

**City of Richmond  
Britannia Heritage Shipyards**

**Historic Zone Development**

**Request for Proposal No. 2688P  
for  
Architectural/Engineering  
Landscape Architectural  
Consulting Services**

**Terms of Reference  
Closing Date:  
May 10, 2005, 2:00 p.m. local time.**

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Attached to this Request for Proposal is:

## **APPENDIX 1**

Britannia Heritage Shipyard Park  
Historic Zone Development Plan  
October 2004

Note: The drawings and plans contained in this document were prepared by Vaughan Landscape Planning and Design as commissioned by the City of Richmond.

## **APPENDIX 2**

City of Richmond Form of Agreement

## **1.0 INTRODUCTION**

### **.1 Invitation**

The City of Richmond completed the Britannia Heritage Shipyard Park Historic Zone Development Plan in October 2004. This report provided the basis for funding allocation for the project. The report has divided the area into two phases, however, it is likely that the funding will be allocated over three years. Funding has been approved to proceed with Phase 1 in 2005.

The City of Richmond invites your firm to respond to this RFP with a written proposal. The proposal for services will cover the complete project over all phases. Award will be given for Phase 1 only at this time, with provision to proceed with the future Phases when funding will be allocated.

Any costs incurred by the Proponents in the preparation of this proposal or attendance at an interview will be borne by the Proponent.

### **.2 Intention of City of Richmond**

It is the intention of the City of Richmond to award the Contract to the Proponent that submits the most advantageous Proposal, which is in the best overall interest of the City of Richmond. The final selection of the Proponent is at the sole and complete discretion of the City of Richmond.

The City of Richmond reserves the right to accept or reject all or part of any Proposal including but not limited to the right to request a change of a specific individual sub-consultant(s) or sub-consulting firm(s) and/or to substitute or add individual team members.

The prime consultant shall not without the written consent of the City of Richmond change, substitute any team member or sub-consultant or assign the benefit of or delegate its obligations under this Request for Proposal in whole or in part once the final team composition is determined and the Proposal for Services is submitted.

The City of Richmond reserves the right to negotiate with the selected Proponent to modify its Proposal to best suit the needs of the City of Richmond. If negotiations with the selected Proponent are unsuccessful the City of Richmond reserves the right to negotiate with the next most suitable Proponent and so on until an agreement is reached. The City of Richmond reserves the right not to award this contract.

All proposals shall be kept open for acceptance by the City of Richmond for sixty (60) days after the date of submission.

### **.3 Confidentiality**

The City of Richmond acknowledges that Proposals may contain confidential information about the Proponent team. The City acknowledges and agrees that Proposals in response to this RFP are provided in confidence and protected from disclosure to the extent permitted by the Freedom of Information Act and that all documents submitted to the City will be subject to the protection and disclosure provisions of this legislation. The material contained in the successful proposal will be incorporated in a contract.

## **2.0 SITE LOCATION & SURROUNDING CONTEXT**

### **.1 Site Location**

Britannia Heritage Shipyard Park is located at 5180 Westwater Drive. The study area for the Development Plan is the eastern portion of the park site. It extends from the southern edge of Westwater Drive in the north, south to the Fraser River, and from the east side boundary to the eastern edge of the boat yard.

### **.2 Surrounding Site Context**

On the site are located five historic buildings: The “Chinese” Bunkhouse circa 1920, two “Murchison” houses circa 1880 to 1890, and two “Stilt Pile” houses circa 1888-90 and 1912. None of these buildings are original to the this site but have been relocated here when threatened by development in their original locations. They were relocated to this site from elsewhere as examples of housing used by those who worked on the waterfront. The subject area also encompasses the Richmond Boatworks building and boat yard, the Cannery office and the winch shed.

To the north of the Westwater Drive is an existing residential area. The site's boardwalk extends west toward Steveston.

To the south of the study area is the Britannia Shipyard building located on the water's edge and was restored a few years ago. It operates as a working ship repair building and includes an interpretation display for public visitors.

To the west are the remaining four buildings that belong to the Britannia Shipyards Park.

To the east the property directly adjacent is used by the Steveston Harbour Authority as a storage yard.

## **3.0 PROJECT DESCRIPTION**

### **.1 Overall Site Development Strategy**

The intention is to recreate a residential area for interpretation purposes. Historically, the boardwalk along the water served as the “main street”. Since the area was tidal and the land on which the houses were located was marsh, the houses were built on piles. The landscaping would have been a combination of native marsh vegetation and cultivated garden and orchard plants like those planted near homes for food production.

For further details, vision and design principles to be adopted please refer to the Development Plan which form the Appendix to this document.

### **.2 Park Design Concept**

The Concept Plan included in the Historic Zone Development Plan was prepared by Vaughan Landscape Planning and Design. It is intended to now further develop this design and implement it in 2 – 3 phases.

Details of this concept plan are contained in the Appended document.

### **.3 Project Schedule**

The Development Plan components are divided into 2 Phases. The first Phase is to commence in 2005. It is anticipated that funding will be available in 2006 to commence Phase 2.

The current project schedule anticipates that a consultant team will be retained in late May 2005. The successful proponent will review the Concept Plan and proposed project budget confirming the scope of work for Phase 1 prior to commencing Design Development.

The successful Proponent will be required to develop a detailed Project Schedule to include review of Phase 1 budget and Scope of Work, Design Development, preparation of detailed Tender Drawings, Tendering and Substantial Completion for Phase One.

The study area is not open to the Public at this time so that the schedule for the development and construction of the Historic Zone is not affected by any site programming issues.

A preliminary Schedule is requested to be included in your proposal submission.

### **.4 Project Budget**

The preliminary total project budget including soft-costs and contingencies:

#### Phase 1

• Site servicing & “pond” development	\$ 340,000
• boardwalk	80,000
• building foundations	150,000
• soft costs	<u>80,000</u>
Total for Phase 1	\$ 650,000

#### Phase 2 includes:

• relocate & restore buildings onto foundations	\$ 283,000
• landscaping & roadways/parking lot	58,000
• interpretation & displays	<u>150,000</u>
Total for Phase 2	\$ 491,000

Projection Budget for Total Project \$ 1,141,000

All cost estimates are in 2004 dollars. Detailed costs are included in the appended Development Plan.

### **.5 Public Consultation Process**

Richmond has a tradition of community involvement and some form of Public Consultation is expected. The City of Richmond will lead the public consultation process and will expect participation from the proponent. This may include preparation of presentation boards and attendance at Committee meetings, public Open House, or design workshops. The Britannia Advisory Board will be consulted and kept informed of the development of this project.

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## 4.0 SCOPE OF WORK

### .1 Scope of Services

The Proponent Team scope of service is anticipated to include but not be limited to the following areas of involvement:

#### .1 Prime Responsibility:

- .1 Analyze and confirm the current Concept Plan for Phase 1 and Phase 2.
- .2 Analyze and comment on the proposed total project budget for Phase 1 and Phase 2. Prepare revised cost estimates for each component for each Phase.
- .3 Complete design services from concept design, design development, construction documentation, tender documents and Contract administration for Phase 1.
- .4 Advise on method of Construction delivery.
- .5 Prepare documents and apply for approvals from the appropriate authorities.
- .6 Participate, review and advise regarding the pre-qualification of contractors.
- .7 Administration of the tender process in conjunction with the City's Purchasing section.
- .8 Review and evaluation of the tender submissions.
- .9 Recommendation of preferred Contractors.
- .10 Complete construction contracts administration including:
  - Complete field services and thorough documentation;
  - Weekly/bi-weekly site meetings with the Contractor c/w detailed minutes;
  - Continuous monitoring of Contractor progress and project costs;
  - Recommendation, preparation, issuance of Changes to the Contract;
  - Timely response and direction to the Contractor;
  - Determine conditions for achievement of Substantial Completion and Final Completion;
  - Prepare deficiency lists and monitor completion/correction.
- .11 Provide final and complete digital as-built drawings in the latest version AutoCad;
- .12 Coordinate Operations & Maintenance Manuals.

#### .2 Other Responsibilities:

- .1 Prepare a Phasing Plan.
- .2 Prepare documentation to enable easy transition to future Phases of the project.
- .3 Coloured renderings for Presentation and Public Consultation.

### .2 Project Deliverables

The Proponent will be responsible to provide complete park and landscape design, architectural and engineering services for Phase 1 of the Historic Zone Development Plan and development the design parameters for future Phases based on the assumptions utilized to design and implement Phase 1.

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## 5.0 SUBMISSION REQUIREMENTS

### .1 Proposal Submission

Six (6) copies of the written Proposal must be submitted **on or before Tuesday, May 3, 2004 at 2:00 pm local time** and to include:

- .1 The Proposed Scope of Services in response to the criteria outlined in this RFP.
- .2 Clearly outline those Services not included in your proposal.
- .3 The Proposed Project Team, specifically for Phase 1 and any additions/deletions for Phase 2.
- .4 Indicate the Project Team leader and the specific role for each team member.
- .5 Proposed Project Schedule
- .6 Fixed Fee Schedule for Phase 1
- .7 Schedule of Hourly Rates for additional Work.
- .8 Fee Schedule to be used to determine Fees for future Phase 2.
- .9 Previous project experience for your firm and proposed sub-consultants, specifically outline previous projects of a similar nature.
- .10 Specific experience of the Project Team leader.

Submissions to be clearly labeled:

**“Britannia Heritage Shipyard Historic Zone, Contract Number 2688P”**

and to be submitted to:

Purchasing Unit,  
Information Counter, Main Floor,  
Richmond City Hall, 6911 No.3 Road,  
Richmond BC V6Y 2C1.

**Any interpretation of, additions to, deletions from, or any other corrections to the Proposal document, will be issued as written addenda by the City of Richmond. All bidders receiving copies of the documents will be e-mailed copies of the addenda. It is the sole responsibility of the potential Bidder to check with the City of Richmond to ensure that all available information has been received prior to submitting a bid.**

### .2 Detailed Proposal Content

To aid in the consultant evaluation and selection process and to ensure that all information is considered, each Proponent Team should consider and comment on the following topics, issues, statements or questions in your respective Proposals:

- .1 Indicate your interpretation and understanding of the City of Richmond’s vision for the Historic Zone Development Plan.
- .2 Articulate your Team’s approach to this project.
- .3 The City of Richmond places special importance on the sustainable design and performance aspects of this project given the potential magnitude of operations and maintenance costs. Therefore the Proponents are requested to pay special attention to this topic in their respective proposals.

### **.3 Fee Schedules**

Proponents are requested to include in the Fee Schedule the following:

- .1 **Fixed Fee** for the full services for Phase 1
- .2 A Project Team Fee Schedule
- .3 A proposed Fee Schedule to be determined in establishing Fees for future Phases.
- .4 Clearly identify those services that fall outside of this fee proposal.
- .5 Include a Schedule of Hourly Rates for all team members to be applied for additional services and changes to the scope of work through the duration of the project.
- .6 Include a Schedule of Disbursements anticipated and allowed for by each consulting firm, rates thereof, and any Administrative Overheads applied. Include a disbursement estimate for Phase 1.
- .7 Additional fees for Presentation Materials including perspectives, models, etc.
- .8 The selected Proponent will be required to execute a Richmond Contract for consulting services. Although it is desirable to complete all phases of this project with the same consultant team, the City of Richmond reserves the right to terminate after any Phase and not to proceed with the same Consultant team for future Phases.
- .9 The selected Proponent/Consultant will not be entitled to any additional or extra fees or disbursements without the expressed written approval, properly authorized in advance by the City of Richmond.

### **.4 Interview**

- .1 The Proponents will be scheduled for an Interview by the Selection Committee.

### **.5 Contacts**

- .1 It is the Proponent's responsibility to clarify the interpretation of the RFP or other issues by contacting:
  - **Mary Brunet, Project Manager, Facility Planning and Construction at 604-244-1267**
- .2 The answers questions or requested clarifications will be forwarded in writing to all invited Proponents.

## 6.0 CONSULTANT TERMS AND CONDITIONS

### .1 Form of Contract

- .1 The Form of Contract will be City of Richmond Form of Agreement for Consultant Services as included in Appendix 2.
- .2 The City of Richmond may, at any time, upon thirty (30) days written notice to the Prime Consultant, terminate without further costs or liability, this contract or any part thereof as it relates to the provision of services by the Consultant or any of the sub-consultants.
- .3 This agreement may be terminated by the City of Richmond immediately, to be confirmed within 5 days in writing, in the event of a material breach of the Agreement or other material act of default or misconduct including but not limited to, negligence, willful harm, crimes, poor performance or misrepresentation of skills by the Consultant or of the Consultant's employees or agents.
- .4 If the City of Richmond gives notice then all work completed up to and including the effective date of the cancellation, shall be the property of the City of Richmond; and the City of Richmond shall pay the Consultant for the services rendered by the Consultant up to the effective date of the cancellation.

### .2 Insurance / Indemnity

The Consultant agrees to indemnify and hold harmless the City, its agents, employees, and elected officials, against any damages, liabilities, or costs, including reasonable attorney fees and defence costs, arising from or allegedly arising from or in any way connected with any act or omission by the Consultant, his employees, officers, volunteers, servants, or agents, or persons for whom the Consultant has assumed responsibility, in the performance or purported performance of this agreement.

The Consultant team shall during the term of the Agreement, and at its own expense, maintain with Insurers and in forms satisfactory to the City of Richmond, the following insurance policies:

- .1 Comprehensive General Liability insurance policy for bodily injury (including death) and property damage in an amount of not less than FIVE MILLION DOLLARS (\$5,000,000) inclusive limit of any one occurrence and such policy shall include:
  - Cross Liability clause;
  - Contractual Liability coverage;
  - Non-owned Automobile Liability Clause
- a) Professional Liability insurance policy for damages arising out of errors or omissions, or wrongful act by or on behalf of the Consultants in providing professional services under this Agreement. Such insurance policy to be in an amount of not less than \$250,000 for any one claim and such insurance shall remain in operation for 24 months after substantial completion of the work. .
- .2 The City shall be added as an additional insured under both the Consultants' professional liability insurance and comprehensive general liability insurance.

All insurance policies shall provide that they cannot be cancelled or materially changed without at least 30 days' notice to the City.

Prior to the commencement of the services hereunder, the Consultant shall file with the City a copy of each insurance policy and certificate required. All such insurance shall be maintained until final completion of the service.

The successful Proponent will provide verification of WCB coverage.

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## **7.0 SELECTION PROCESS**

### **.1 Timetable**

Request for Proposal issued	April 19, 2005
Proponents submit Proposal of Services and Fees	May 10, 2005
Proponent Interviews	week of May 16, 2005
Selection Committee submits Recommendations to Senior Staff	May 24, 2005
Contract Award	May 25, 2005

### **.2 Mandatory Proponent Briefing Session and Site Visit**

The City of Richmond will conduct a mandatory, Proponent Team briefing session on Monday May 2, 2005 at 10:30 am local time at Britannia Heritage Shipyards. Proponents will have the opportunity to walk the project site.

### **.3 Selection Criteria**

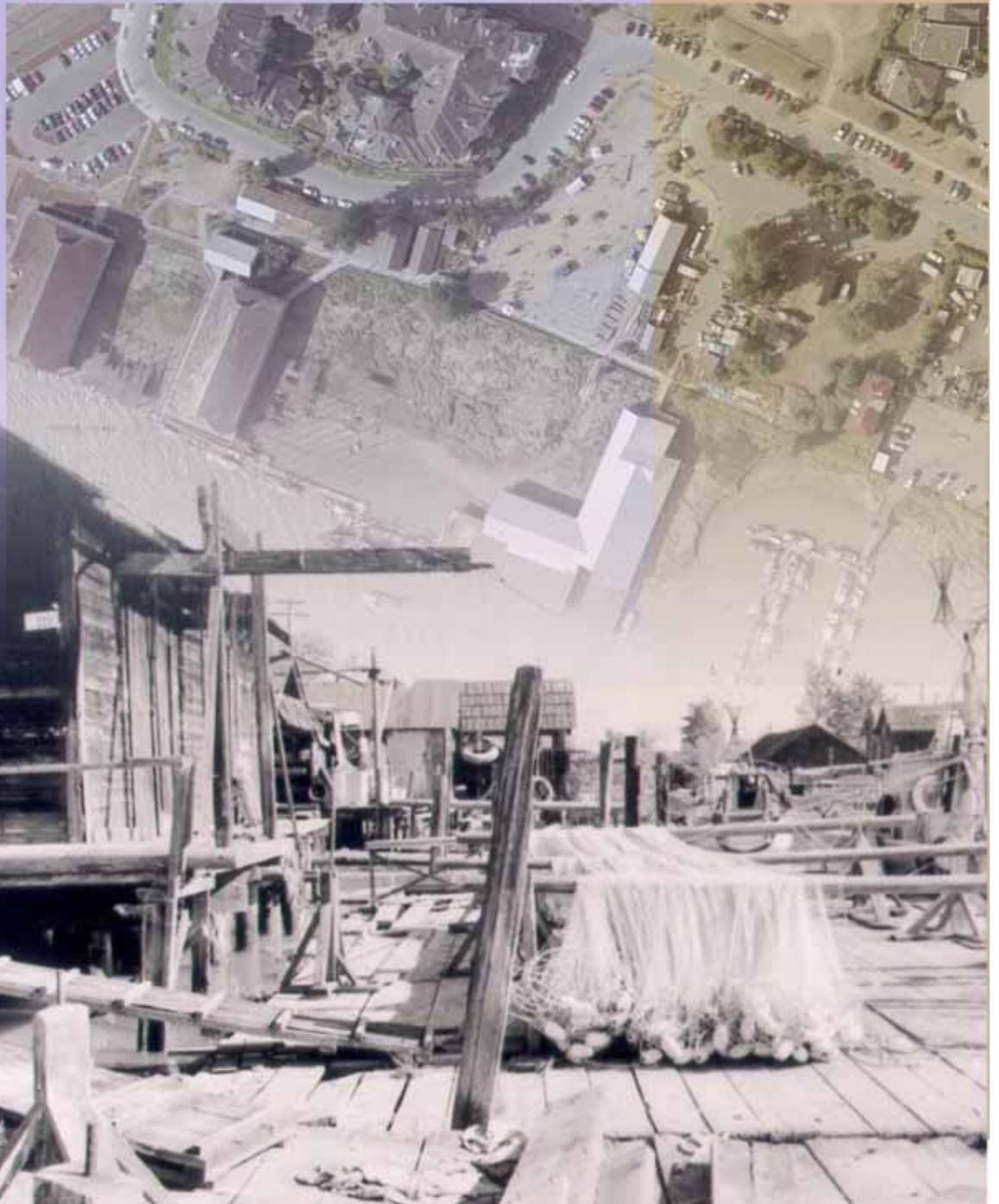
Each proposal should include the following:

- .1 Overall Proponent Team Composition, Individual Skills, Relevant Experience and Consultant team organization.
- .2 Interpretation statement indicating your team's understanding of the Historic Zone Plan contained in the Appendix.
- .3 Project Methodology and Design Approach, including methods for budget control.
- .4 Submitted Preliminary Project Schedule Control
- .5 Fees
  - Fixed Fee Schedule for Phase 1
  - Project Team Fee Schedule
  - Schedule of Hourly Rates
  - Proposed Fee Schedule for future Phases
  - Schedule of Disbursements, including disbursement estimate for Phase 1
- .7 Interview

**Britannia Heritage Shipyard Park**

*Historic Zone Development Plan*

**October 2004**





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## **Background**

In order to start the next phase of capital planning at the Britannia Heritage Shipyard Park, and in response to the offer of a donation of the two remaining Steveston stilt pile houses to be relocated to Britannia or to be demolished, City Council requested that a development plan for the east precinct – Historic Zone – be completed. Concepts for the area had been outlined in the Britannia Heritage Shipyard Park Concept Plan (1993) and refined in the Britannia Heritage Shipyard Study Area Plan (1995).

The Development Plan was to include:

- ❑ a detailed plan of the historic zone;
- ❑ the placement of buildings (including those existing on site and two stilt pile houses), use of and interpretation of the buildings;
- ❑ a circulation plan through the historic zone and connection to the rest of the site;
- ❑ a landscaping plan;
- ❑ an interpretation plan;
- ❑ a capital funding plan; and,
- ❑ a phasing plan.

A committee comprised of members of the Britannia Advisory Board, Britannia Heritage Shipyard Society and City staff, was struck to guide the process. A workshop was held in May 2003 with committee members plus several people who had a long time association with Britannia. (Appendix 1)

## **Vision, Principles and Goals**

At the workshop the vision, principles and site goals laid out in the Britannia Business Plan were confirmed for the Historic Zone.

The vision for the Britannia Heritage Shipyard Park is for it to be:

*a publicly accessible waterfront heritage park and working museum with passive, active and interactive activities, focusing on the local industrial marine heritage. Emphasis is on the west coast wooden commercial fish boat building and repair that was historically based in Steveston; and the cultural mosaic and living conditions of the labour force on the Steveston waterfront.*

The Principles adopted for the site were:

- ❑ *retain the spatial context of the buildings to retain the feeling of closeness to each other and to the water;*
- ❑ *the buildings should relate to the traditional activities on site;*
- ❑ *the depiction of the living conditions would reflect those who worked in the industries on the waterfront in the early 1900's;*

- ❑ *the boats on display should be heritage boats of the type that would have been built or repaired at Britannia and should be accessible to the public;*
- ❑ *any boat building or repair should be on a cost recovery basis unless they are part of the collection;*
- ❑ *interpretation will be done using active and interactive displays and activities;*
- ❑ *parking would be structured so as to minimize the impact on the site;*
- ❑ *the interventions to the buildings at Britannia will be guided by accepted conservation practices so as to retain the heritage integrity of the site.*

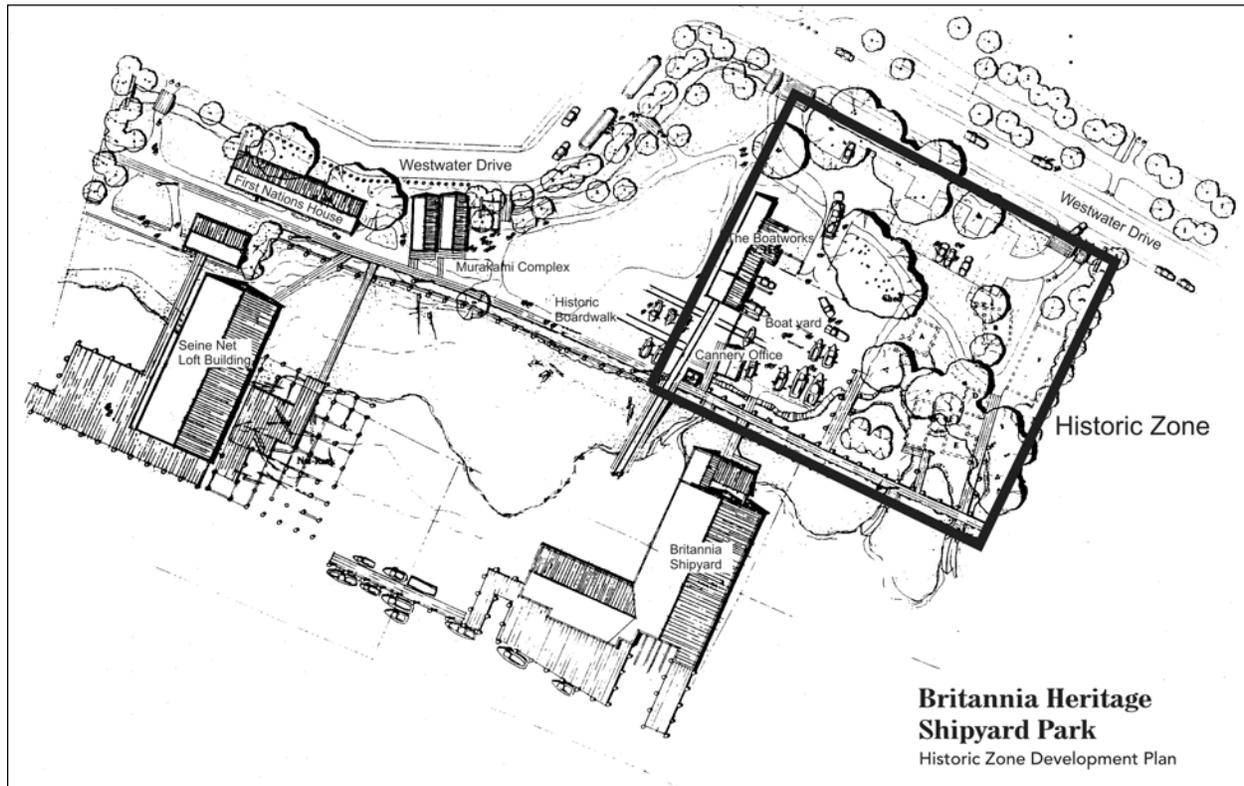
The goals for the site are that it should be:

- ❑ *vibrant*
- ❑ *open and accessible*
- ❑ *safe*
- ❑ *unstructured*
- ❑ *a destination for residents and visitors*
- ❑ *a place where the historic look, feel and sense will be evident*
- ❑ *integrated with and complementary to other waterfront historic sites*

## **Study Area**

The study area for the Development Plan is the eastern portion of the park site. It extends from the southern edge of Westwater Drive in the north, south to the Fraser River, and from the east side boundary to the eastern edge of the boat yard.

## Site Context Map



## The Site

In October 1995 a Concept Plan for the Historic Zone was prepared and received by Council. The Development Plan Steering Committee reviewed and reiterated the concepts and plans put forward at that time and moved forward to detailed development plans in order to further the development of the area and for detailed cost estimates to be done.

The intention is to recreate a residential area for interpretation purposes. Historically, the boardwalk along the water served as the “main street”. Structures were located on both sides, primarily canneries and wharves on the water (south) side and services and residences on the land (north) side. Boardwalks branched off to the doors of the residences. Since the area was tidal and the land on which the houses were located was marsh, the houses were built on piles. The landscaping would have been a combination of native marsh vegetation and cultivated garden and orchard plants like those planted near homes for food production. Communal net mending racks dotted the waterfront areas, frequently situated at the core of housing groupings.

The principles adopted for the area are:

- ❑ residential/social buildings envisioned for the area are seen as part of the context for the completion of the shipyard and not as an entity of their own;
- ❑ buildings to be placed reminiscent of worker housing along Cannery Channel at the turn of the 20<sup>th</sup> century;
- ❑ boardwalk located upland of the bulkhead and houses set back about 6 meters;

- ❑ houses on piles, clustered along the waterfront with configuration typical of early settlement with boardwalks to doors;;
- ❑ the 6 meters between boardwalk and buildings will be reminiscent of a ditch/marsh area typical of the historical waterfront;
- ❑ landscaping replicating the past with combination of native marsh vegetation and cultivated garden and orchard plants like those planted near homes for food production.

There are five buildings to be located within the study zone:

- ❑ “Chinese” bunkhouse
- ❑ two “Murchison” houses
- ❑ two “stilt pile” houses

Unlike most of the other buildings on the Britannia site, all of these five buildings were relocated to this site from elsewhere as examples of housing used by those who worked on the waterfront.

## History of the Buildings

### **Bunkhouse - circa 1920**

Chinese workers occupied buildings such as this during the canning season between 1920-1940. Bunkhouses were large, two storied, built on pilings over the water and accessed by a boardwalk system. Half the ground floor and the entire top floor usually consisted of rows of rooms with three bunks to a room, providing sleeping quarters for a cannery crew of fifty to one hundred men. A portion of the ground floor was a common eating area furnished with low tables and benches. Cooking was done in large woks on a single stove surface. Generally, the cook stove represented the only source of heat for the building. Tables used at mealtimes, doubled as gaming tables.

The bunkhouse is typical of bunkhouses in which Chinese labourers lived adjacent to the Hong Wo Store to the east of this site. The last of the original Richmond bunkhouses was demolished in 1985. This bunkhouse was built in 1920 for the ABC Packing Company’s Glendale Cannery, at Knights Inlet. In 1951 it was loaded on to a barge and towed to the Phoenix Cannery property in Steveston, just west of this location, onto the old BC Packer’s Cannery site. For many years it was used for net storage. BC Packers donated the building to the City of Richmond and it was moved to this site in 1999.

This bunkhouse is believed to be the last surviving cannery bunkhouse used by Chinese workers on the BC West Coast.

Use: It will be restored to public access and interpreted as it was when housing Chinese labourers. It will also be available for large gatherings.

**“Murchison” Houses – circa 1880 to 1890**

These two buildings, referred to as the ‘Murchison Houses’, are representative of the many 1880’s vintage “knock down” or “prefab” houses found along the Steveston waterfront. The prefabricated sections were brought to Steveston by barge from New Westminster. The smaller building was originally used as a cannery bunkhouse and the larger was home to a boat builder or fisherman.

In 1895 John Edward Murchison purchased the two buildings, moved them to his farm on Second Avenue and joined them together. Mr. Murchison was Steveston’s first Police Chief and Federal Customs Officer. He converted a portion of the smaller building and used it as his place of business. From 1931 until 1956 they were used as a kindergarten/day care for Japanese children by the Franciscan Sisters of the Atonement. In 1993 the buildings were donated to the “Murchison House Preservation Committee” and moved to the Britannia site.

**“Stilt Pile” Houses – circa 1888-90 and 1912**

Originally located across from what is now Garry Point Park on 7<sup>th</sup> Avenue they were moved to the Britannia site in 2004 due to redevelopment of the properties on which they were located. They are small rectangular gable roofed one-storey houses of modest proportions constructed on a foundation of posts or stilts. Their heritage value lies in the historical and cultural associations with early settlement. They are the last of a number of similar houses built as accommodation for Steveston’s cannery workers. The method of construction of the foundations, on pilings, was in response to the flooding conditions due to the inadequate dike protection at the time.

The smaller of the two houses built circa 1888 – 90 was owned by the Hornbrook family in the 1940’s and 50’s and later by the Reid family. There were small trenches across the mud floor to drain away the water when the tide went out. The larger of the houses was built in 1912 and was the home of the Point family until the mid 1950’s. Chief Point, the hereditary Chief of the Musqueam, was born at Garry Point.

Use: One of the larger houses, to be placed on the western end, will become a site caretaker suite. The next house will become an interpretation and visitors centre. The other two will be restored and interpreted as houses in the late 1800’s/early 1900’s workers houses.

Further research is being conducted on each of the five buildings to determine extensive history and prepare interior interpretation plans for each.

## The Plan

### Proposed Site Design



#### Design Features:

- ❑ the boardwalk continues from the shipyard entrance to the eastern edge of the property;
- ❑ the five buildings are relocated on foundations closer to the river's edge accessed by walkways from the boardwalk;
- ❑ the area between the four houses and the boardwalk will replicate the original tidal marsh area with a "pond like" structure with marsh type vegetation;
- ❑ the four houses will be built on piles at the front over the pond;
- ❑ the most westerly placed house will be renovated to provide accommodation for the site caretaker;
- ❑ the adjacent house will house a visitor's centre;
- ❑ the two remaining houses will be restored and allow public viewing from the windows;
- ❑ a communal net mending rack in front of the houses will be constructed;
- ❑ the Chinese Bunkhouse, located at the eastern property line will have a small platform at the end of the boardwalk and the interior restored to depict the living conditions of those it housed. The main floor will be minimally furnished so as to accommodate rentals for larger groups. For unloading equipment & supplies for events it will be accessible by vehicle via a crushed asphalt path from the road;

## *Historic Zone Development Plan*

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- ❑ the area behind the houses will be natural vegetation with some trees. The area will be a natural undulating space, open to the road and a small amphitheatre will be created to accommodate small performances and informal gatherings. Picnic tables will dot the area;
- ❑ the current parking lot will be relocated further to the western edge of the park. This will provide the openness in the eastern area required for gatherings and help create a “sense of arrival” at the site;
- ❑ a focal point with wayfinding and interpretative site information will be created adjacent to the parking lot;
- ❑ the pathway from the parking lot/entry way will be defined and an area currently in gravel will be replaced with grass;
- ❑ site lines from the road will be opened up for enhanced monitoring of the site for security.

### **North Facing View of Buildings**



Detailed technical drawings for the site and the creation of the water area and boardwalk are contained in Appendix 2 & 3.

## Costing

Preliminary order of magnitude cost estimates were prepared by Landscape Architect, Jeff Vaughan, and the Facility Management Department.

Site servicing & “pond” development .....	\$340,000
Services .....	\$80,000
Building foundations .....	\$150,000
Boardwalk .....	\$80,000
Relocate buildings onto foundations, restore interior & exterior .....	\$283,000
Landscaping & roadways/parking lot .....	\$58,000
Interpretation & displays .....	\$150,000
<b>TOTAL.....</b>	<b>\$1,141,000</b>

(All cost estimates are in 2004 dollars and include design, overheads, permits and City costs)  
(Detailed breakdown costs – Appendix 4)

## Phasing

The development of the area was divided into two phases.

Phase 1 consists of:

- site servicing
- pond development
- boardwalk
- building foundations

Phase 2 consists of:

- relocate buildings onto foundations
- restore interior & exterior
- landscaping & roadways
- relocation of parking lot
- interpretation & displays

## Recommendations

The Development Plan Steering Committee made the following recommendations:

- that the Historic Zone be considered as an entity and not as a collection of parts or buildings; and,
- that the development phasing plan as presented be used as the logical sequence to complete the area.

**West Facing View Along Boardwalk**



## Appendix 1 - Workshop Participants

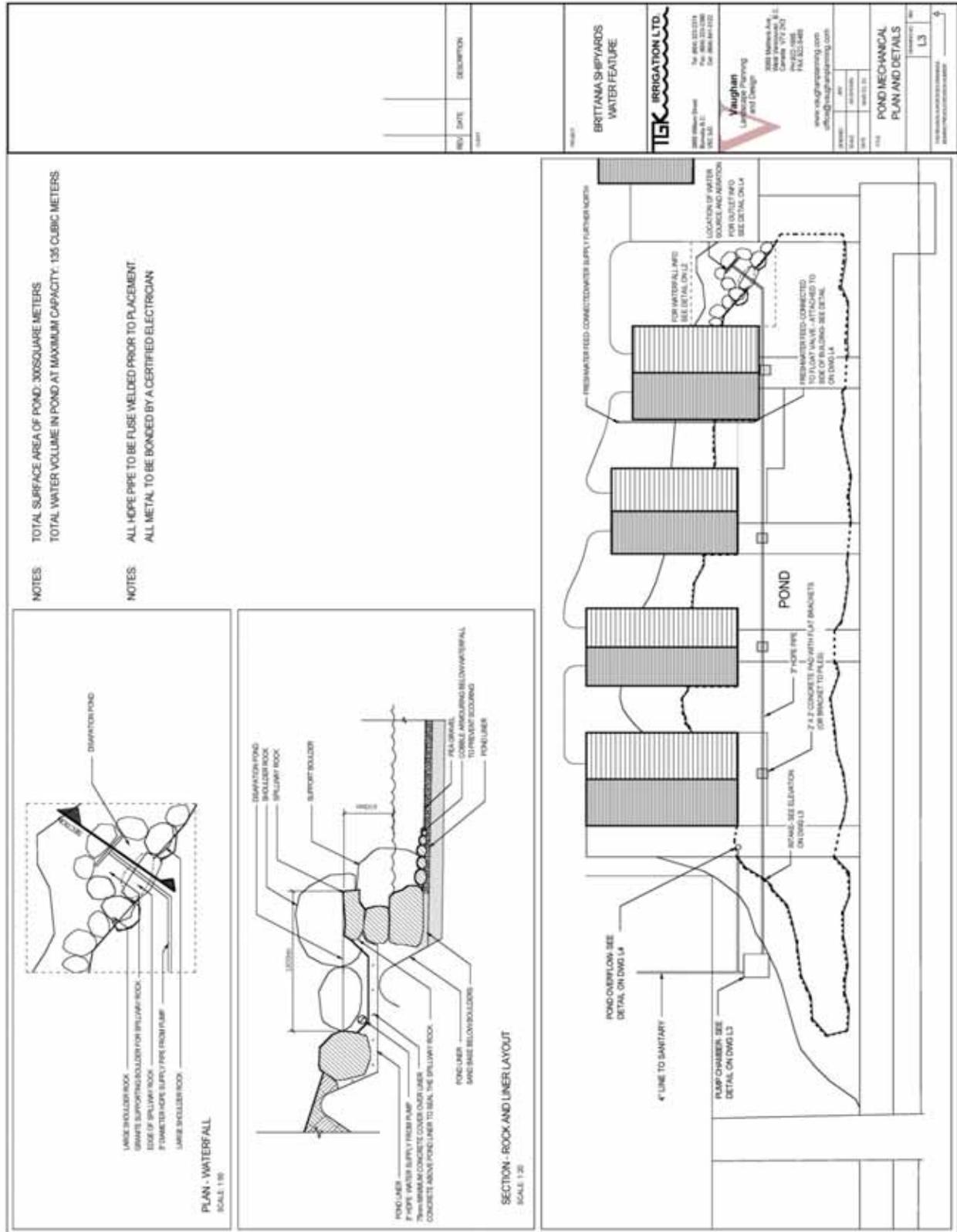
Bob Butterworth	Britannia Advisory Board
Jane Fernyhough	City of Richmond, Heritage & Cultural Services
Robbie Johnson	Britannia Advisory Board
Bryan Klassen	City of Richmond, Heritage & Cultural Services
Bill McNulty	Councillor, Council Liaison to Britannia Advisory Board
Bill Nelson	Britannia Advisory Board
Bob Ransford	Britannia Advisory Board, Chair
Dave Semple	City of Richmond, Parks
Harold Steves	Councillor
Yvonne Stich	City of Richmond, Parks
Sui Tse	City of Richmond, Engineering

Facilitator: Janna Taylor





# Historic Zone Development Plan





## Appendix 4 - Detailed Cost Estimates

### Britannia Heritage Shipyard Building

Description

Scope of Work and  
Values Adjusted for  
Inflation 2004

	Chinese Bunkhouse	Murchison Large	Murchison Small	Stilthouse Large	Stilthouse Small
Exterior Work	\$19,510	\$10,000	\$5,000	\$10,000	\$6,000
Structural Work	\$37,720	\$5,000	\$2,000	\$5,000	\$2,000
Interior Work	\$18,434	\$20,000	\$5,000	\$15,000	\$10,000
Code Work	\$15,247	\$2,000	\$1,000	\$2,000	\$1,000
Mechanical Systems	\$ -	\$8,000	\$2,000	\$5,000	\$2,000
Electrical Systems	\$8,580	\$5,000	\$2,500	\$5,000	\$2,500
	\$99,491	\$50,000	\$17,500	\$42,000	\$23,500
Contractor O/H&P	\$114,415	\$57,500	\$20,125	\$48,300	\$27,025
20% Contingency	\$137,298	\$69,000	\$24,150	\$57,960	\$32,430
35% City Costs	<b>\$185,352</b>	<b>\$93,150</b>	<b>\$32,603</b>	<b>\$78,246</b>	<b>\$43,781</b>
Gross Floor Area	4060	1100	333	900	450
Estimated Unit Cost	\$28	\$52	\$60	\$54	\$60

Item	Description of Work	Unit	Est Qty	Unit Price	Total Price
<b>1.0 General</b>					
1.1	Mobilization, Traffic Control, Permits, etc.	4% of const.			
<b>2.0 Sitework</b>					
2.1	Grubbing- Existing Shrub Removal	sq.m.	4587	1.00	4,587.00
2.2	Isolated Tree Removal	each	10	220.00	2,200.00
2.3	Stripping- Removal of .15m Organic- Re-use	cu. m.	767	15.00	11,505.00
2.4	Tree Protection -1m High Snow Fence	L.S.	1	1,200.00	1,200.00
2.5	Asphalt Removals	sq.m.	1345	8.00	10,760.00
2.6	Concrete Curb Removals	lin.m.	270	6.00	1,620.00
2.7	Common Excavation- Re-used On Site	cu. m.	1056	12.00	12,672.00
2.8	Excavation for Trees	cu. m.	128	14.00	1,792.00
2.9	Site Preparation- General Grading	sq.m.	7191	0.60	4,314.60
2.10	Base and Subbase for Asphalt/Special Paving	cu. m.	275	23.00	6,325.00
2.11	Asphaltic Concrete Paving- Parking Lot	sq.m.	932	20.00	18,640.00
2.12	Pavement Lines	lin.m.	159	3.00	477.00
2.13	Pavement Symbols	each	9	80.00	720.00
2.14	Crush Gravel Pathways	sq.m.	661	11.00	7,271.00
2.15	Site Drainage- Piping, Area Drains, etc.	L.S.	1	5,000.00	5,000.00
2.16	Re-used Topsoil From Stripping	cu. m.	767	8.00	6,136.00
2.17	Topsoil Supply and Install for Lawns	cu. m.	112	28.00	3,136.00
2.18	Topsoil Sup./Inst. for Shrubs and Trees	cu. m.	304	26.00	7,904.00
2.19	Hydroseeded Lawns	sq.m.	5257	1.20	6,308.40
2.20	Reinforced Grass Grid	sq.m.	110	35.00	3,850.00
2.21	Shrub and Groundcover Supply and Install	sq.m.	429	22.00	9,438.00
2.22	Trees Supply and Install 5cm.Cal	per tree	22	175.00	3,850.00
2.23	Trees Supply and Install 7cm.Cal	per tree	15	420.00	6,300.00
2.24	45 Day Landscape Care	L.S.	1	2,000.00	2,000.00
2.25	Irrigation- None	L.S.	1	N/A	N/A
2.26	Boulder and Keyin Placement Around Pond	L.S.	1	4,500.00	4,500.00



<b>14.0 Mechanical</b>					
14.1	Pump and Associated Equipment	L.S.	1	1,950.00	1,950.00
14.2	Piping	L.S.	1	3,100.00	3,100.00
14.3	Anchors	each	4	100.00	400.00
14.4	Pump Chamber- Supply and Install	L.S.	1	6,400.00	6,400.00
14.5	Overflow to Sanitary and Tie in	lin.m.	140	70.00	9,800.00
14.6	Fresh Water Feed 1" Line	lin.m.	60	8.00	480.00
14.7	Float Valve c/w SS Screen	L.S.	1	500.00	500.00
	<b>SUBTOTAL ITEMS 14.1 TO 14.7</b>				<b>22,630.00</b>
<b>16.0 Electrical</b>					
16.1	Landscape Lighting	L.S.	1	N/A	N/A
<b>BRITANNIA SHIPYARDS LANDSCAPE CONSTRUCTION ESTIMATE SUBTOTAL</b>					<b>280,008.50</b>
<b>CONTIGENCIES- 10% OF SUBTOTAL</b>					<b>28,000.85</b>
<b>BRITANNIA SHIPYARDS LANDSCAPE CONSTRUCTION ESTIMATE TOTAL</b>					<b>308,009.35</b>

source: Jeff Vaughan, Landscape Architect, 2004