

THE CORPORATION OF THE DISTRICT OF BURNABY

2 October 1964.

REPORT NO. 62, 1964.

His Worship, the Reeve,
and Members of the Council.

Gentlemen:

Your Manager reports as follows:

1. Re: Proposed Installation of Automatic Protection at Corssing of the G.N.R. and Cariboo Road at Mileage 147.2 - 3rd Subdivision (Cascade Division).

The sum of \$2,044. was included in the Engineer's budget for 1964 to defray Burnaby's share of the cost of providing automatic signal protection at the crossing of the G.N.R. tracks by Cariboo Road.

The Board of Transport Commissioners has approved the installation and has determined the following apportionment of the estimated cost of \$16,350.00:

Grade Crossing Fund	80%	-	\$13,080.00
District of Burnaby	12½%	-	2,044.00
G. N. R. -	7½%	-	1,226.00

The Board's order would provide that the cost of maintenance and operation would be divided equally between the Municipality of Burnaby and the Railway Company.

Planning and Engineering approve of the installation and the G.N.R. has advised the Board that it is prepared to accept the installation and cost-sharing proposal.

It is recommended that the Board of Transport Commissioners be advised that Burnaby accepts the proposal also.

2. Re: Cancellation of Work Order #23-532 - Lane Construction between Rumble and Neville Streets - 5600 Block.

This work order had its origin in a complaint from a resident requesting the clearing of brambles from the allowance. The decision to construct was supplemented by the Engineering Department's desire to provide continuity of the lane system in the area and to provide secondary access for garbage pick-up in this one block. Further, the ultimate development of Rumble Street to a major road would create the necessity of secondary access to these properties in the future.

A petition signed by twelve householders affected has been received and the petitioners ask that the lane construction be abandoned. They point out that they do not need secondary access and that construction would mean the removal of many maturing trees such as silver birch, dogwood, cedar, et cetera, which provide shade and seclusion.

While this lane will have to be constructed eventually there is really no urgency and construction can be deferred. The monies so released can be diverted to lane construction in another location of which there are many.

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(Item 2....re Cancellation of Work Order #23-532...continued)

Deferment should not be taken by the petitioners as acceptance of the purpose of the lane allowance for containing shade trees and deferment should also be on the understanding that the Corporation does not carry out maintenance of unconstructed lanes or roads.

It is recommended work Order #23-532 be cancelled.

3. Re: Work Orders 6-874 and 23-454/5.

The above Work Orders are submitted for approval of Council and it is recommended they be approved:

Work Order #6-874 is in the amount of \$8,652.00,

Work Orders #23-454 and 23-455 are in the total amount of \$5,852.61.

These Orders apply to work performed in the Gilmore Diversion, Sumner Avenue area at the time there was a problem in keeping a road open over the Freeway.

In order to expedite matters, arrangements were made with Webb & Knapp for that Company to carry out certain drainage works on Sumner Avenue for the Corporation in conjunction with work they were doing for their own property on Sumner Avenue. Work to the value of \$8,652.00 was performed and this was included in the estimate of the Local Improvement for Sumner. Unfortunately the Local Improvement was closed out with a credit balance without Webb & Knapp being reimbursed. Work Order #6-874 is then to authorize payment to Webb & Knapp.

The Corporation performed certain road work on Manor and the Gilmore Diversion with the cost to be borne partly by Webb & Knapp. Agreement has been reached that the proper apportionment of a total expenditure of \$9,191.44 is \$3,338.83 to Webb & Knapp and \$5,852.61 to the Corporation. Work Orders #23-454/5 are then to authorize a charge to Special Roads Projects of the Corporation's share being \$5,852.61.

4. Re: Enclosure of Watercourse at
6211 Halifax Street (Young).

This Watercourse has been the subject of Item No. 4 of the Municipal Manager's Report No. 30, 1964, and a Report by the Municipal Manager to Policy Committee, dated 31st July 1964. Item No. 4 was referred to the Policy Committee.

Council did concur in the recommendation of the Municipal Manager that \$14,800. be spent to enclose a portion of the watercourse through Mr. Young's property. This recommendation was made in the belief that it would solve the problem for the time-being at least. Attempts were made to acquire the necessary easements but here there was a difference of opinion between the Corporation and the property-owners as to the best location of the pipe and this has not been resolved to the point of acquisition though agreement has now been reached on location.

However, since the Reports to Council there has been a change in circumstances, and the last two heavy rains have necessitated a review of the original recommendation.

The Engineer had produced an estimate of \$26,300. to enclose this watercourse from Halifax to the end of the existing pipe at Winch, and \$14,800. to enclose only the part of the watercourse through Mr. Young's property and across the rear.

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(Item 4....re Watercourse - 6211 Halifax Street..continued

Inspection made after a recent flooding situation shows it necessary to look again at the enclosure from Halifax to Winch rather than the partial closure.

A new street has been opened at the rear of the Young property which will add to the flow in the watercourse, and this, together with the hazard of having an open-end pipe picking up the watercourse at the rear of the Young property, makes reconsideration urgent.

Engineering is greatly concerned that, if the partial enclosure program only is carried out, there will be a continual hazard of blockage of the pipe at the rear of the Young property, which, if blocked, would result in severe erosion damage to the Young property and adjoining properties on Halifax Street. Preventative action should be undertaken immediately.

It is recommended:

- (a) that the entire enclosure project be carried out at an estimated cost of \$26,300. and that Work Order # 84-100 be approved accordingly.
- (b) that Council authorize the acquisition of the following easements:
 - (i) the easterly fifteen feet of Block 122, D. L. 129, Plan 1492, owned by the Corporation.
 - (ii) the west 6 feet of Block 132, except Explanatory Plan 13337, Map 1492, D.L.129, at 6211 Halifax Street, owned by Stanley and Marjorie M. Young.
 - (iii) the easterly twelve feet of Block 133, Explanatory Plan 13951, D. L. 129, Plan 1492, at 6171 Halifax Street, owned by Henry B. and Priscilla L. Tate.

The 12-foot easement over the Tate property will have to admit to the encroachment of a concrete retaining wall and a corner of the carport. (Sketch C-220).

5. Re: Cancellation of Easement.

In March 1952, the Corporation acquired an easement for drainage purposes over the west 5 feet of the west half of a 4 acre portion, Sketch 1108, D. L. 35, Group 1, located at 4076 Fir Street.

The Municipal Engineer advises the easement is no longer required and the owner requests that the same be abandoned.

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

6. Re: Go-Cart Track - Oak Theatre Property.

Twice in the past, Council has authorized this Go-Cart Track. At the present time it is not in use.

E.F.H.Holdings Ltd. of P.O.Box 76, North Vancouver, has written to the Municipal Clerk that they are interested in re-activating the Go-Cart Track and requesting an early decision so they may still get some track time in this year.

The letter is signed by a Mr. E. F. Humphrey and he states the operation would be managed by adults on a business-like basis and nuisance of foul language and [poor] conduct of teenagers would not be tolerated.

The Chief Licence Inspector recommends that the application be refused and your
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(Item 6....re Go Cart Track....continued)

Municipal Manager concurs.

In addition to the problem of complaints regarding the conduct of the people using the track on previous occasions, there is always a problem of noise of machines. There is now another apartment block on Marlborough at the end of Bennett street.

7. Re: Estimates.

Submitted herewith is the Municipal Engineer's reports covering Special Estimates of Work in the amounts of \$16,350.00 and \$14,504.61.

It is recommended that the estimates be approved as submitted.

Respectfully submitted,



H. W. Balfour,
MUNICIPAL MANAGER.

HB:eb

8. Re: Provincial Welfare Staff Conference,
Victoria, B. C. - 22 and 23 October 1964.

The Provincial Government is holding a two-day staff conference for social workers in Victoria, October 22 and 23, 1964.

The Social Service Administrator requests authority to send one worker to the Conference.

It is recommended that the request be granted.

9. Re: Investments.

The Municipal Treasurer reports that effective October 1st, 1964, \$100,000. B. C. Electric 5½% Parity Bonds of 15 September 1965 were purchased at par, to be resold on 1 March 1965 at par plus interest at 4 1/4%.

It is recommended that the action of the Municipal Treasurer be approved.

10. Re: Land Sale.

Item No. 10 of Report No. 60 advised Council that an offer of \$2,250.00 had been received from Mr. C. Jaster to purchase Lot 29, Block 23, D. L. 27, Group 1, Plan 1029 and recommended that the offer be refused.

The minimum price for the lot set by Council is \$2,800.00 and the sale is subject to the lot being consolidated with Lots 30 and 31 owned by Mr. Jaster.

Council tabled the report item requesting information as to the applicant's proposed use of the lot and where the dwelling was located on Lots 30 and 31.

The Land Agent advises that Mr. Jaster proposes to purchase Lot 29 and consolidate it with Lots 30 and 31 after which the property will be subdivided into two lots - one with a 50 foot frontage and the other with a 49 foot frontage. The dwelling, formerly located on Lots 30 and 31, has been demolished.

11. Re: Request for Traffic Counts.

Council is in receipt of a request from Messrs. O. Lawson, E. Lawson and G. Sutcliff, for a private traffic count on Hastings Street.

The Municipal Engineer reports as follows:

"We do not provide this service to the public; however, there are cases when, if information is available, that same is given out verbally.

We have no measured count on Hastings at Gamma.

Our own outstanding backlog of counts puts us three or four months behind schedule; consequently, neither can we spare the counters nor the time for the service unless directed to do so."

12. Re: Acquisition of Easement
- Parkcrest Extension Sewer Project #15.

An easement is requested in connection with the above sewer project as follows:

Owner - Llewellyn William Fountain, Box 359, Burns Lake, B. C.
Property - South 15 feet of S $\frac{1}{2}$ Block 45, D. L. 129, Group 1, Plan 1492, N.W.D.
Location of easement - 1261 Fell Avenue.
Consideration - \$1.00 plus restoration of the easement area.

It is recommended that authority be granted to acquire the above easement and that the Reeve and Clerk be authorized to execute the easements on behalf of the Corporation.

13. Re: Acquisition of Easements -
Sperling-Halifax Sewer Project #16/17.

Easements are required in connection with the above Project as follows:

(a) Owner - Jan Braacx and Pieterella Johanna Braacx, 7832 Rosewood Street, Burnaby.
Property - Easterly fifteen feet Lot 'B', Block 71, D. L. 135, Plan 16513, N.W.D.
Location of easement - 7116 Kitchener Street.
Consideration - \$1.00 plus restoration of the easement area and the right to blacktop the easement area.

(b) Owner - Frederick Martin Bishop, 7121 Kitchener Street, Burnaby, B. C.
Property - Easterly ten feet Lot 5, Block 21, D. L. 135, Group 1,
Plan 17542, N.W.D.
Location of easement - 7121 Kitchener Street.
Consideration - \$1.00 plus restoration of the easement area.

It is recommended that authority be granted to acquire the above easements and that the Reeve and Clerk be authorized to execute the easement documents on behalf of the Corporation.

14. Re: Tenders for Refuse Collecting Trucks.

Ten tenders were received to the advertised tender call for Four Refuse Collecting Trucks.

A tabulation of the bids received is submitted herewith.

Tenders were opened by the Purchasing Agent in the presence of Mr. G. Mullis, Mr. Constable and representatives of the firms bidding.

The tender call was for road transportation of the vehicles to the Corporation's Works Yard on Laurel Street with a quotation for additional cost of rail transportation should the Corporation decide upon rail transportation.

All companies quoted on Heil and Leach Packers. Seven quoted the Gar-Wood 616 and four quoted both the Gar-Wood 616 and 716 models. The Gar-Wood 616 has no packer and ejection plate. The Gar-Wood 716 is higher priced and is a comparatively new unit with none in this area.

Heil and Leach packers have been tried out for one day each. The Heil packer has a faster packing cycle and packs a greater load. The ejection plate on the Leach uses a short cylinder with a lock arrangement locking the plate to an extension bar from a short hydraulic cylinder.

Garbage Refuse Units have a very low trade-in value and so must be expected to
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(Item 14.....Tenders for Refuse Collecting Trucks...continued)

operate for a minimum of eight years. The Engineer states that the expected cost of maintenance alone would offset the difference in original price between Heil and Leach.

The lowest tender which meets specifications is by International Harvester of Canada Ltd. for International CD-1800 truck with Heil Unit @ \$14,617.66 each.

However, there is a tender by White Truck which is very interesting. This tender is only \$2,247.34 per unit more than the lowest acceptable tender.

Previous tender calls have resulted in such a great difference in price that it has not been reasonable to consider a recommendation for equipment of the quality of the White. The difference of only \$2,247.34 each does give an opportunity to obtain this equipment almost within the estimated cost. Including sales tax the actual additional total cost would be \$9,438.83.

The White Truck offers the best engine - i.e. a slow-turning six cylinder engine with removable sleeves and heavier crankshaft, bearings, et cetera, a heavier transmission and a heavier more sturdy front axle with the shortest turning radius offered.

The same trade-in problem exists for trucks as for packers, chiefly, because of the chassis under a packer body.

A check was made with the Heil distributor and the White Motors distributor and it has been determined that both carry an adequate parts reserve. The Corporation has experienced difficulty in parts for the Leach.

It is considered that advantage should be taken of the low difference in original cost of White Trucks with Heil packers. Four units in the fleet would provide a record of performance and operating and maintenance costs for future purchasers.

It is recommended that the bid of White Motor Company of Canada of \$16,865.00 each for four White 1500 Refuse Collecting Trucks with 1516 cu. yd. Heil Packers be accepted and that the units be transported by road.

Should this recommendation not be acceptable to Council on account of the increased cost it is recommended that the tender of International Harvester Co. of Canada Ltd. of \$14,617.66 each for four International C. D. - 1800 Trucks with 16 cu.yd, Heil Packers be accepted and that the units be transported by rail.

15. Re: Land Sale.

On June 22, 1964, Council authorized the Land Agent to sell Lot 8, Block 13, D, L. 158E $\frac{1}{2}$, Group 1, Plan 1908, located at 5362 Neville Street, at a minimum price of \$5,000.00 subject to the purchaser demolishing the old dwelling situated on the property. The size of the lot is 64 feet x 122 feet. The property was advertized for sale in the Vancouver Sun on April 9th and 10th, 1964 and no bids were received.

McGowan Investments Ltd. have offered \$5,000.00 payable on terms of \$1,250.00 cash and the balance in three equal annual payments at 6% interest and will undertake to demolish the old dwelling within 90 days of acceptance of the offer.

It is recommended that the offer be accepted and that the be authorized to sign the necessary documents.

Reeve and Clerk
H. W. Balfour
H. W. Balfour,
MUNICIPAL MANAGER.