

THE CORPORATION OF THE DISTRICT OF BURNABY

June 26, 1964.

REPORT #45, 1964

His Worship the Reeve
and Members of Council.

Gentlemen:

Your Manager reports as follows:

1. Re: Street Lighting Contract
B.C. Hydro and Power Authority

There are two Agreements in existence between Burnaby and the B.C. Hydro with respect to Street Lighting.

One Agreement concerns Overhead Street Lighting. This is the Agreement for the ordinary intersection lighting and arterial lighting where the B.C. Hydro owns, installs, and maintains the fixtures, conductors, controls, and poles. This Agreement expires 29th July, 1966.

The second Agreement concerns Ornamental Lighting. This refers to the lighting of public highways, streets and lanes in those cases where the customer owns, installs, and maintains the standards, fixtures, conductors, and controls. This Agreement expires 1st June, 1966.

On at least two occasions representation has been made to the B.C. Hydro for reconsideration of the rates charged for street lighting. By letter dated 18th June, 1964, the B.C. Hydro Authority advises that it has completed a revision of its tariffs for Street Lighting and that its customers may take advantage of the new rates immediately by entering into new 5-year contracts with the B.C. Hydro Authority, or the Authority will honour existing contracts until their expiration.

The reason for the choice is that the new rates are standardized in all localities and they therefore may affect a municipality either favourably or unfavourably depending upon the existing contract.

It is the further decision of the B.C. Hydro Authority to establish a single expiration date for street lighting Agreements so the first Agreements will expire on a date related to the longest existing contract. The actual date is 30th September, 1967. Thereafter contracts will be on the 5-year basis.

There is an option then available up to 30th September, 1967, but after that date all new contracts or renewals will be on the basis of the new tariffs.

The new rates promise a savings to Burnaby of about \$17,000. per annum. There are some features of the new contracts which may have an effect of this saving, but it is very difficult to assess the effect, if any. A further feature of the new contracts is that if Burnaby concludes the new contracts with B.C. Hydro by 1st August, 1964, the new rates will be made retroactive to 1st April 1964 without any charge to the Municipality for breakages (now a part of the new contracts) until after the date of signing.

" A comparison between the old and new contracts follows:

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(Item 1 re Street Lighting Contract B.C. Hydro and Power Authority.....Continued)

Overhead Lighting

| No. of Lights | Type | Rates per month | | OLD CONTRACT | | NEW CONTRACT | |
|---------------|------------------|-----------------|-------------------|----------------|-------------------|----------------|-------|
| | | Rate per Light | Total | Rate per Light | Total | Rate per Light | Total |
| 1,368 | 4000L (200W inc) | \$3.07 | \$4,199.76 | \$2.70 | \$3,693.60 | | |
| 710 | 11000L (300W MV) | \$5.20 | 3,692.00 | \$3.90 | 2,769.00 | | |
| 54 | 21000L (450W MV) | \$6.37 | 343.98 | \$4.85 | 261.90 | | |
| 2,152 | | | 8,235.74 | | 6,724.50 | | |
| | Sales tax @ 5% | | 406.78 | | 336.22 | | |
| | | | <u>\$8,642.52</u> | | <u>\$7,060.72</u> | | |
| | Saving per month | | | | <u>\$1,581.80</u> | | |

Currently, lights are re-lamped at no additional cost to the municipality. With the new contract, the municipality will be obligated to pay for the cost of the materials involved for broken lamps - with the Hydro paying for installation. In 1963 the material breakage replacement costs totalled \$1,730.

The current contract provides that the Hydro will bear the cost of new installations located with 700 feet of nearest existing street lighting circuit, or are to be located on an existing pole line carrying a potential of 2300 volts or less, and situate within 1000 feet of the nearest street lighting circuit. Installations elsewhere, or the relocation of the poles, are the responsibility of the municipality, although the Hydro has been cautious in favour of the municipality in the application of the rule.

The new contract charges the cost of all new installations to the municipality by application of a complicated formula which tends to offset the cost against anticipated revenue. Hydro officials state that as Burnaby customarily orders new lights in batches, there should be few instances when a charge will actually be made.

Relocations will continue to be the responsibility of the municipality, although once again, anticipated revenue may be taken into consideration.

The Hydro has a definite re-lamping policy for the replacement of incandescent lamps, but none for mercury vapor lamps. The Hydro officials state there is a weekly patrol of the system to ensure that unlit lamps will be repaired. Notwithstanding, the contract requires the municipality to report outages.

Ornamental Lighting

| <u>No. of Lights</u> | <u>Type</u> | <u>Old Contract Rate per Light</u> | <u>Total</u> |
|----------------------|----------------|------------------------------------|-------------------|
| 1 | 300 W | \$1.48 | \$ 1.48 |
| 422 | 450 W | \$1.97 | 831.34 |
| 439 | 292 W | \$1.45 | 636.55 |
| | | | <u>\$1,469.37</u> |
| | Sales tax @ 5% | | 73.47 |
| | | | <u>\$1,542.84</u> |

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(Item 1 re Street Lighting Contract B.C. Hydro and Power Authority Continued)

The new contract provides a charge of .466¢ per watt per month, or \$1,483.69 plus 5% sales tax, \$1,557.87 per month, an increase in cost of \$15.03 per month.

Currently, Hydro provides a connection free of charge to new installations, whereas the new contract provides a complicated formula whereby the municipality is charged for the costs of installation with allowance being given for anticipated revenue. Once again, there should be few instances when a charge is actually made.

A further change is that the responsibility for acquiring and installing automatic controls rests with the municipality. This change is to the municipality's advantage, as it will simplify maintenance procedure.

To summarize: the new contract promises to save the municipality annually -----

| | |
|--|-----------------------|
| Overhead lighting 12 months @ \$1,581.80 | \$ 18,981.60 |
| Less: loss on ornamental lighting 12 @ \$15.03 | <u>180.36</u> |
| Less: Anticipated breakage | <u>1,800.00</u> |
| | <u>\$ 17,001.24 "</u> |

It is recommended that Burnaby enter into new contracts forthwith with B.C. Hydro and Power Authority for Overhead Street Lighting and Ornamental Lighting in accordance with the terms of the new contracts offered and that the Reeve and Clerk be authorized to execute the required Agreements.

2. Re: Policing the District of Burnaby

The current contract between Her Majesty the Queen in right of Canada and the Corporation of the District of Burnaby for the policing of Burnaby by the R.C.M.P. expired 31st May, 1964.

A new form of contract has now been received for the period 1st June, 1964 to 31st May 1965.

The contract requires Canada to provide at all times one hundred and one (101) members of the Force, but such members will not be replaced when absent by reason of a day off each week, national holidays, annual leave or sickness, except where such sickness results in a member being absent in excess of thirty consecutive days.

The Corporation is to pay for such policing on the basis of:

- (a) 50% for each of the first five members; and
- (b) 75% for each additional member

of the average cost per member of maintaining and operating the Force during the fiscal year of the Government of Canada ending 31st March, 1964.

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(Item 2 re Policing the District of Burnaby.....Continued)

The per capita cost of operating and maintaining the Force for the fiscal year ending 31st March, 1964 has been established at \$8,389. Therefore, from 1st June, 1964 Burnaby will be charged \$4,195. per man per annum for each of the first five men under contract, and \$6,292. for the sixth and each additional member.

This compares with \$4,170. and \$6,256. for the year ending 31st March, 1963.

Transportation is supplied by the Force and is charged to Burnaby at the rate of nine cents (\$.09) per mile for each mile travelled in excess of 3,100 miles per annum.

It is recommended that the contract for the policing of Burnaby by the Royal Canadian Mounted Police be renewed and that the Reeve and Clerk be authorized to execute the Agreement.

3. Re: Employment of Consultant to report on Traffic Route
 Between Marine Drive and Sperling Avenue Interchange

Council established the Terms of Reference for the study it desires of the traffic route between Marine Drive and Sperling Avenue Interchange including advice on the advantages and disadvantages of the proposed Grassmere re-alignment and relate as applicable to the primary study.

Mr. Olson and Mr. Parr conducted a series of consultations with the firms who made presentations for consideration for the commission.

Eight firms were interviewed and a synopsis is appended.

Mr. Olson and Mr. Parr have made no specific recommendation as to the actual Consultant to be employed, but have categorized the results of their own deliberations into three groups as follows:

- " 1. Those who appear to have the most applicable experience, understand the nature of the problem, and need minimum assistance from the Corporation. N.D. Lea and Haddin, Davis and Brown fall into this category with the former being probably more specialized in this field.
2. Those who have applicable experience, understand the nature of the problem, but have emphasized one aspect, and require more assistance from the Corporation. Associated Engineering and Fenco are in this category.
3. Those who have less applicable experience; will call in specialized consultants for the purpose of the study; and who for some reason have not set out the problem as well as the former groups. In this group are Joseph B. Ward, David H. Nurnett, Philips, Barratt and Partners, and Willis and Cunliffe. "

Cost was not considered to be an important criteria as to suitability, as all professional consultants are governed by a standard fee structure. However, an examination of the schedule indicates that there are two extremes of \$44,000. and \$2,000. ; two in the region of \$14,000. - \$15,000. ; and the remainder in the \$8,000. - \$10,000. bracket. Both N.D. Lea and Haddin, Davis and Brown fall into the latter category.

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(Item 3 re Employment of Consultant to Report on Traffic Route between Marine Drive and Sperling Avenue Interchange ... Continued)

The remaining factor to be considered - that of time - is fairly standard at 3 months, with the exception again of two extremes of 7 to 8 months and 1 month.

N.D. Lea and Associates Ltd. have offered a maximum cost figure of \$8,700. and meet all other pertinent criteria factors.

It is recommended that N.D. Lea and Associates Ltd. be engaged as Consultants for this study as per their presentation and at a maximum cost to the Corporation of \$8,700.

4. Re: Proposed Local Improvement - Willingdon Ave -
 Moscrop to Grandview Highway

Council will recall that it was proposed to rebuild the above section of Willingdon Avenue, and to include street lighting, using the Local Improvement procedure.

Negotiations were satisfactorily concluded with the Provincial government for the government to assume almost 50% of the cost of construction.

The detail of the proposal is:

Re: Ornamental Street Lighting and 64' Pavement with concrete curb walks
 on both sides of Willingdon, Moscrop to Grandview.

Items 2 and 4 of Manager's Report No. 19, 13 March 1964 recommended the construction of the above-mentioned works with costs as follows:

| | |
|----------------------------|----------------------|
| Ornamental Street Lighting | \$ 33,700. |
| Street widening | 174,685. |
| | <u>\$ 208,385.</u> |
| to be divided: | |
| Corporation | \$ 107,685. |
| Provincial Government | 100,700. |
| | <u>\$ 208,385. "</u> |

The Municipal Solicitor has now ruled that this work cannot be done as a Local Improvement because all the abutting properties are owned by the Crown and the School District.

" Section 589 of the Municipal Act provides that when Council proceeds on the initiative plan, notice of intention of the Council to undertake the work shall be given by publication of a notice and by the mailing of such notices to the owners of the parcels to be specially charged. However, Section 612 stipulates that Crown land is not subject to the Local Improvement division of the Act. It follows that if there is no one to whom a notice may be served, the work may not proceed as a local improvement. On the other hand, if there had been one privately-owned or municipally-owned property abutting the work, the project could have proceeded as a local improvement. "

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(Item 4 re Proposed Local Improvement - Willingdon Ave. - Moscrop to Grandview Hwy. Contd.)

Since there seems to be no way of overcoming the problem to make the Local Improvement procedure available; and since the government has agreed to pay up to \$100,700. of the total cost; and since it is highly desirable that this work be done before the Burnaby Institute of Technology opens this fall; it is recommended that the proposed Local Improvement be abandoned and the work proceed with the Municipal share chargeable to the Corporation's Capital Works Reserve Fund.

5. Re: Resurfacing of Asphalt Roads.

The following report has been received from the Municipal Engineer:

" There is available \$105,000. from budget item 168-33 (Street and Lane Rehabilitation) and unexpended work orders 23-325 to 23-331 inclusive for the purpose of resurfacing asphalt surfaces on completed streets. It is proposed to use this sum of money to resurface all streets which have been completed to the extent of having curbs and asphalt widening to the curbs.

Many of these streets incorporated the original asphalt surface into the new street and this involved patching along the edges and in addition many streets had cuts across the asphalt which resulted from the storm sewer construction prior to the street construction and we have investigated the use of an open graded seal coat to completely cover these streets with an asphalt layer $\frac{1}{2}$ inch thick. Such a surface treatment was carried out on an experimental basis on several streets last year, namely Peter, Victory and Dawson, and found to be most successful. In addition, we have examined this type of treatment used in the State of Washington, particularly on Aurora, a street of express-way characteristics in front of the Boeing Plant in Seattle and find that great success has been achieved in resurfacing old asphalt surfaces in this method provided the base construction of the highway is still sound. We would, therefore, recommend that this method be used to resurface as many streets as possible for the sum of \$105,000.

We have investigated the possibility of having this asphalt work carried out as an extra item as provided in the contract. Accordingly, Jack Cewe Ltd. has submitted a price of \$10.83 per ton to supply, deliver and apply such a surface treatment, and we would recommend that this work be undertaken by this firm at this price. This firm has the asphalt contract with us at the present time, they have pioneered this method of surface treatment in this area, they have experience with such treatment with most satisfactory results in Burnaby and we would recommend that they carry out the work under the existing contract. "

The policy for this street rehabilitation was established by Council during budget consideration.

It is recommended that the work be done as an extra to the Paving Contract by Jack Cewe Ltd. at a quoted price of \$10.83 per ton to supply, deliver and apply such open-graded seal treatment to completely cover selected streets with an asphalt layer $\frac{1}{2}$ inch thick.

6. Re: Tenders for Station-Wagon Type Vehicle - Fire Department.

An advertized tender call for the above resulted in the receipt of five tenders.

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(Item 6 re Tenders for Station-Wagon Type Vehicle - Fire Department Continued)

These were opened by the Purchasing Agent in the presence of Fire Chief Menzies, Deputy Chief Auvache, Mr. A. Evans, Mr. G. Mullis, Mr. R. Constable and representatives of the firms tendering.

A tabulation of the bids received is submitted herewith.

The present unit in use by the Fire Department is a Sedan Delivery, a model not now being manufactured. It is an emergency car used by the Deputy Fire Chief, and it is equipped with fire-fighting equipment and life-saving equipment. It is essential that the equipment be securely fastened, yet readily available and this required space and head-room.

Four tenders were for station wagons which did not meet specifications. One tenderer proposed that with a tender call delayed to a later date it would be possible to come closer to specifications. The other three tenderers of station wagons made no comment.

The fifth and highest tender was by International Harvester Co. of Canada Ltd., of \$2,887.50 including 5% Provincial Tax.

The bids were examined by the Fire Department and the bid of International Harvester Co. of Canada Ltd. was found to be the only bid to meet specifications and requirements for the vehicle needed.

It is recommended that the bid of International Harvester Co. of Canada Ltd. of \$2887.50 (including 5% Provincial Tax) for one 1000 Travelall be accepted.

7. Re: Tenders for Equipment.

As authorized by Council, tenders were called for the following equipment:

| | | |
|-------|---|---------------------------|
| Two | - | One-ton Cab and Chassis |
| Three | - | Van-type vehicles |
| One | - | Three-ton Cab and Chassis |

In all, thirty tenders were received and opened by the Purchasing Agent in the presence of Mr. A. Evans, Mr. G. Mullis, Mr. R. Constable and representatives of the firms tendering.

Of the thirty tenders, 29 met the specifications.

Tabulations of the bids received are submitted herewith.

Two - One-ton Cab and Chassis.

Eleven bids were received and the low bid was by Dueck on Broadway at \$5,022.50 including 5% Provincial Tax and Licence and Registration fee.

The bids were examined by the Engineering Department and the low bid was determined to meet specifications and is acceptable.

It is recommended that the bid of Dueck on Broadway of \$5,022.50 (including 5% Prov. Tax and Licence and Registration Fee) for Two - One-ton Trucks, Cab and Chassis M del C-3603 be accepted.

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Item 7 re Tenders for Equipment.....Continued)

Three Van-type Trucks.

Nine bids representing ten quotes were received and the low bid was submitted by Fogg Motors Ltd. at \$7,506.66 including 5% Provincial Tax and Licence and Registration Fee.

The bids were examined by the Engineering Department and the low bid was determined to meet specifications and is acceptable.

It is recommended that the bid of Fogg Motors Ltd. of \$7,506.66 (incl. 5% Provincial Tax and Licence and Registration Fee) for Three - Econoline Vans be accepted.

One - Three-ton Cab and Chassis less Trade.

Ten bids representing eleven quotes were received and the low bid was by Dueck on Broadway at \$3,340.75 including 5% Provincial Tax and Licence and Registration Fee.

The bids were examined by the Engineering Department and the low bid was determined to meet specifications and is acceptable.

It is recommended that the bid of Dueck of Broadway of \$3,340.75 (including 5% Provincial Tax and Licence and Registration Fee) for One - Three-ton Cab and Chassis less trade, Model C-6303 be accepted.

Submitted herewith for your approval is the Municipal Treasurer's Report covering expenditures for the period ended 14 June, 1964 in the total amount of \$ 1,554,447.

It is recommended that the expenditures be approved as submitted.

Submitted herewith for your approval is a tabulation of permits issued by the Building Department for the period of May 18th to June 12th, 1964.

Submitted herewith for your approval is The Municipal Engineer's Report of Estimates.

It is recommended that the estimates be approved as submitted.

Submitted herewith for your information is the report of the Medical Health Officer for the month of May, 1964.

Respectfully submitted,



H. W. Balfour,
 MUNICIPAL MANAGER.

HWB/cfs

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12. Re: Tenders for Construction of Sanitary Sewers -
 Gilley-Walker Area.

Five tenders were received in answer to an advertized tender call for this project.

Tenders were opened by the Purchasing Agent in the presence of Mr. R. Dick of Associated Engineering Services, Mr. D. Bridgeman, Mr. R. Constable, and representatives of the firms tendering.

A tabulation of the bids received is submitted herewith.

An examination and mechanical check of the tenders revealed an error in extension on an item in the apparent low tender as shown in totals of the tenders. This error was in the amount of \$37,098.00 and its addition brought the low tender out of contention in the bidding by making the corrected total \$637,404.50.

Under the terms of the tender call the bids were on unit prices and the correction in the total is automatic without penalty to the bidder.

Tenders were then again reviewed by Associated Engineering Services Ltd. and the Municipal staff.

Associated Engineering Services Ltd. advise as follows:

" Delmond Construction has submitted the lowest tender, \$620,079.77, based on the use of concrete pipe supplied by Evans Coleman Ltd. Their tender using vitrified clay is approximately \$7,500.00 higher. Either material is permitted under the specifications. Although there has been a slight preference expressed for vitrified clay pipe there is no factual basis in the respective material specifications for ignoring the savings offered by this bidder. We would, therefore, recommend that the contract be awarded at the lower price on the basis of concrete pipe. We understand that this would be the first installation of sanitary services using small diameter concrete pipe in Burnaby for many years."

The following comment is also made by Associated Engineering Services Ltd. regarding "clean" vs. "duty" jobs:

" The tender also includes an option of removing all trench material immediately upon excavation, in the interests of a so called "clean job". In this case the contractor's bid is reduced by \$20,000.00 if this requirement is deleted and he is permitted to place soil along the trench. The decision rests with the Municipal Council as to whether it is worth \$20,000 to reduce somewhat the inconvenience to the public. The expenditure of the sum does not improve the sewer installation in any way. I would think that the Municipality could reasonably save the \$20,000.00 and be prepared to tolerate some additional nuisance. The "clean job" certainly does no guarantee there will be no complaints and particularly in the dry summer weather there should be little serious inconvenience."

" In summary, we would recommend that the Contract be awarded to Delmond Construction Ltd. at the unit prices tendered using concrete pipe. If the Council concurs in the suggestion that the spoil removal option be deleted the value of the contract will be \$600,079.77. Otherwise, the value will be \$620,079.77."

The Municipal Engineer concurs in the recommendation of Associated Engineering Services Ltd. that the contract be awarded to Delmond Construction Ltd. using their lowest alternate rate using concrete pipe at a total cost of:

(.....2)

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(Item 12 re Tenders for Construction of Sanitary Sewers - Gilley-Walker Area ..Cont'd)

\$620,079.77 for the "clean job", or
 \$600,079.77 for the "duty job".

Respecting the use of concrete pipe or clay pipe the Municipal Engineer observes:

"We have some reservations about recommending the switch to concrete pipe from clay pipe, which has been in use in all our past contracts. However, we consider that the approximate \$7,500.00 saving by using concrete pipe is sufficient to warrant the use of the pipe in preference to clay. The only difference in the pipes is an indicated longer life of clay over concrete. However, it is probably an extra length of life in the range beyond 60 or 70 years, and is most difficult to predict."

It is recommended that the contract be awarded to Delmond Construction Ltd. according to the tender submitted by that firm and in the estimated total amount of \$620,079.77 or \$600,079.77 according to the method of disposal of soil as determined by the Council.

It is pointed out that the estimated cost of this project prior to receipt of tenders was \$580,000.00.

3. Re: Gilley-Walker Sanitary Sewer - Municipal Development and Loan Board Application for Loan.

The resolution passed by Council to support the application for allocation of funds from the M.D.L.A. was based on a gross estimated cost of the project of \$642,000.00 and the Estimated Loan - 2/3 of net cost - was applied for in the amount of \$428,000.00.

Depending upon the method adopted by Council, it is now estimated that the cost will be either \$686,026.00 or \$664,279.00 and the loan figure corresponding should be either \$457,000.00 or \$443,000.00 respectively.

Mr. J.D. Baird has agreed to accept an amended application because of the higher tender figures.

4. Re: The Children's Foundation Group Home - 3847 Trinity Street

An application by the Children's Foundation Group Home for a Welfare Institutions Licence to give boarding home care to children at the above address was referred by the Chief Inspector of Welfare Institutions.

The Planning Department has no objection to the granting of approval of this licence providing the building meets the appropriate code requirements.

This building, formerly a large dwelling, was converted in 1953 to an apartment of five self-contained units. The Investigating Committee required first the submission of plans to the committee before the decision was to be made.

The committee now reports:

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(Item 14 re The Children's Foundation Group Home - 3847 trinity Street Cont'd)

" Further to the report of June 9, 1964, your Committee has received plans of the proposed changes to be made in the five suite apartment to alter it to a group home for eight (8) children.

The changes proposed on the plans are acceptable to your Committee. In addition, your Committee would recommend the following improvements for the group home occupancy also be incorporated during re-construction:

1. Enclose the main staircase from the first floor to the second floor and provide a door at the foot of the stairs at the first floor landing.
2. Provide a door at the foot of the stairs from the second floor to the attic floor.
3. Equip the new bathroom on the second floor with window opening to exterior.
4. Place base of all posts supporting exterior fire escapes on concrete footings extending at least six inches above surrounding grade and with damp-proof course beneath wood post.
5. Reinforce all fire escape railings where loose.
6. Provide in the basement at least one (1) sudden-rise heat detector. The first detector to be located in the hall at the foot of the basement stairs, outside the furnace chamber.
7. Re-install break-glass stations and fire gong of fire alarm system to cover the building as previously occupied.
8. (a) Provide three-compartment sink in new kitchen.
(b) Provide an exhaust fan and canopy over range.

On the basis of the proposed changes shown on the plans and with the foregoing suggested improvements, your Committee would recommend granting of a Welfare Institution Licence for boarding home care for eight (8) children, provided the basement is not used for habitable purposes and provided children's bedrooms are not located on the attic floor. "

15. Re: Rescue and Revival of Citizen.

The following letter has been received from the Chief of the Fire Department:

" June 25th, 1964, the Inhalator Crew from No. 1 Fire Hall responded to an alarm at 5810 Hastings Street. Upon arrival, they found that 23 year old Roger Rogish has been pulled unconscious from the apartment swimming pool and was being revived by a Mrs. Rita Wells of 5760 Hastings Street and Roland Koster of 5810 Hastings St.

Assistant Chief, G. Monk informs me that the prompt rescue action of Mr. Koster, and mouth to mouth breathing by Mrs. Wells was responsible for saving the man's life. Mrs. Wells had no previous experience in this type of respiration which makes the accomplishment even more outstanding.

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(Item 15 re Rescue and Revival of CitizenContinued)

I feel that possibly a letter of commendation from the Reeve and Council would be fitting at this time to Mrs. Wells and Mr. Koster. I understand that the R.C.M.P. are forwarding their names to higher authorities as they feel that suitable recognition is warranted in this case. "

16. Re: Proposal of Glenwood Developments Ltd. involving Municipal Property known as Lots 1, 2, 3 of Blocks 17/18, D.L. 34, Plan 1355, and Lot 4 of Block 19, D.L. 34, Plan 1355.

This was a development proposal by Mr. Bill Kennedy of Glenwood Developments Ltd. for a subdivision at Gilpin and Inman.

Mr. Kennedy has obtained certain privately-owned property and has asked for the right to purchase certain municipally-owned property to make a better and more economical subdivision. Lots 1, 2, and 3 would become part of the actual subdivision and Lot 4, across Gilpin, would be served by this subdivision.

Council directed that an examination be made of the practicability of the Corporation subdividing in conjunction with Mr. Kennedy instead of selling him the municipal property.

Mr. Grist advises that he has discussed all aspects involved in this development with Mr. Kennedy and he has come to the conclusion that if it is felt desirable to re-subdivide the area in which the Corporation property is located in accordance with the sketch shown on Planning Ref. #138/64, the only feasible manner in which this could be done is by single control being achieved over all the properties involved.

The cost of acquisition of the privately-owned properties, together with servicing costs, preclude the possibility of achieving an economic subdivision, even though the Municipality is prepared to assume a share of servicing costs as they have done in other sub-divisions where Municipal land is benefited.

From figures available, it would seem possible to create eleven lots, with a production cost of approximately \$4,927.00 each.

In the event the Municipality shared costs on a unit basis, the cost of production per lot in the privately-owned property is estimated at \$5,400.00.

None of these figures recognize profit or financing charges.

Mr. Grist has further given his opinion that the subdivision proposed effectively utilizes land which, if consideration and action is not taken at the present time, may be precluded from development for a long time to come, and result in a wasteful use of land.

The economics of this subdivision are marginal at best, and unless the developer is allowed to obtain a sufficient number of units over which to spread his development costs, it would appear that it is not practicable to develop this block in the manner suggested.

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(Item 16 re Proposal of Glenwood Developments Ltd. involving Municipal Property known as Lots 1, 2, 3, of Blocks 17/18, D.L. 34, Plan 1355, and Lot 4, of Block 19, D.L. 34, Plan 1355....Continued)

The Land Agent recommends that Lots 1, 2, 3, Block 17/18 and Lot 4 of Block 19, all of D.L. 34, Plan 1355 be sold to Glenwood Developments Ltd. for the sum of \$9,800.00, provided a re-subdivision is created in accordance with the sketch shown on Planning Dept. Ref. #138/64, and all servicing and other conditions pertinent to the subdivision are carried out by the developer.

17. Re: Parks & Recreation Commission.

The Parks & Recreation Commission has approved the request of Mrs. Frances Moore, 7987 - 13th Avenue, Burnaby 3, to operate a Candy Floss machine in Willingdon Heights Park. The applicant will pay the Commission 25% of the gross profit for the concession.

The Commission recommends that the Corporation enter into an agreement with Mrs. F. Moore for one year and that the Reeve and Clerk be authorized to sign the agreement.

18. Re: Miscellaneous Sewer Easement.

An easement is required along the north east boundary of Lot 9, Block 12, N $\frac{1}{2}$ of Lot 8, Group 1, Plan 17444 owned by James and Grace Waterson Duffus, 2643 Noel Drive. The consideration is \$1.00.

It is recommended that the easement be acquired and that the Reeve and Clerk be authorized to sign the necessary documents.

19. Re: Gilley-Walker Sanitary Sewer Project.

The following easement is required for the above-mentioned project.

The South 10 feet of Lot 1, Blocks 69/116/117, D.L. 92, Plan 2722 owned by Richard Alfred and Lucille Olive Rose Chapman, 6758 Empress Avenue. The consideration is \$20.00 plus restoration of the easement area. Amount includes compensation for bushes and trees which will be destroyed during construction.

It is recommended that the easement be acquired and that the Reeve and Clerk be authorized to sign the necessary documents.

20. Re: South Slope Sanitary Sewer Project #4.

The following easements are required for the above-mentioned project:

- (a) Two easements through the South 82.5 feet of Lot 8, of the W $\frac{1}{2}$ of the W $\frac{1}{2}$ of D.L. 160, Group 1, Plan 4188, owned by Sigmund and Theresa Wenzel, 8006 Gilley Avenue. The consideration is \$15.00 plus restoration of the easement area. Amount includes compensation for a six year old pear tree.
- (b) South 10 feet of Lot "J" of the N $\frac{1}{2}$ of Block 28, D.L. 159, Group 1, Plan 15803 owned by The Evangelical Free Church of America - Canadian Pacific District. The consideration is \$1.00 plus restoration of the easement area.

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(Item 20 re South Slope Sanitary Sewer Project #4.....Continued)

It is recommended that the easements be acquired and that Recve & Clerk be authorized to sign the necessary documents.

21. Re: Tender for the Supply and Operation of Single and Tandem Axle Dump Trucks.

An advertized tender call for the supply and operation of Single and Tandem Axle Dump Trucks resulted in the receipt of eight tenders.

The tenders were opened by the Purchasing Agent in the presence of Mr. L. Staples, Mr. R. Constable, and representatives of the firms tendering.

Submitted herewith is a tabulation of the bids received.

The contract is for the period 2nd July, 1964 to 30th June, 1965.

The effective rates in the previous contract were \$4.45 per hour for single axle truck and \$7.45 per hour for Tandem Axle trucks.

Low tenderer was by Crown Trucking, but their tender was subject to removal of the 15% holdback requirement and that the contract be for a period of two years. This tender could not be considered with these conditions.

The next low tender was submitted by Engelland Trucking. The Engineer interviewed Mr. Engelland and advises that if Engelland is awarded the contract, he will be using the same trucking force as used by Howard Trucking who held the contract for the past two years. This trucking fleet has given excellent service and the Engineer recommends that the contract be awarded to Engelland Trucking.

It is recommended that the Contract for the Supply and Operation of Single and Tandem Axle Dump Trucks be awarded for the period 2nd July, 1964 to 31st June, 1965 to Engelland Trucking at the hourly and ton-mile rates as shown on the tabulation and more specifically quoted in their bid.

Submitted herewith for your approval is the Municipal Treasurer's Report covering applications received for allowance of percentage addition charges under Section 411 of the Municipal Act in the total amount of \$7.35.

It is recommended the estimates be approved as submitted.

Respectfully submitted,



H. W. Balfour,
MUNICIPAL MANAGER

HMB/cfs