

20 January, 1967

REPORT NO. 5, 1967

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

Gentlemen:

Your Manager reports as follows:

1. Re: Water Works Feeder Main Study - Greater Vancouver Water District

During 1966, the Greater Vancouver Water District completed a report for the City of Vancouver on the City's zones and feeder main system, with reference to the Water District's supply facilities, and for the purpose of outlining a program of co-ordinated development.

This report has proved to be of immense value in the long-range planning for future improvements to the G.V.W.D. system and the feeder main system of the City of Vancouver. It has been estimated that the study will result in a long-range saving to the City of some \$2,000,000.00.

The Water District now suggests a similar co-ordinated study and report on Burnaby's feeder main system and the G.V.W.D. system as it relates to Burnaby. The same type of result is expected as was achieved in Vancouver and while no estimate is being made of possible long-range saving, it is expected to be very substantial.

Such a study would be in two phases, with the second phase dependent upon the first phase indicating that it would be to mutual advantage to continue. The G.V.W.D. would absorb the cost of the report which is applicable to the Water District's facilities and it has been estimated that this would be about 50% of the cost. It is estimated that Burnaby's share of the first phase would be about \$6,000.00. If results indicate the desirability of the second phase an additional cost of an estimated \$4,000.00 would have to be incurred.

It is considered that such a Study should produce much useful information in the planning of the Waterworks System and the savings which would likely result would be very welcome. With Burnaby now committed to Long Range Capital Programming it is also timely.

It is recommended that Burnaby request the G.V.W.D. to conduct an integrated study of Burnaby's feeder main system and the Greater Vancouver Water District's supply facilities, with the object of producing a report similar to that recently completed for the City of Vancouver, entitled "Report on City of Vancouver Water Supply Study". It should be a condition of the request that Burnaby's financial contribution be limited to \$6,000.00 without further authorization by Council.

2. Re: Tax Penalties

The Municipal Act sets a mandatory 10% for tax penalties. It is possible to have a series of percentages applicable at various dates during the year but these must total 10% in aggregate.

Most communities in B.C. charge 5% in each of two instalments, or 10% in one. Burnaby charges 5% in each of two instalments.

The Municipal Act requires Collectors "as soon as practicable on or after the 'penalty date' to add to the unpaid taxes of the current year 'the prescribed penalty'".

There is a great deal of work involved in adhering to the Act and this has likely influenced the selection of two penalty dates as opposed to more.

Now that Burnaby has a computer in use it is a simple operation to add and record penalties. With this problem out of the way, consideration has been given to a series of penalties totalling 10%.

.... Cont. Page 2.

(Item #2 - Re: Tax Penalties .... cont.)

In a general area some degree of standardization has merit so the Vancouver system was studied. Vancouver has a series of four penalty dates and while Burnaby's collections in 1966, for example, were slightly higher percentage-wise than Vancouver's, the difference is not significant and not necessarily attributable to penalties applicable.

A series of penalties has financial advantages for the taxpayer who for some reason fails to pay his taxes before the penalty date. It is estimated that the series of penalties being recommended in this report would save the taxpayers some \$16,000.00 per year over the two-penalty date system now in force. In addition, it might possibly encourage a more regular flow of tax payments than the present system.

Any saving to the taxpayers through a new tax penalty system becomes a revenue loss to the Corporation. Tax penalties are a part of the tax enforcement procedure, however, to encourage and ensure payment of taxes, and not as a Revenue Item of the Corporation in the ordinary sense. The revenue loss might also be partially off-set by earlier collections.

Pursuing the principle of encouragement of standardization, it is considered that Burnaby should adopt the four-penalty date system, and the actual penalty dates, now in use in the City of Vancouver. The actual penalties must conform to the Municipal Act, however, which is not a requirement for the City of Vancouver.

An early decision is necessary for the printing of the tax bills though any decision reached now will be formalized in the taxing by-law.

It is recommended that Burnaby adopt the following penalties on unpaid taxes:

5th July	-	1%
3rd August	-	2%
6th September	-	3%
4th October	-	4%

The above penalties would be cumulative.

3. Re: Prenter Street Extension.

The Corporation requires a right-of-way through Lots 15, 16 and 17, Sketch 11792, except Explanatory Plan 14041 of Block "J", D. L. 96, Group 1, Plan 3907, located on the west side of Griffiths Avenue, north of Rumble Street, for the extension of Prenter Street east to Griffiths Avenue.

Negotiations to acquire the right-of-way have not been successful.

It is recommended the right-of-way be expropriated. Negotiations will continue.

4. Re: Sullivan Heights Extension Sewer Project.

The Corporation requires a right-of-way through the middle of the west 1/2 of Parcel "A" (Explanatory Plan 12434) of Block 3 of D. L. 6, Group 1, Plan 7952 for the above mentioned project. The property is located between David and Sullivan Streets, east of Willoughby Avenue.

The owner is prepared to convey the right-of-way required to the Corporation as a lane and, in addition, will convey the north 33 feet of the property for the widening of David Street which would complete the David Street allowance in this area. The owner would not be responsible for construction costs of the lane or David Street. The property would be assessed local improvement charges if street improvements were constructed on that basis.

It is recommended that the north 33 feet of the property and the lane allowance be acquired and that the Reeve and Clerk be authorized to sign the necessary documents. The consideration is \$1.00 each.

5. Re: Lane between Clinton and Portland Streets,  
parallel to Gilley Avenue.

Efforts to acquire a right-of-way through Lot "E", D. L. 160, Group 1, Plan 13174, have not been successful.

The property is located on the south-east corner of Gilley Avenue and Neville Street.

Expropriation of the right-of-way will be necessary in the event the lane is to be extended northward to Neville Street.

6. Re: Canadian Federation of Mayors and Municipalities.

An account for the sum of \$1,666.40 has been received for the 1967 membership fee based on 1.5¢ per capita (111,093).

A copy of the final draft of the new Federation By-laws is attached for the information of Council. The By-laws were approved at the 1966 Convention. Payment of the 1967 membership will constitute acceptance and approval of these by-laws.

The 1966 membership fee was \$1,599.00.

7. Re: Union of B. C. Municipalities.

An account for the sum of \$1,450.00 has been received for the annual dues for the year 1967.

The dues have been increased for 1967 and are now based on the following:

First 10,000 of population @	6.5¢ per capita
next 10,000 of population @	3.0¢ per capita
next 10,000 of population @	1.5¢ per capita
next 30,000 of population @	0.65¢ per capita
next 60,000 of population @	0.3¢ per capita

Minimum fee \$ 75.00

Maximum fee \$2,000.00

The population for a member municipality to be that shown by the preliminary figures of the 1966 census.

The dues for 1966 were \$900.00.

8. Re: Estimates.

Submitted herewith for your approval is the Municipal Engineer's report covering Special Estimates of Work in the total amount of \$39,200.00.

It is recommended that the estimates be approved as submitted.

9. Re: Street Lights.

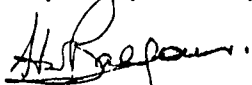
Submitted herewith for your approval is the Municipal Engineer's report covering suggested street light installations.

It is recommended that the installations be approved.

10. Submitted herewith for your information is the report of the Fire Chief covering the activities of his Department for the month of December, 1966.

11. 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 December, 1966.

Respectfully submitted,

  
H. W. Baifour,  
MUNICIPAL MANAGER

12. Re: Acquisition of easements - Sanitary Sewer Projects

Easements are required in connection with the undernoted Sanitary Sewer Projects as follows:

(i) Oakalla Sanitary Sewer Area #21

- (a) Owner - Roderick George Dixon and Annie Ethel Dixon,  
6338 Denbigh Avenue, Burnaby 1, B.C.  
Property - East 10 feet Lot 16, Block 4, D.L. 94, Group 1,  
Plan 1117, N.W.D.  
Location of easement - 6338 Denbigh Avenue, Burnaby 1, B.C.  
Consideration - \$1.00 plus restoration of the easement area.
- (b) Owner - Annie Priscilla Hicks, 6112 Royal Oak Avenue,  
Burnaby 1, B.C.  
Property - East 11' 6" Parcel 3 (Ref Plan 6956), D.L. 94,  
Group 1, N.W.D.  
Location of easement - 6112 Royal Oak Avenue, Burnaby 1, B.C.  
Consideration - \$1.00 plus restoration of the easement area.

(ii) Sullivan Heights Extension

- Owner - Cecil James Lewis and Florence Irene Lewis,  
8746 Crest Drive, Burnaby 3, B.C.  
Property - West 30 feet, Lot 5 of Parcel "A", D.L. 8 S $\frac{1}{2}$ ,  
Group 1, Plan 11217, N.W.D.  
Location of easement - 2869 North Road, Burnaby 3, B.C.  
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.

13. Re: Lane Acquisitions - Oakalla Sanitary Sewer Area #21

The following lane acquisitions are required for the abovenoted Sanitary Sewer Project as follows:

- (a) The East 10 feet of Lot 13, Block 5, D.L. 94, Group 1, Plan 1117, N.W.D. owned by Ruth Beatrice Gray and Kenneth Gray, 6270 Elgin Avenue, Burnaby 1, B.C. The consideration is \$1.00.
- (b) Portion of Lot 20, Block 5, D.L. 94N, Group 1, Plan 1117, N.W.D. owned by Robert John James Parker and Wanda Joy Parker, 6369 Dufferin Avenue, Burnaby 1, B.C. The consideration is \$1.00.

It is recommended that the portions of property referred to be acquired for lane purposes and that the Reeve and Clerk be authorized to sign the necessary documents.

14. Re: Overhead Grade Separation -  
Willingdon Avenue and G.N.R. Right of Way

After conclusion of negotiations with the C.N.R., the Board of Transport Commissioners was so advised. Subsequently the G.N.R. notified the Board and Burnaby that it would accept an allotted cost of \$31,250.00.

The Board then instructed the Corporation to "submit a general layout plan of the proposed grade separation, together with an estimate of the cost in reasonable detail, all prepared in accordance with General Order E5". A copy of Order E5 was attached.

.... Cont. Page 2.

(Item #14 - Re: Overhead Grade Separation -  
Willingdon Avenue and G.N.R. Right of Way .... cont.)

Even prior to the completion of any arrangements consideration had been started with respect to the next step required of the Municipality concerning actual design and construction of the Overpass. Preliminary design and the estimate used in negotiations were prepared by Fenco at Municipal expense.

Naturally enough, the proposed Overpass is of interest to several Engineering firms and five have submitted proposals to the Municipal Engineer. The five firms are:

- Swan Wooster Engineering Co. Ltd.
- Fenco
- Reid Crowther and Partners Ltd.
- Associated Engineering Services Ltd.
- N.D. Lea and Associates

The Engineer's Department has reviewed all the proposals received and there is no doubt that any one of the firms has sufficient qualified Engineers to carry out the engineering required for the Willingdon Overpass. All firms have quoted fees for engineering in accordance with the approved fee schedule published by the Association of Professional Engineers of B.C.

The proposal made by N.D. Lea and Associates is accepted as the most attractive for the following reasons:

- "(1) The Engineering Team of Engineers, W.P. Mari and W.B. Currie, have considerable experience in railway separations, having been responsible for twelve railway separations in British Columbia and, in particular two in the Burnaby area - one at the Freeway and Boundary Road and one over the Brunette River on the Burnaby Freeway System. This team were in the employ of FENCO and were involved in the design of the Freeway and the Freeway structures in Burnaby.
- (2) They have suggested a most pleasant appearing inclined framed bent structure, which they believe would be quite suitable for this location and have enclosed a photograph of a model of this type of structure. We believe this type of structure would be most acceptable to the railway as it would provide a single, clear span across the entire railroad right-of-way and on either end it would provide a span to construct a roadway underneath. N.D. Lea has suggested that such a type of structure should be able to be constructed for a cost somewhere in the range of \$200,000. less than the preliminary figure which we have been using in connection with this proposed Overpass.
- (3) Most of the proposals submitted advise that it would be necessary to engage an outside Soil Consultant to study foundation problems and the cost of this Consultant would be chargeable to Burnaby in excess of the regular engineering fee, as agreed to with the Corporation. N.D. Lea & Associates advise that it would not be necessary for them to engage an outside Soil Consultant as they already have a soil report prepared in connection with the proposed construction of the roadway on Willingdon, which they consider is adequate to assess any foundation problems which would be encountered in the construction of the Overpass.
- (4) They propose, if selected, to make an immediate start on the preliminary engineering and advise that they would be able to complete the preliminary report including a plan to submit to the Board of Transport in accordance with Board Order E-5 within six weeks.

.... Cont. Page 3.

(Item #14 - Re: Overhead Grade Separation -  
Willingdon Avenue and G.N.R. Right of Way .... cont.)

- (5) This firm has submitted in their proposal a fee structure which is in accordance with the Association of Professional Engineers, but provides a desirable feature for the Corporation in the form of a ceiling which would be set on all engineering to be carried out, with the exception of resident staff during the construction of the Overpass. Their proposal regarding fee is as follows:

Stage 1 - Preliminary studies and report at per diem rates in accordance with the Association of Professional Engineers, but not to exceed \$8,000.

Stage 2 - Detailed design of the structure to be paid for at salaries plus 125%, but not to exceed \$20,000.

Stage 3 - General supervision of the construction to be day rates in accordance with the Association of Professional Engineers, but not to exceed \$7,000.

In addition to the foregoing, there would be the cost for Resident Field Staff to supervise the construction of the Overpass. Payment would be based on salaries plus 50%. Because this aspect of the engineering is entirely dependent upon the length of time required by the contractor to construct the Overpass, no firm estimate can be given but an approximation of this cost has been provided at \$10,000."

It is recommended that the firm of N.D. Lea and Associates be commissioned by the Corporation of The District of Burnaby for the design and supervision of the construction of the Willingdon Overpass in accordance with the fee arrangement set forth in their proposal to the Corporation and as outlined above.

15. Re: McKay Avenue - Kingsway to Rumble

This Report Item is provided in connection with Item 3(a) of the Council Agenda of 23rd January, 1967.

The following memorandum has been received from the Municipal Engineer with respect to the subject matter:

"As a result of a recent petition to Council for the reopening of McKay Avenue at Imperial Street, we are forwarding the results of traffic studies done in the area since its closure in August of 1966.

Before listing our findings into the traffic movements in and around Silver Avenue and Imperial Street, we would first like to mention that the petitioners all live in an area south of Rumble Street between Sussex and McKay Avenues, a distance of approximately seven-tenths of a mile from the closure.

Another point worth noting is that the petition described McKay Avenue as being a through road from Kingsway to Rumble Street. This is not true in the traffic sense of a through street as McKay Avenue was not protected by stop signs from Maywood to Rumble, which accounted for about 60% of its length. Also, the petition stated that there were no other through streets north and south between Patterson and Nelson Avenues. This is not quite true as Sussex Avenue goes from Kingsway to Rumble Street, although it is only protected as a through route from Imperial Street to Rumble Street.

(Item #15 - Re: McKay Avenue - Kingsway to Rumble .... cont.)

On Tuesday, 11th October, 1966, about a month and a half after the closure, when we felt that any new traffic pattern should be fairly well set, the following observations were made.

First, a 24-hour count was made of the traffic volumes on Imperial Street and Silver Avenue. These counts were summarized in our memo of 17th October, 1966, which is attached. During the one-hour check mentioned, we would add that of the 25 vehicles that turned right off Silver to Imperial, only 11 turned left onto McKay. The licence numbers of these 11 vehicles were taken and checked out. None were registered within the boundaries of the petition. This could indicate that the majority of the petitioners use a different route when going to and from work. This, of course, does not rule off the possibility that they could use this route when shopping in the Kingsway area.

In conclusion we would say that although the route from Kingsway to the petition area, which is south along McKay, east on Maywood, south on Silver, east on Imperial and south again on Sussex Avenue, may seem to involve a number of turns; it nevertheless is along a protected route. We would also point out that this is not the intended route for through traffic, but is a temporary measure until the Willingdon Avenue route is constructed from Kingsway, Willingdon to Imperial and Patterson Avenue."

#### 16. Re: Debenture Sales

Tenders were called for:

- \$454,000. The Corporation of the District of Burnaby 6 3/4% non-callable serial debentures dated 15 March, 1967, maturing 15 March, 1969, through to 15 March, 1982, for local improvements.
- and,
- \$114,000. The Corporation of the District of Burnaby 5 1/4% non-callable serial debentures dated 15 March, 1967, maturing 15 March, 1969, through to 15 March, 1982, to make up the deficiency in By-law No. 4698 for local improvements.

Five firm bids were received and these are tabulated as follows:

The Royal Bank of Canada	
Bell Gouinlock & Co. Ltd.	
Pemberton Securities Ltd.	\$98.18
Mills Spence & Co. Ltd.	
McLeod Young Weir & Co. Ltd.	97.39
A.E. Ames & Co. Ltd.	
Wood Gundy & Co. Ltd.	
Dominion Securities Corporation Ltd.	
Canadian Imperial Bank of Commerce	97.35
The Bank of Nova Scotia	
Gairdner & Co. Ltd.	
Nesbitt Thomson & Co. Ltd.	
Odium Brown & T.D. Read Ltd.	
Merrill Lynch Pierce Fenner and Smith Inc.	
Richardson Securities of Canada	97.06
J.L. Graham & Co. Ltd.	
Burns Bros. & Lenton Ltd.	96.544

(Item #15 - Re: Debenture Sales .... cont.)

The tender of Pemberton Securities Ltd. on behalf of themselves, The Royal Bank of Canada and Bell, Gouinlock & Co. Ltd. at a rate of ninety-eight dollars decimal one eight cents (\$98.18) per \$100.00 debenture is the lowest cost tender and is subject to the following conditions.

1. That this tender may be altered or withdrawn at any time up until 4 p.m. Monday, January 23, 1967.
2. That this tender is for prompt acceptance or rejection by the Corporation of the District of Burnaby upon opening of tenders, but will not remain firm after 10 a.m. Tuesday, January 24, 1967, without their consent.
3. That the debentures be a liability of the Corporation of the District of Burnaby at large.
4. That each debenture has the validation certificate of the Inspector of Municipalities of the Province of British Columbia.
5. That delivery be on or about March 15, 1967, but if delivery is delayed beyond March 31, 1967, they would have the right to stop interest accruing.

It is recommended that the tender of The Royal Bank of Canada, Bell Gouinlock & Co. Ltd. and Pemberton Securities Ltd. as submitted by Pemberton Securities, the syndicate manager, of \$98.18 per \$100.00 debenture plus accrued interest for

\$454,000. The Corporation of the District of Burnaby 6 3/4% non-callable serial debentures dated 15 March, 1967, maturing 15 March, 1969, through to 15 March, 1982, for local improvements.

and,

\$114,000. The Corporation of the District of Burnaby 5 1/4% non-callable serial debentures dated 15 March, 1967, maturing 15 March, 1969, through to 15 March, 1982, to make up the deficiency in By-law No. 4698 for local improvements.

as described more fully in the call for tenders for a total of \$568,000.00 in debentures be accepted.

The price of \$98.18 results in a yield cost on the 6 3/4% debentures of 6.74% and on the 5 1/4%, 6.75%.

This may be compared with the yield price of 7.02% gained by the Corporation on \$950,000 in bonds on 28 December, 1966, 6.35% on \$285,000 in bonds in June 1966 and 6.25% on \$1,508,000 in bonds in February 1966.

Respectfully submitted,



H.W. Balfour,  
MUNICIPAL MANAGER

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