

THE CORPORATION OF THE DISTRICT OF BURNABY

26 May, 1967.

REPORT NO. 32, 1967

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

Gentlemen:

Your Manager reports as follows:

1. Re: Acquisition of Easement - Portion of a subdivision of Lot 204 of Lot 118, D.L. 132, Plan 1493, this is a ten foot easement across the lot 18 feet from the rear property line.

An easement is required, in order to finalize a subdivision, over a portion of a subdivision of Lot 204 of Lot 118, D.L. 132, Plan 1493. This is a ten foot easement across the lot 18 feet from the rear property line, as shown on plan prepared by V.W.E. Crockford, B.C.L.S., dated 4 May, 1967, from Mr. & Mrs. Alexander, 1608 Sperling Avenue, Burnaby 2, B.C. The property, on which the easement is situated, is located on the southeast corner of Winch and Sperling. The easement is required for drainage purposes. There is no consideration payable by the Corporation.

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

2. Re: Inter-Urban Tram at Kingsway and Edmonds Street

Item #5 of the Municipal Manager's Report #15/67 refers.

In the above item the Parks and Recreation Commission opinion with respect to the tram was transmitted to Council. The Commission advised as follows:

"The Parks and Recreation Commission considers that this matter should be referred by Council to the Burnaby Historical Society. In the past the Commission has assisted this Society in various ways regarding this tram and it does not feel that it can, at this time, allocate any further funds to this project.

The Commission has no objection to the tram being relocated on the Centennial Project Site, providing the Historical Society can arrange for its transportation."

Council felt that before considering the matter further an estimate should be obtained of the cost of moving the tram and the structure over it.

The estimated cost is:

(a) Moving the Tram	\$ 500.00
(b) To remove and replace shelter, prepare site, and replace rails	2,000.00
TOTAL	<u>\$2,500.00</u>

3. Re: Width of Street Allowances

The subject of the width of Street Allowances required by the Approving Officer on Subdivision of property recurs from time to time.

A width of 66 feet is the statutory width for road allowances. Beyond 66 feet the Municipality is required to compensate the owner.

The following Table shows the Planning Department's and the Approving Officer's Guide for setting street widths.

.... Cont. Page 2.

(Item No. 3 - Re: Width of Street Allowances .... cont.)

ROADWAY AND RIGHT-OF-WAY WIDTH RELATED  
TO LAND USE AND STREET CLASSIFICATION

LAND USE	STREET CLASSIF.	STREET WIDTH CURB TO CURB	MEDIAN WIDTH	RIGHT-OF-WAY WIDTH
<u>Residential</u>				
(Single and Two Family)	Local	28'	-	50' minimum to 66'
(Multiple Family)	Local	36'	-	66'
	Collector	36'	-	66'
	Minor Arterial	44'	-	66'
	Major Arterial	2-23'	12'	86'
<u>Commercial</u>				
	Local	36'-44'	-	66'
	Collector	44'	•	66'
	Minor Arterial	46'	•	66'
	Major Arterial	64'	•	86'
	Major Arterial	2-32'	6'	86'
	Major Arterial	2-32'	15'	100'
<u>Industrial</u>				
	Local	36'-44'	-	66'
	Collector	46'	•	66'
Arterial - See "Commercial" classification above.				

NOTE: There is a certain amount of overlap in classifications and street width requirements because streets must accommodate traffic generated by different types of land use. Further the parking aspect must be considered i.e. whether parking is predominantly "on" or "off-street" and whether parking restrictions are in effect during certain periods of the day.

Generally, the street classification is a reflection of the intended function of the street, i.e. whether it is intended to provide land service or traffic service or both. The classification used above can be categorized as follows:

Local Street - provides primarily land service  
Collector Street - provides land service and traffic service  
Arterial Street - provides primarily traffic service

It will be noted that only for local streets serving single and two-family development is a right-of-way of a width less than 66'.0" accepted.

The general application in this latter case is to accept a 50'.0" right-of-way for a relatively short cul-de-sac; 60'.0" for a minor residential street; and to require the maximum 66'.0" for a residential collector. This reduction of street right-of-way is only possible with the finished standard of streets now being installed with no ditches, and usually no power poles.

In addition, and apart from the matter of street classification and land use, the existing legal pattern is occasionally such that 66'.0" cannot be obtained. The Planning approach in Burnaby is quite flexible in this regard and in fact and practice the general policy applied to this question is to put the maximum amount of land into lots, and the minimum amount (compatible with good practice) into roads.

Engineering's concern with street widths is one of being able to construct the desired road within the allowance provided and for space to contain utilities and any cut or fill required.

.... Cont. Page 3.

(Item No. 3 - Re: Width of Street Allowances ...., cont.)

Engineering advises:

"That 50' road allowances could be used for streets of no greater width than 28' provided all underground utilities, with the possible exception of power, be installed prior to completion of surface work on the street. As there would be no room for containing cuts or fills, should they be necessary, a further requirement would be that the road is in a sufficiently flat area that there is no necessity for cut or fill.

In new subdivisions, most underground services can be installed prior to the finishing of the street with the exception of gas mains and the gas company generally will not install gas mains unless they have orders for the service from houses being developed on the street.

The 60' width of road allowance provides sufficient room out of the road construction area that there is a possibility of installing a gas main later without major disruption to the street providing that the gas is double-mained with the services being available on each side of the street without crossing the street. Here again, however, the 60' road allowance does not provide adequate width for any amount of cut or fill and should only be used in relatively flat area."

To summarize the Engineering approach the opinion has been given that since the qualifying conditions regarding construction of underground and flatness of the terrain occur so seldom the Corporation should not accept 50' road allowances and 60' allowances could be considered for 28' streets provided the terrain is sufficiently level that cut or fill can be contained within the 60'. A full 66' road allowance should be acquired for streets 36' in width and the allowance should vary upward from 66' to 100' to contain major six-lane facilities.

4. Re: Sanitary Sewer Program

As a result of a petition from residents of Hatton and Augusta Avenues for sanitary sewer service, Council directed that a report be submitted to it giving answers to the following questions:

1. Q. - Why has it not been proposed to install sewers in the area?

A. - This only one of several pockets of unsewered properties and it, in fact has been one for consideration. Since the completion of the former program of major projects it has been necessary financially to look immediately at only relatively minor expenditures and to relate these to the numbers being benefitted.

2. Q. - What is the cost of doing this?

A. - The small area under discussion (Hatton and Augusta Avenues) is a part of the overall Aubrey Area #8 which is estimated at \$190,000.00.

Hatton and Augusta Avenues could be served at a cost of \$88,000.00, which includes a \$70,000.00 outlet from Kitchener and Augusta to the end of the Eagle Creek trunk at Broadway.

(The petition is from 25 addresses and of the 25, 12 are on unsubdividable property and 13 parcels are subdividable.)

3. Q. - Are there any alternative methods for providing sewer service?

A. - Noteconomically. A temporary pumping station could be put in to pump this small area to the Duthie Street sewer. The cost of the pumping station estimated at \$25/30,000. would be lost as it would not eliminate any of the ultimate cost.

..... Cont. Page 4.

(Item No. 4 - Re: Sanitary Sewer Program .... cont.)

4. Q. - When is it likely that the area will be served by sewers?

A. - This is the most difficult question to answer. Being in a planned area the timing of construction would depend upon the availability of funds and the determination of priority by Council of this area vs. other unsewered areas.

There is still a considerable land area of the Municipality unsewered. There are nine areas with sufficient density of population to deserve the first priorities for construction. Council has approved priority for some of them. The Areas were:

Area #1 - 10th Avenue. - now serviced.

Area #2 - 19th Street - \$33,500.

Area #3 - Deer Lake Avenue - \$7,500.

Area #4 - Stanley Street - \$140,000.  
Approved by Council and now being designed for construction this summer.

Area #5 - Sullivan - now serviced.

Area #6 - Hillview - new estimate \$30,000,  
Approved by Council but now deferred and the funds used for the addition to the Burnaby Hospital Area at \$30,000.

Area #7 - Copley Pump Area #3 - new estimate \$190,000, due to the addition to Hospital Area.

Area #8 - Aubrey Area - \$190,000. This area includes the Hatton-Augusta section.

Area #9 - 4700 Block Cambridge - \$23,000.

The Hunter Street project was extended from serving only the westerly portion to completion of the entire project.

Except in case of some unforeseen development within the Municipality it has been accepted that the areas listed hold first priority from funds as they become available.

It has previously been brought to Council's attention that it will soon be necessary to review the remainder of the Municipality and to relate sewerage costs to the anticipated total funds authorized for sewers to ensure continuity of the program in an orderly and economical manner.

5. Re: Progress Report on Justice Building

Improving good weather has permitted increased construction activity on this project.

Structural work has progressed steadily. The rough floor slab at the Court Room level has been poured and formwork has begun above this level. Outside of the building proper the retaining wall excavation has been started at the north side of the building.

Plumbing, Heating and Electrical Work has been roughed in at the lower level and at the south wing. In the same areas the slab on grade has been poured. Concrete block work is complete at the lower level and is continuing in the south wing.

.... Cont. Page 5.

(Item No. 5 - Re: Progress Report on Justice Building .... cont.)

The finished face brick has been delivered to the job and it is expected that brick-laying will commence next week. In the meantime the walls to receive brick are being prepared with the necessary parging and waterproofing. The precast sills are being cast and should arrive on the job very soon.

Complicated form work in the cell areas, and the extremely poor weather conditions until quite recently have affected the progress of the job. This work is now complete and the Contractor is optimistic that the progress will improve daily.

He is quite confident that most, if not all of the lost time can be made up.

6. Re: Business Tax - Farms

The information contained in this Report Item is provided for Council with reference to the delegation which is appearing before Council with regard to the imposition of Business Tax on certain classifications of farms,

A copy has been made of the Assessor's memo dated 29th March, 1967, which initiated the question. The most pertinent part of the letter is that the Municipal Solicitor is aware of no legislation exempting this class of business. Your Municipal Manager's decision and the reason for it is contained in the Manager's memo of 31st March, 1967, copy of which is also supplied,

Subsequently the Municipal Assessor placed the 37 farms not paying Business Tax on the Supplementary Business Tax Roll. In addition, the farmers who are liable for Business Tax have been contacted individually and in groups so that a full understanding of the reasons for the action taken would be known to them.

7. Re: New Water Mains - Proposed Expenditure - 1967

Submitted herewith is a breakdown of proposed expenditures on new Water Mains during 1967.

1. Committed by Work Orders

Approved by Council:

W.O. # 1-162	\$6,000.		
# 1-163	445.		
#21-500	2,000.		
#21-487	8,400.		
# 1-173	3,100.		
# 1-177	<u>1,370.</u>	Total	\$21,315.

2. Estimated cost of proposed works of  
undersize main replacement per list below:

Street	From	To	Length	Estimated Cost
Kenneth	Beresford	South	386'-8"	\$ 4,200.
Beresford	Burlington	West	250'-6"	2,000.
McGill	McDonald	West	280'-6"	2,600.
Hunter St.	Piper	East	375'-6"	3,000.
Walkway				
Norland	Laurel	West	1100'-8"	15,000.
Laurel	Ardingley	West	550'-8"	6,800.
Ardingley	Laurel	South	650'-8"	5,200.
Roy Street	Douglas Rd.	East	600'-8"	9,500.
Still Creek Ave.	Douglas Rd.	West	1416'-10"	32,600.
5th Street	Stanley	South	400'-6"	3,200.
Norfolk	Gilmore	East	298'-6"	2,400.
Wedgewood	6th St.	East	330'-6"	2,600.
13th Ave.	Davies	Mary	350'-6"	2,800.
Buffalo	Bainbridge	East	451'-6"	3,600.
Sumas/Dawson Ln.	Rosser	East	287'-6"	2,200.
17th Street	11th Ave.	10th Ave.	288'-6"	2,200.
11th Ave.	17th St.	West	132'-6"	1,100.
Rochester	North Rd.	West	300'-8"	3,000.
		Total		\$104,000.

.... Cont. Page 6.

(Item No. 7 - Re: New Water Mains - Proposed Expenditure - 1967 .... cont.)

3. Unscheduled projects activated by subdivision, industrial developments, unforeseen circumstances	Total	\$ 37,685.
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Approval of Council for this program is requested so individual work orders may be issued to proceed with projects as necessary.

8. Re: Petition referring to Lane between 4300 Blocks -  
Darwin and Hally Avenues

The extension of this lane through the Fir Street would physically subdivide Parcel 5, Plan 31760, which is a beautifully treed lot, the amenities of which would be completely destroyed by lane construction. Further, there is a high bank on Fir Street approximately 6' in height which, if the lane were constructed through would require the construction of retaining walls or a wider than ordinary lane allowance to contain embankments. Finally, Fir Street between Halley and Darwin is only 53' in width compared to 66' for the remainder of the street west of Halley and east of Darwin.

It is physically more reasonable to return the lane to Darwin Avenue through an allowance which might be acquired from the northern perimeter of Lot 5.

In any event, the provision of necessary lane allowance(s) would be a requirement of subdivision of Lot 5 and is recommended that the solution to this problem await subdivision of Lot 5.

9. Re: Estimates

Submitted herewith for your approval is the Municipal Engineer's report covering Special Estimates of Work in the total amount of \$39,970.

It is recommended that the estimates be approved as submitted.

10. Re: Expenditures

Submitted herewith for your approval is the Municipal Treasurer's report covering Expenditures for the period ended 14 May, 1967, in the total amount of \$2,266,655.

It is recommended that the expenditures be approved as submitted.

11. Submitted herewith for your information is the report of the Medical Health Officer covering the activities of his Department for the month of April, 1967.

12. Submitted herewith for your information is a report prepared by the Social Service Administrator indicating Social Allowance Disbursements and Caseloads for select months in 1967 as compared to those same months in 1966.

13. Re: Access Road to McMillan, Bloedel Plant (formerly Sidney Roofing)

There is a single access to this plant. It was constructed by the Municipality and is entirely over peat.

.... Cont. Page 7.

(Item No. 13 - Re: Access Road to McMillan, Bloedel Plant (formerly Sidney Roofing)  
.... cont.)

When the road was constructed there was an undertaking that the road would be maintained at a certain elevation related to the height of water over the flats during the 1948 flood. The elevation agreed was that of the railway tracks.

The road was constructed to this elevation but since consolidation procedures as they are now accepted, were not available, the road has settled in many places so that it is inevitable that access to the plant would be impossible by road if the 1948 height of water is repeated.

Tests made on the road have been so satisfactory the Engineer is of the opinion that the settlement is mainly complete and it is possible and practicable to rebuild the road to the agreed elevation.

Estimated cost of the rebuilding is \$35,000.00. It is accepted that there is an element of risk involved in building this road up to elevation in that the water main alongside the road may suffer from lateral or vertical deviation. It is not considered that this risk should prevent the rebuilding project as there is now an alternative water supply to the Plant.

Having regard to the strong possibility of a flood condition in 1967 it is recommended that Council approve the rebuilding of this road at an estimated cost of \$35,000., chargeable to Capital Works Reserve.

The work could be done in a week to ten days.

Respectfully submitted,



H.W. Balfour,  
MUNICIPAL MANAGER

HWB:at

14. Re: Lane Acquisition - Oakalla Sewer Area #21

The following lane acquisition is required for the abovenoted Sanitary Sewer Project as follows:

The easterly three feet of Lot 6, Block "B", D.L. 94, Group 1, Plan 1426A, N.W.D., owned by George Edward Graham and Muriel Grace Graham, 6092 Pearl Avenue, Burnaby 1, B.C. The consideration is \$1.00 plus restoration of the acquisition area, plus a fence on the new property line estimated to cost \$75.00.

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


15. Re: Acquisition of easement - Buckingham-Sperling Sewer Area #8

An easement is required in connection with the abovenoted Sanitary Sewer Project as follows:

Owner - Anthony Igor D'Agnolo and Carole Jean D'Agnolo,  
Apt. #405, 1340 West 12th Avenue, Vancouver 9, B.C.  
Property - 8' southwesterly portion of Lot "N" of Lot 86,  
Group 1, Plan 23211, N.W.D.  
Location of easement - 7545 Whelen Court, Burnaby 1, B.C.  
Consideration - \$1.00 plus restoration of the easement area, and  
120 cubic yards of fill. The fill to be accepted within  
one year. This is a flankage easement.

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

Respectfully submitted,

  
H. W. Balfour,  
MUNICIPAL MANAGER

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