

THE CORPORATION OF THE DISTRICT OF BURNABY

June 5, 1964.

REPORT #40, 1964

His Worship the Reeve
and Members of Council.

Gentlemen:

Your Manager reports as follows:

1. Re: Greater Vancouver Sewerage and Drainage District

The above-mentioned organization has requested a 20 foot wide easement through Deer Lake Park - as shown on their drawing No. SF - 657 dated April, 1964.

The request has been approved by the Parks & Recreation Commission.

It is recommended that the easement be granted for \$1.00 plus restoration of the easement area and that the Reeve and Clerk be authorized to sign the necessary documents.

2. Re: Gilley/Walker Sanitary Sewer Project

Council has authorized a tender call for the above-mentioned project which is returnable on June 17th, 1964.

The consulting engineers advise that the following easements will be needed once the contract is let, in order that the work of the contractor will not be impeded:

Easement No.	D.L.	Block	Lot	Plan
5	92	P		5263
7	92	V ExP1 13792 & ExP1 14066		13612
8	93	15 .	Lot B N.Pt.Ex.	3633
			1 W.33 Ft.Ex. ExP1.13757	
9	93	15	Lot "B" S.Pt.Ex.	3633
			ExP1. P1.15338	
10	93	15	D E 1/2	3633
11	93	15	D W 1/2	3633
12	93	16/20/15	E	14435

It is recommended that Council pass an expropriation by-law to assist in the acquisition of the easements. Negotiations will continue as usual.

3. Re: South Slope Sewer Project #4

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

- (a) S. 18 Feet of Lot B, Blk. 31, D.L. 97, Group 1, Plan 13658, owned by V. & L.H. Schuhart of 6050 Irmin Street. Location of easement is at 6050 Irmin St.
- (b) S. 10 Feet of Lot 2, Block 21 of Lots 1/3, D.L. 95, Group 1, Plan 1930 "A" owned by H.C. Scott of 6926 Kingsway. Location of easement is at 6926 Kingsway.

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The consideration is \$1.00 plus restoration for each easement.

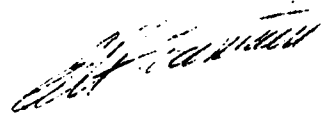
It is recommended that the easement be acquired, and that the Reeve and Clerk be authorized to sign the necessary documents.

4. Re: Estimates

Submitted herewith is the Municipal Engineer's Report covering special estimates of work in the total amount of \$30,430.00.

It is recommended that the estimates be approved as submitted.

Respectfully submitted,



E. A. Fountain,
Executive Assistant
to Municipal Manager

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Re: Request of Mr. J. Pearson, 3156 Phillips

On May 11, 1964, Council granted the above-mentioned person permission to use Lot 1, D.L. 74N $\frac{1}{2}$, Group 1, Plan 3782 as a location to operate a used building material sales yard subject to certain conditions, one of which was as follows:

" That the property be enclosed by an eight-foot high masonry fence constructed and maintained in a workman-like manner. "

Mr. Pearson advised Council that he was prepared to accept all conditions except the requirement of the masonry fence, and asked Council to reconsider this point.

Before re-consideration, Council requested the opinion of the Chief Building Inspector and his report is quoted herewith:

" The writer has been asked to express an opinion on the construction of an 8 foot high masonry wall or fence to surround a used building material yard on the above described property.

The property in question is within the Central Heavy Industrial Zone and is located at the westerly end of Still Creek Avenue as presently constructed. The southerly boundary of the property borders on Still Creek. In the FENCO report of 1960 on foundation conditions in the Central Valley and Fraser Delta peat areas, this property is within an area referred to as the Still Creek area. The report regards the peat land contained in this area as varying between that classed as difficult to treat, and that classed as transitional between difficult and treatable peat. Bore hole data for the particular site is not available, but it may be assumed that the average depth of peat on this site is in the order of 25 to 30 feet overlaying an unstable soft grey silt-clay.

The northerly half of the site, as viewed on June 2nd, 1964 has been covered with sawdust hog fuel varying in depth from 3 to 5 feet. The hog fuel is being covered with a layer of sand-gravel approximately 6 inches thick to reduce fire risk.

The requirement of a masonry wall 8 feet high on this property would present one major difficulty - that is, the cost of designing and building the wall to remain upright and stable on soil which is as unreliable as any to be found in the Municipality. A free-standing wall or fence has no means of restraint at its upper edge against lateral force. It must obtain its vertical stability by cantilever action from the foundation upon which it is built. The foundation, in turn, must obtain its stability from the soil in or upon which it is placed. A masonry wall or fence, unlike lightweight fences of post and stringer construction, relies for bearing upon a continuous foundation placed in or upon the soil. The soil on this property has a low load-bearing capacity, insufficient in its natural state to support the weight of a masonry fence without extreme displacement. Moreover, this soil is of such a nature as to be unable to resist lateral forces brought about by intermittent surface loading or earth tremors which could result in collapse or toppling of the wall.

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(Item re Request of Mr. J. Pearson, 3156 Phillips Continued)

To ensure the stability of a free-standing masonry wall on this site would entail a competent structural design to overcome the deficiencies of the soil, plus careful construction thereafter to fulfil the design.

It is the writer's opinion that on peat land the screening from public view of a "nuisance" or yard storage use can be just as ably performed by a wall or fence of lightweight construction, either of closed or partially open design. The opinion is also held that a lightweight fence on peat land can be more easily maintained or repaired than a masonry fence, and that the effects of weathering are less vital to the stability of the structure than is the case with a masonry fence. "

Re: Major Road Between Bainbridge Avenue & Sperling Avenue

Council requested the following information pursuant to the above-mentioned project:

- (a) The approximate costs involved in acquiring the necessary right-of-way.
- (b) The estimated cost in constructing the street.

The following estimated costs are to be considered rough at this stage inasmuch as they are not supported by detailed survey and design plans. However, with the knowledge of similar construction costs, they are considered realistic.

Estimated cost of land acquisition	\$ 58,000.00
Estimated cost of construction (36' curb to curb including storm drain)	<u>100,000.00</u>
Total Estimated Cost	<u><u>\$158,000.00</u></u>

The estimated cost of constructing the road to interim standard is \$75,000.00, but the Municipal Engineer considers construction to finished standard desirable.

The foregoing estimates are for the portion of the major road between Bainbridge and Greenwood Street only. The estimated cost of finishing the balance of the proposed major road to Sperling Avenue (44' curb to curb) is \$27,000.00. Additional land acquisition is not required for this portion.

The total estimated cost is as follows:

Land acquisition	\$ 58,000.00
Construction from Bainbridge to Greenwood (36' curb to curb)	100,000.00
Finish from Greenwood to Sperling Avenue (44' curb to curb)	<u>27,000.00</u>
	<u><u>\$185,000.00</u></u>

Respectfully submitted,

E.A. Fountain
 E.A. Fountain,
 Executive Assistant
 to Municipal Manager

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