

THE CORPORATION OF THE DISTRICT OF BURNABY

15 April, 1965.

REPORT NO. 30, 1965.

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

Gentlemen:

Your Manager reports as follows:

1. Re:Petition of R. A. and Patricia J. Eales  
and other residents of Leibly Avenue

A petition has been received from R.A. and Patricia J. Eales and sixteen other residents from Leibly and Walker Avenues requesting the opening of a lane from Stanley Street to the back of the corner property at Leibly and Burris.

Ten properties are represented by the petitioners.

Two reports were submitted to Council in 1962 on this subject and no action was taken by Council.

This is one of a number of requests for lane openings since the sewer program required sewer installations on many unopened lane allowances.

This particular lane allowance is 8' below the accepted width of twenty feet for 638' adjacent to Lots 1 to 22, Block 7, D.L. 86, which front on Leibly and Walker Avenues.

The lane return to Leibly is 10' below the accepted width of 20 feet for 1150' adjacent Lot 3N $\frac{1}{2}$ , Block 7, D.L. 86 located on the southwest corner of Burris and Leibly. This lot has subdivision potential but the required lane allowance is a real problem because of the location of the house on the lot.

It is observed that the petitioners only request construction to this lot. This would leave an 1150 foot lane feeding into a 10 foot allowance.

The 638 foot portion of substandard width is centered on the portion which is of standard width. To continue the pattern then would require a 4 foot widening strip from each of 22 lots. Existing topographic maps and aerial photographs seem to show that some improvements may be located on the lane allowance. None of the 22 lots has subdivision potential.

An estimate has been obtained of approximately \$7,000. for the construction of the north-south portion 1150 feet in length. An additional \$1,000. would be required for the east-west section if this were obtained and constructed.

No estimate has been obtained of widening acquisition costs.

All properties facing Leibly and Walker have front access, except one.

The sums available for lane construction and land acquisition each year are limited. Council has stepped up the Corporation's lane construction program but it would take years to complete even those for which full allowances are available.

It is recommended, since the lack of construction of this lane is not a serious detriment to the use of the property and because of the acquisition problem to complete the allowance to its proper width, the petition be denied at this time.

Page 2.  
REPORT NO. 30 1965.  
MUNICIPAL WORKS  
15 April, 1965.

2. Re: Lot 8, Block 23 of Lot 187, Plan 1282.  
Sold for Taxes - 30th September, 1964.

Mr. W. H. MacInnes has made application to purchase the Tax Sale Certificate for Lot 8, Block 23, of Lot 187, Plan 1282 which was purchased by the Corporation at the Tax Sale held 30th September, 1964. At this time the upset price of the Certificate is \$783.18.

An Agreement for Sale to Purchase was executed in February, 1962 by Mr. MacInnes to Laurence Edward Gray, being an Assignment of Agreement for Sale and Purchase 28123C. Mr. MacInnes claims that the purchaser owes him \$8,823.98 plus interest.

On 9th February, 1962, a mortgage was registered against the property to Bailey and Williams Construction Co. Ltd.

Council dealt with the subject of Sale of Tax Sale Certificates owned by the Corporation in February, 1963. At that time, Council determined on a policy to not sell any Tax Sale Certificate owned by the Corporation. In summary form, the reasons for such a policy were:

- (a) The Corporation may be placed in a position of assisting one interested financial party without reference to other interested parties.
- (b) This Municipality has in the past, when a Certificate is owned by the Corporation, been able to adopt a humanitarian point of view where such was indicated and has resold properties obtained by it back to the original owners for the Corporation's equity in the property when the Council so decided. Sale of Tax Sale Certificates by the Corporation removes this possibility.

In this particular case, since there is a mortgage registered against the property (a) above certainly applies.

It is recommended the request by Mr. MacInnes be declined.

3. Re: Annual Conference of the  
Building Inspectors' Association of B.C.

The 10th Annual Conference of the Building Inspectors' Association of B.C. is to be held in Nelson, B. C. on May 13th and 14th, 1965.

The program will contain a number of items of much interest and value to Building Inspectors. Of particular interest will be the remarks of the representatives of the National Research Council, Ottawa, concerning the 1965 edition of the National Building Code. It is understood the 1965 edition of the Code is being released this week at the Conference of Canadian Building Officials currently in session in Regina, Saskatchewan.

It is recommended that the Chief Building Inspector and one other member of the Building Department be authorized to attend the Nelson Conference subject to the exigencies of the Department.

Page 3.  
REPORT NO. 30, 1965.  
MUNICIPAL MANAGER  
15 April, 1965.

4. Re: Lot "B", Block 8, D.L. 214, Group 1.

The above mentioned property is located in the Barnet Mill Site Village and is owned by the Municipality.

There is an old dwelling on the property which sustained severe damage as a result of snow last winter and recently was partially destroyed by fire of unknown origin.

It is recommended that the Fire Chief be authorized to destroy the remains of the building by fire.

5. Re: Estimates

Submitted herewith for your approval is the Municipal Engineer's report covering Special Estimates of Work in the total amount of \$1,500.

It is recommended that the estimates be approved as submitted.

6. Re: Expenditures

Submitted herewith for your approval is the Municipal Treasurer's report covering Expenditures for the 4-week period ended 21 March, 1965, in the total amount of \$1,292,319.

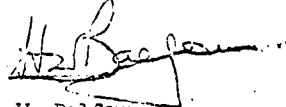
It is recommended that the expenditures be approved as submitted.

7. Submitted herewith for your information is the report of the Fire Chief covering the activities of his Department for the month of March, 1965.

8. Submitted herewith for your information is the report of the Chief Licence Inspector covering the operations of his Department for the month of March, 1965.

9. Submitted herewith for your information is the report of the Officer in Charge, Burnaby Detachment, R.C.M.P., covering the policing of the Municipality for the month of March, 1965.

Respectfully submitted,



H. W. Balfour  
MUNICIPAL MANAGER

HWB:gr

10. Re: Proposed Local Improvement  
Curtis Street - Duthie to Phillips

As directed by Council the following is submitted in accordance with Section 601 of the Municipal Act for a 4½ foot concrete sidewalk on the South side of Curtis Street from Duthie Avenue to Phillips Avenue, to be built in conjunction with curbing and widening to a width of 44' between Duthie and Centennial Way.

The cost of a 4½' concrete sidewalk is estimated at	\$ 5,300
The owners' share of the cost is estimated at	\$ 1,175
The Corporation's share of the cost is estimated at	\$ 4,124
The estimated lifetime of the works is	15 years
The annual levy will be for 15 years at a frontage rate of	14¢

Details of the assessment frontages are:

<u>No. of Lots</u>	<u>Code</u>	<u>Zoning</u>	<u>Use</u>	<u>Actual Frontage</u>	<u>Taxable Frontage</u>
1	5020842	Residential	Residential	168.00'	66.00'
5	66' to 132'			474.00'	330.00'
1	exempt as frontage affected by other work			72.00'	-
<u>7</u>	66' and under			<u>443.92'</u>	<u>443.92'</u>
<u>14</u>				1,157.92'	839.92 ft.

11. Re: Willingdon Avenue and  
Great Northern Railway Crossing

A member of Council recently brought to the attention of Council that traffic on Willingdon Avenue is at times being severely impeded by the Automatic Railway Crossing signal though there is no train in evidence.

Council directed that this situation be investigated and also that the possibility of an overpass by Willingdon of the G.N.R. tracks be examined.

The first situation was examined on the site with Lieutenant Sunquist of the G.N.R. Police. At 9:16 a.m. on a Friday the signal arms came down. The signal was activated by the freight train shunting cars between Gilmore and Boundary - the activator being just east of Gilmore. The crossing was closed for 10 minutes causing traffic to back up. Even more important than the actual traffic delay was the fact that traffic started going around the gates. When the train came to move cars at Commercial Metals the Fireman operated the signal manually from the control box thus closing the crossing for only a minute or two. Under the Railway Act they are allowed 5 minutes.

The Junk Company receives on 2 or 3 cars on the average of 5 times a week. It is unlikely this factor could be improved.

Lieutenant Sunquist was quite concerned, as is this Corporation, with the vehicles violating the gate when it was closed for any length of time and he has promised to look into ways of de-activating the signal when the train is working at the Gilmore-Boundary area.

The Engineer's Dept. will be working with the G.N.R. on this problem until a satisfactory conclusion is reached.

Regarding the possibility of an Overpass the Engineer contacted the City of Vancouver as it was known that the City had recently checked into such a structure for Boundary Road.

Page 2 - SUPPLEMENTARY  
REPORT NO. 30, 1965.  
MUNICIPAL MANAGER  
20 April 1965.

(Item 11, Re: Willingdon Avenue and Great Northern Railway Crossing -Cont.)

The construction of overpasses is covered by the Board of Transport Commissioners General Order No. 848 and in this Order the project, if approved by the Railway and the B.T.C., is 80% for the Railway Grade Crossing Fund, 15% for the Municipality, and 5% for the Railway. All costs of the maintenance of the structure are borne by the Municipality and the Municipality must design the structure and submit the plans to the Railway for approval.

Vancouver estimated the overpass at Boundary Road at \$563,000.00. Presuming that a structure of similar cost would be necessary at Willingdon Burnaby's share would be at least \$80,000.00. It cannot however, be assumed that an 80% contribution is guaranteed as each project is examined on its merit. Vancouver did not proceed with an overpass at Boundary because the traffic experts did not consider the amount of traffic warranted such a structure at the cost.

If Council still feels that the subject of an overpass should be further investigated it will be necessary to engage a consultant to produce a preliminary design of the overpass as the Board of Transport Commissioners will not consider appropriations from the Grade Separation Fund without having a formal submission, including a preliminary design of the overpass.

12. Re: Provincial Municipal Welfare Administrators Annual Conference

The Provincial Director of Welfare has arranged for the above mentioned Annual Conference to be held in Kamloops, B. C. on May 4th & 5th.

The agenda includes a review of all Social Service and related legislation and regulations.

It is recommended that Mr. E. L. Coughlin, Social Service Administrator be authorized to attend.

13. Re: Tenders for Supply and Delivery of Ready-Mixed Portland Cement Concrete

An advertized tender call was made for the Supply and Delivery of Ready-mixed Portland Cement Concrete.

The scope of the contract is for approximately 11,200 cubic yards of concrete in twelve classes. 10,000 cu. yds. are for Class A1.

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

Submitted is a tabulation of the three tenders received.

It is recommended the contract be awarded to the low bidder, Superior Construction Limited in accordance with its bid.

Duration of the contract is 365 days from execution of the agreement.

Respectfully submitted,

  
H. W. Balfour,  
MUNICIPAL MANAGER