

**FINANCE AND CIVIC DEVELOPMENT COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: TRAM BARN: BURNABY VILLAGE MUSEUM**

**RECOMMENDATIONS:**

1. THAT Council approve design option "A" as outlined in this report.
2. THAT Council authorize the project architects to proceed to detailed design.

**REPORT**

The Finance and Civic Development Committee, at its Open meeting held on 2005 October 27, received and adopted the *attached* report providing information on tram barn designs and costs for the restored Interurban 1223 tram car. Design option "A" represents the tram barn closest to the recommended program for the proper storage and interpretation of the restored Interurban 1223.

Respectfully submitted,

Mayor Derek Corrigan  
Chair

Councillor Dan Johnston  
Vice Chair

Councillor Nick Volkow  
Member

Copied to: City Manager Deputy City Manager Director Finance Chief Building Inspector Director Planning and Building
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**TO:** FINANCE & CIVIC DEVELOPMENT COMMITTEE      **DATE:** 2005 October 27

**FROM:** MAJOR CIVIC BUILDING PROJECT COORDINATION COMMITTEE

**SUBJECT:** Tram Barn: Burnaby Village Museum

**PURPOSE:** To provide information on tram barn designs and costs for the restored Interurban 1223 tram car.

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**RECOMMENDATIONS:**

1. **THAT** approval be granted for design option "A" as outlined in this report.
2. **THAT** the project architects be authorized to proceed to detailed design.

**REPORT****BACKGROUND**

In the permanent collection of the Burnaby Village Museum is the 1912 Interurban 1223 tram car that operated in Burnaby into the 1950's and was a significant part of the development of the community. Once the trams ceased operating in the Lower Mainland, the vehicle was placed on display outdoors at Edmonds and Kingsway and later it was obtained by the Burnaby Historical Society and given to the City in 1971. It was in poor condition due to previous vandalism and weather damage. The tram was on display under an open shelter at the Burnaby Village Museum until 2001.

In 2001 Burnaby Parks, Recreation and Culture Commission approved the restoration and housing of the tram with the support of volunteers. The non-profit group, Friends of Interurban 1223, entered into an agreement with the City wherein they would restore the vehicle at their expense, and the City would construct a tram barn to house and interpret the restored vehicle at the museum. The restoration work is scheduled to be completed in 2006 September and is being done under the guidance of the Museum Conservator with volunteers working on the tram at a City warehouse at 6857 Royal Oak Avenue.

The site plan review ensured that the tram barn would provide for a meaningful visitor experience that presents the historic buildings, artifacts and landscapes well and exploits the site and context in the best way possible. It ensured that the development is integrated into the master plan that it celebrates the historic elements well and uses resource prudently. It relates to the Museum Policy as well.

To: Finance & Civic Development Committee  
From: Major Civic Building Project Coordination Committee  
Re: Tram Barn: Burnaby Village Museum  
2005 October 27 ..... Page 2

The tram barn plan will achieve the following functions:

1. Housing: a clean, dry, temperature controlled space for the storage of the restored tram.
2. Display: a facility for the display of the tram for interior and exterior public access within the building and immediately outside.
3. Interpretation: accommodation of interpretive displays, equipment and personnel to “bring to life” the story of the tram and its restoration.
4. Support Space: office, washroom, storage and circulation.

While the tram will not be restored to operational status, it will be accessible to visitors to enter. An exterior display track will provide for outdoor viewing, weather permitting. The tram barn is in a site where it could serve as a barn for a working tram should it be made operational in the future.

In 2004 Commission approved the site of the tram barn in the meadow near the Carousel replacing the old railway station (maintenance service building) and authorized the pursuit of steps to achieve the tram barn through the Finance and Civic Development Committee and Major Civic Building Project Coordination Committee. In 2004 funds were allocated for engaging consultants to consider site design and how the tram fits in, the preliminary building design showing area, elevations, materials, soils investigation, etc, and a preliminary project cost estimate.

## **TRAM BARN PLAN**

In 2005, Toby Russell Buckwell Partners, Architects were engaged to proceed with planning. As approved by Commission, the program recommended a double-track tram barn with one lean-to measuring approximately L60' X W40' X H25' (at peak with a 20' door clearance) (2,400 sq. ft.). The tram itself measures L51' X W9' X H14' and weighs 70,000 pounds. The building would be replica in style, concrete slab on grade, wood frame construction with exterior wood cladding with double hinged doors for vehicle access and a 4'4" gauge, 60' display track indoors and 70' display track outdoors with the Vorce Tram stop relocated beside the track. The building will be temperature controlled, with fire suppression sprinklers and appropriate power for service and display needs.

The selected site and the tram barn design concept above have been approved by Commission and endorsed by the Friends of Interurban 1223. The restored vehicle would be housed in an enclosed barn to prevent weather damage and to allow for proper interpretation and presentation. The consultants prepared preliminary plans and preliminary cost estimates have been done.

### **Tram Barn Plan: Design Option "A"**

The initial program was followed for the design for the double-track tram barn with lean-to. The location of the tram barn is in the meadow east of the Carousel building with perimeter concrete walkways, exterior track and access road realignment. The plan is for a wood frame building on concrete slab measuring L70' X W34' X H25' (2,380 sq. ft.). A small office, washroom and interpretive display space is included. Visitors would be able to walk around and enter the tram indoors with displays and interpreters bringing to life the story of the tram and its restoration. Power outlets will be distributed throughout the building for flexible lighting options and for A/V equipment. When the tram is winched outdoors, the building can function as an assembly area for events, programs, rentals, etc. This expands the program opportunities and additional revenue generating opportunities for the museum. This design option represents a tram barn more authentic to the period and fits well into the heritage village atmosphere of the site.

Option "A" is estimated to cost \$844,200 (\$788,900 net of GST).

### **Tram Barn Plan: Design Option "B"**

A reduced sized storage barn was designed showing a single track tram barn with no lean-to and no washroom or office space, and very limited circulation space. The building would be located in the meadow east of the carousel and would measure L65' X W25' X H25' (1,625 sq. ft.). It would function only as a space to store the tram, and public access and viewing would not occur indoors. There is no space for interpretive displays in this option. The tram could be accessed by the public only when positioned outside the barn when the weather permits.

Option "B" is estimated to cost \$625,100 (\$584,200 net of GST).

### **PRELIMINARY COST ESTIMATES**

As site preparation and servicing are required for both options, costs are similar. The difference in building areas accounts for the main cost variance. The difference between the options is \$219,100 (including GST). The premium required for the larger building is considered good value as it will provide greater flexibility and new programming opportunities which will assist the Museum in extending opportunities and offsetting these expenditures over time.

Although the 2005 Annual Capital Budget includes an amount of \$600,000 for the Tram Barn construction, costs for materials and labour have escalated dramatically in the last two years and continue to rise.

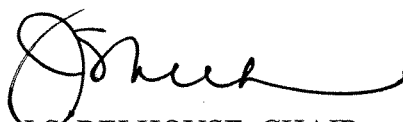
The revised budget estimate(s) in this report reflect recent increases and carry an escalation allowance that assumes a construction start in the spring of 2006.

To:	Finance & Civic Development Committee
From:	Major Civic Building Project Coordination Committee
Re:	Tram Barn: Burnaby Village Museum
2005 October 27 ..... Page 5	

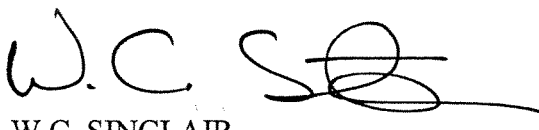
**CONCLUSION**

Design option "A" represents the tram barn closest to the recommended program for the proper storage and interpretation of the restored Interurban 1223. It provides for indoor and outdoor public access and interpretation. The building allows for more program options and revenue generating opportunities. This design also conforms to the agreement between the City and the Friends of Interurban 1223 for the storage and interpretation of the tram. Therefore, it is recommended that option "A" be approved, and that the architects be directed to proceed to detailed design.

Direction on the project is required now to finalize detailed plans and to complete construction by 2006 September.



J.S. BELHOUSE, CHAIR  
MAJOR CIVIC BUILDING PROJECT  
COORDINATION COMMITTEE



W.C. SINCLAIR,  
DIRECTOR ENGINEERING



KATE FRIARS  
DIRECTOR PARKS, RECREATION  
& CULTURAL SERVICES

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- Copied to: City Manager  
Deputy City Manager  
Director Finance  
Chief Building Inspector

