of \$75,000 included in the 1988 Capital Budget be approved for the relocation as outlined in this report.
4. THAT an additional \$79,355 be funded from the 1988 General Revenue funds brought forward into the Commission's 1989 Capital Budget.

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5. THAT no work begin until the B.C.S.M.E. provide proof of funding and that an agreement ratifying the operating hours and funding be drawn up.
6. THAT Municipal Council be asked to concur. 129

Attachment 'B' is an information report received by the Commission at its meeting of 1989 September 06 which provides additional information relating to the proposed relocation.



DENNIS GAUNT
Director Recreation &
Cultural Services

PAL:hh
Attach.

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REPORT NO. 3
MEETING 14
89/06/21

RE: RELOCATION OF THE MODEL RAILROAD - CONFEDERATION PARK

RECOMMENDATIONS: ATTACHMENT 'A'

1. THAT Commission approve in principle relocation of the model railroad to Confederation Park.
2. THAT Commission approve the attached (Attachment #1) Confederation Park Model Railroad Proposal OP#6-1-87.
3. THAT the expenditure of \$75,000 included in the 1988 Capital Budget be approved for the relocation as outlined in this report.
4. THAT an additional \$79,355 be funded from 1988 General Revenue funds brought forward into the Commission's 1989 Capital Budget.
5. THAT Municipal Council be asked to concur.

BACKGROUND

PREVIOUS COUNCIL ACTION

Arising from the involvement of Municipal Council in the process the following motion was approved on 1988 July 11:

"THAT this correspondence be REFERRED to staff to work with the Burnaby Village Museum Board in determining the alternatives that are available for the railway relocation."

Arising from this motion an Inter-agency Committee was struck representing the Burnaby Village Museum Association, B.C. Society of Model Engineers, the Parks & Recreation Commission and the staffs' of Burnaby Village Museum, the Municipal Manager's office and the Departments of Engineering, Planning & Building Inspection and Parks & Recreation. Over a one year period that Committee has examined seven potential relocation options. The Committee eliminated all options with the exception of Confederation Park and has concluded that the Confederation Park proposal is the best. At its final meeting of 1989 April 18, there was a consensus of all members of the Committee to recommend to the Commission and to Council consideration of the relocation of the model railway to Confederation Park.

PREVIOUS COMMISSION ACTION

During 1988 culminating in its meeting of 1988 December 07, the Commission reviewed various aspects of the potential for relocating the model railway within the parks system. At the Commission meeting of 1988 December 07 it was:

MOVED BY COMMISSIONER BROWN, SECONDED BY COMMISSIONER JOHNSTON:

"THAT staff bring forward a report on the feasibility of relocating the model railway to Confederation Park."

CARRIED UNANIMOUSLY

REPORT

The proposed relocation site for the British Columbia Society of Model Engineers (B.C.S.M.E.) model railroad is at the north-east corner of Willingdon Avenue and Penzance Drive in Confederation Park (refer to Attachment #1). This section of Confederation Park was previously filled to level out a ravine area and has been used in past years by the Engineering Department for storage fo construction materials. The railroad layout occupies most of the fill site north of Penzance Drive and some forested portions further east.

An area of approximately 6 acres would be fenced in by the proposal. The eight foot high chain link fence would be setback approximately forty feet from Willingdon Avenue and sixty feet from Penzance Drive (twenty feet in from the park property line as requested by the Planning and Building Inspection Department). A natural landscaped frontage along Willingdon Avenue and Penzance Drive would be retained and planted to screen the fence. Mature tree stands within the eastern perimeter of the railroad site would be retained with selective clearing of the understorey to improve access and visibility.

The eastern boundary of the railroad remains separate at least fifty feet or more from the existing Confederation Park trail system. The continuity of the proposed east west trail route connecting the linear park along Eton Street to Confederation Park trails is maintained north of the model railroad site (defined as the A1 trail route in the 1986 Burnaby Trail Inventory and Development Program).

The fenced enclosure for the model railroad site would improve control of public access and monitoring of structures, equipment and track. This would help reduce potential vandalism and insure safe use. It is likely that the model railroad enclosure would allow the B.C.S.M.E. to maintain liability insurance equivalent to that of the existing museum site.

A diverse and creative railway environment would be created within the fenced area using trestles, mounds, tunnels, and railway artifacts. Elevated structures enable the rail route to traverse by water courses tree stands and sudden topographic changes in a sensitive manner. Tunnels allow for overlapping rail routes, and a space efficient track layout.

To accommodate the progressively steeper slopes north of Penzance Drive, the rail route and fence along Willingdon Avenue would have to be raised along a berm and possibly a retaining wall. The raised section would help screen the train car barn and other internal railroad activities from Willingdon Avenue.

During operational hours noise from the model railroad should not significantly impact neighbouring residents along Willingdon Avenue. With the small scale of trains used, landscaped perimeter and separated public access occurring along Penzance Drive, disturbances should be minimal. Maintenance work carried out on train engines would largely be carried out indoors within the Roundhouse or Depot/Workshop.

The model railroad site has been proposed previously for a large group picnic facility (Confederation Park Masterplan 1984 O.P.#6-1-57). Recreation staff have since indicated that if group picnic expansion were to occur in Confederation Park, the preferred location would be south of Penzance Drive and not at the proposed model railroad site. For group picnicking to be successful, adjacent active recreational areas and support facilities such as those existing south of Penzance Drive are preferred (and include washrooms, parking, sportsfields, a playground, spraypool, tennis courts, bocce courts, and lawn bowling). An organized group picnic facility at Penzance Drive and Willingdon Avenue would create excessive noise to adjacent residents.

The Planning and Building Inspection Department and Engineering Department have had the opportunity for preliminary input and their suggested changes have been incorporated into the design proposal. Approval from the Ministry of Transportation and Highways is required for such train rides and structures intended for public use.

DESIGN

Public access would be from Penzance Drive opposite an existing gravel parking lot. A small new parking lot could be created on the north side of Penzance Drive east and adjacent to the railroad site. This parking lot at the foot of the Penzance trail route would serve trail and railroad users without the need to cross Penzance Drive.

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The entry area to the model railroad would be bounded by a low picket fence and the first track loop of the passenger train. The entry area contains a ticket office, covered platforms for public boarding onto trains, a small picnic or resting site and possibly a concession.

The service yard of the model railroad would be reached by a pedestrian overpass crossing the railyard or by a grade level handicapped accessible path through the entry picnic site. Depending on activities within the model railroad, these two access points could be opened to the general public for displays or tours of the entire site following the internal trail system.

The service yard features a building cluster including the depot/workshop, roundhouse, and train car barn, as well as associated train maintenance support facilities. A model steam tractor would pick up passengers in the service yard and tour them through the internal trail system. The service area would become an activity focus during meets, offering displays and picnicking. Service vehicle access located opposite the Eton Street park strip is removed from the public areas of the model railroad and Willingdon Avenue residents. The railroad storage space located beside the train car barn is removed from internal public areas of the model railroad and effectively screened from Willingdon Avenue by landscaping and by the berm provided for the perimeter train route.

The rail circuit is a mile in length. A space efficient track layout has been proposed working with the necessary 130 ft. minimum diameter turns and 1 percent slopes. Curved ascents and descents, bridges over a creek and pond, curved tunnels, and long straight sections side by side provide excellent variety along the route. Any elevated track structures would have four foot platforms bounded by wire fences for safety. The enclosed double looped track north of the service yard is an elevated multiguage track for smaller model trains.

The creek, presently no more than a ditch through filled areas, would be shaped to achieve a pleasant watercourse. Along the creek and central to the model railroad site an area would be excavated to form a pond which would be traversed by several of the rail routes. The excavated material would be used to form a hill viewpoint central to the entire model railroad for enthusiasts to enjoy glimpses of the running model trains. The track route surroundings would retain and be enhanced as a natural landscape, reflecting some of the great British Columbian railways.

CONSTRUCTION AND TIMING

Phased construction of the model railroad proposal according to the B.C.S.M.E. would likely proceed as follows:

- 1) Removal and cleanup of existing stored materials.
- 2) Rough clearing, filling and grading of the model railroad site to accommodate the proposed design including leveling the railyard and building locations, shaping of the creek, pond, hill, service road, and internal trail system, clearing for the chain link fence, and general filling to accommodate track grades. Install required services for buildings.
- 3) Install entire chain link fence and gates.
- 4) Landscape park frontage along Willingdon Avenue and Penzance Drive.
- 5) Provide finished grade and construct Depot/Workshop and passenger loading platforms.

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- 6) Provide finished grade and construct large track route, trestles, bridges, tunnels, and overpasses.
- 7) Provide finished grade and build the elevated multi-gauge track.
- 8) Landscape and clean the internal site and provide necessary train maintenance facilities, public use facilities, rail artifacts and signage. (Open for public use).
- 9) Provide finished grade and construct the Train Car Barn and Roundhouse.

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The entire construction of the site infrastructure for relocation and expansion including steps 1 through 4 would be completed by the Corporation. If approval is given, a start would be made immediately upon the details of the licence to occupy the space, and the detailed planning and design of the move. The move would take place over an eighteen month period. Filling operations would take place until September 1989, followed by twelve months to complete the site grading, construction of site infrastructure, and relocation and expansion of the model railroad. The railroad would operate in its present location for the 1989 season, and start to operate at Confederation Park the fall of 1990 or the spring of 1991. Continuous operation of the model railroad for the summer of 1990 at the Burnaby Village Museum will be negotiated between the B.C.S.M.E. and the Museum.

FINANCING

It is estimated that the total cost for relocation plus expansion would be \$324,318 (refer to summary of proposed funding Attachment #2). Of this, costs of \$169,963 would be the full responsibility of the B.C.S.M.E. which includes \$34,445 for expansion of site infrastructure, \$118,088 for expansion of buildings and track, and a contribution of \$17,430 towards replacement of existing buildings.

The cost in constructing the entire railroad infrastructure including relocation and expansion to be completed by the Corporation would total \$113,800. A sum of \$79,355 would be funded by the Corporation with a contribution of \$34,445 from the B.C.S.M.E.

Total cost to the Corporation would be \$154,355. The 1988 Capital Budget includes \$75,000 for the proposal with the remaining \$79,355 recommended to be funded from the 1989 Capital Contingency. This would cover the costs of replacing the existing infrastructure of the model railroad totalling \$79,355 in addition to the 1988 Capital Budget allocation of \$75,000 provided to the B.C.S.M.E. in lieu of replacement of the present buildings at Deer Lake Park. An agreement, in writing, would be prepared between the B.C.S.M.E. and the Corporation, outlining the purpose of the grant, the conditions under which it would be paid, and allowing for an internal audit of its expenditure. The B.C.S.M.E.'s obligation would be to replace and expand site infrastructure and buildings as necessary using the grant monies, their own funds, and any other funds that they could raise. The society would also supply and install the track and all accessory requirements. It is recommended that the Commission approve these expenditures and so recommend to Council.

* funded from the 1989 Capital Budget from 1988 General Revenue funds brought forward for land acquisition purposes.

The Director Finance advises that the 1989 Capital Contingency has been somewhat depleted and he would therefore not recommend that this charge be placed against it.

The funds now identified are capital funds budgeted for land acquisition in the Commission's previous budgets which have accumulated and been brought forward into 1989 in the amount of \$876,231.

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The Corporation is presently putting in place a process whereby all parkland acquisitions will be drawn from the Parkland Acquisition Levy. The Commission will recall that the 1989 contribution of \$300,000 from taxes to be added to the \$876,231 was eliminated. The \$876,321 will become surplus and will be placed in the Corporation's capital surplus account as soon as the new process comes into use to be disbursed at Council's discretion.

As potentially surplus capital funds, they are considered an appropriate source for the funding of the railway move. Attached is a copy of page 99 of the Capital Budget which shows the appropriate funds.

RS:jei
Attach.

cc: Director Planning & Building Inspection
Director Engineering
Director Finance

1989 April 03

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ATTACHMENT #2

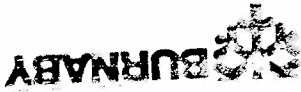
SUMMARY OF PROPOSED FUNDING FOR RELOCATION AND EXPANSION
 OF MODEL RAILWAY TO CONFEDERATION PARK

DESCRIPTION	VALUE OF PRESENT SITE \$	EXTRA COST TO EXPAND \$	TOTAL COST \$
Fence - equal to existing Fence - extra length and height	14,405	10,445	24,850
Landscape and entrance feature	28,000		28,000
Replace services	8,650		8,650
Transport track and gravel existing	8,750		8,750
Replace service road, paths, service yard area existing	7,550	24,000*	7,550 24,000*
Grade equal area (2 acres) Grade expanded area (4 acres)	12,000		12,000
Sub-Total	<u>79,355</u>	<u>34,445 (2)</u>	<u>113,800</u>
Replace buildings	92,430		92,430
New buildings/improve existing bldgs., expand trackage, etc.	<u>171,785</u>	<u>118,088 (2)</u>	<u>118,088</u>
Grant of \$75,000 to Soc. in lieu of building replacement	<u>75,000 (1)</u>		<u>75,000 (1)</u>
	<u>96,785</u>		<u>152,533</u>
Contribution by Soc. to building replacement	<u>17,430 (2)</u>		<u>17,430 (2)</u>
Corp. direct costs in construction of new infrastructure being value of present infrastructure	<u>79,355 (1)</u>		<u>79,355 (1)</u>
Add cash contribution by Society to cover cost of expanding infrastructure	<u>34,445</u>		<u>34,445</u>
Total estimated cost to build infra- structure, work to be completed by the Corporation	<u>\$113,800</u>		<u>\$113,800</u>
Total Cost to Corporation	<u>\$154,355 (1 - Total)</u>		<u>\$154,355 (1 - Total)</u>
Total Cost to Society	<u>.169,963 (2 - Total)</u>		<u>.169,963 (2 - Total)</u>
GRAND TOTAL COST	<u>\$324,318</u>		<u>\$324,318</u>

75,000 (1) - Included in the Burnaby
1988 Capital Budget

79,355 (1) - Funded from the Burnaby
1989 Capital Contingency

* \$24,00 is the total extra cost covering expansion in three areas - extra gravel,
- extra paths, roads and yard, and to grade an additional 4 acres.



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Account No.
 60-45
 60-45-03
 60-45-02

Land Acquisitions
 1988 general revenue funds brought forward
 1989 program financed by Parkland Acquisition Levy
 To acquire properties in accordance with the
 Park Acquisition Program

1990 - 1993 annual estimate financed by Parkland Acquisition Levy

1989-1993 Capital Budget

PARKS AND RECREATION (cont'd)
 VARIOUS ITEMS (cont'd)

Gross Expenditure
 \$ 876,231

1,000,000
 \$1,876,231
 \$ 750,000

Source of Funds (1)
 1988 funds brought forward
 Parkland Acquisition Levy

Source of Funds (1)	1989	1990	1991	1992	1993	Total
1988 funds brought forward	876,231	750,000	750,000	750,000	750,000	4,876,231
Parkland Acquisition Levy	1,000,000	750,000	750,000	750,000	750,000	4,000,000
	\$ 1,876,231	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 4,876,231

Note

(1) Parkland acquisition levy on subdivisions and rezonings assist in acquisition cost of neighbourhood parklands.

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CTOR'S REPORT NO. 8
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MISSION MEETING 89/09/06

RE: PROPOSAL TO RELOCATE THE MODEL RAILWAY TO CONFEDERATION PARK

RECOMMENDATION:

ATTACHMENT 'B'

1. THAT this report be received for information purposes.

REPORT

Arising out of discussion of the above proposal at the Commission meetings of the 5th of July and the 2nd of August, additional information was requested on some of the operational and funding aspects. The following is in response to those requests.

1. Question:

Would a contract be signed to ensure the opening times of the Model Railway?

Answer:

Yes. An official document would be signed by both parties stipulating the conditions under which the land was occupied. The Society has indicated in writing that they are prepared to negotiate and commit to certain opening times.

Initially the proposal is for Sundays and public holidays from Easter to Thanksgiving weather permitting. This could be extended from mid-March to the end of October should demand exist. Saturdays could be considered if the demand was there. Present experience would indicate that Saturdays are not viable. In addition there could be special occasions such as pre-Christmas.

The grounds of course are open at all times for members of the public who wish to join the Society and take up model railroading.

2. Question:

Are all members of the B.C. Society of Model Engineers in agreement with the move?

Answer:

Discussions with the President and the Past President confirm that at a regularly constituted membership meeting, a majority vote was recorded in favour of the move. Not everyone at the membership meeting voted in favour. The Society and its Officers operating on the democratic principle are therefore carrying out the wishes of the membership majority.

3. Question:

Is the land at the Museum required for anything else at the present?

Answer:

There are no firm plans approved for utilizing the space, and of course, until a firm decision is made to move the railway, such an option is not really available.

However, two items have arisen in the past twelve months which are of interest to the Museum Board. They are the accommodation of the carousel from the P.N.E. and the establishment of a full sized authentic street car ride within the Museum grounds. In both cases, for the establishment of the carousel and for the depot to start the street car ride, the land vacated by the Model Railway would be ideal. It is probably large enough to accommodate both uses.

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4. Question:

Would this project qualify for Provincial grants under the Lotteries or the GO B.C. Program? **139**

Answer:

The Director has spoken with staff in the Office of M.L.A. Elwood Veitch. In discussing this particular project, the consensus was that the creation of the Model Railway in Confederation Park especially with the connection to the Society as a citizens organization, could be considered very appropriate and could have a good chance of qualifying for Lottery or GO B.C. grants.

Both Provincial Programs are still active and could accept an application at any time that a decision is made.

5. Question:

How will the Society fund its part of the estimate and how close is it to its goal?

Answer:

As is the case with all non-profit organization, the Society will not be able to launch any serious fund raising until a firm decision is taken and it has a location and plans to take to its sponsors.

In the meantime, the Society has put all non-essential expenditures on hold and consequently over the last while has accumulated a fund of approximately \$40,000 of its own money with which to eventually kick off its fund raising drive. Its intention once a decision is made is to use a variety of fund raising techniques with which it has been very successful in the past. Some of them are as follows:

- a) Membership contributions and drives;
- b) Federal grants - New Horizons;
- c) Provincial grants - Lotteries and/or GO B.C.;
- d) Grants from the corporate sector;
- e) Use of educational institutions for construction purposes (the current station at Deer Lake was built under such programs);
- f) Volunteer labour.

The Club has a large pool of personnel for both skilled and unskilled work. Using this and the above items, the Society has every expectation that it would be able to meet its obligation in an agreed length of time.

As with all similar projects, the Finance Department of the Corporation will require that acceptable evidence of funding be in place before the project proceeds or Corporation contributions are spent.

DG:hh

C.C.
Director Finance