

THE CORPORATION OF THE DISTRICT OF BURNABY

19 January, 1968

REPORT NO. 3, 1968

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

Gentlemen:

Your Manager reports as follows:

1. Re: Proposed Study of Site at Kingsway and Edmonds.

On Council's direction, an estimate has been obtained from Mr. Peter F. Smith, Architect, for the study of the Kingsway and Edmonds Site.

Mr. Smith has now submitted:

Principal's time	- 40 hrs. @ \$12.50	\$ 500.00
Drafting and reproduction of report	- 20 hrs. @ \$ 8.50	170.00
Consulting Engineers Reports -		
Electrical	- 2 hrs. @ \$10.50	84.00
Mechanical	- 10 hrs. @ \$10.50	105.00
Structural	- 6 hrs. @ \$10.50	<u>63.00</u>
Maximum Fee		<u>\$ 925.00</u>

The above estimates are maximum and could be somewhat less, depending on work involved. The final fee would be based on the actual time spent by persons involved.

2. Re: Reserve for Uncompleted Budget Projects.

Submitted herewith is a summary of works in progress under contract which require special accounting treatment at the year-end and Budget provision in 1968 for the authorization of expenditures.

The Treasurer considers that the best accounting device is to set the work-orders up as "Uncompleted Budget Projects" and include provision for them in the 1968 Provisional Budget. This procedure has been reviewed by the Auditors and they concur.

It is recommended that Council approve of the sum of \$242,656. being charged to the 1967 Budget and set up as a Reserve for Uncompleted Budget Projects. This sum includes those items from the Parks Budget previously authorized by Council.

It is further recommended that the sum of \$242,656 be added to the Non-Statutory Reserve Funds Provisional Budget for 1968.

3. Re: Local Court of Revision.

It is recommended that Council sit as a Local Court of Revision to consider the Local Improvement Frontage Tax Assessment Roll and the Sewer Utility Assessment Roll, on Friday, May 3rd, 1968 at 10:00 a.m. in the main Committee Room of the Municipal Hall.

(.....2)

4. Re: Claim for Damages by
Mr. R. G. Moller,
5871 Sumas Street.

This is a claim for \$442.05 for damages to house and personal property caused by flooding of the basement at 5871 Sumas Street.

The Engineering Department had concluded after some previous trouble that the proper solution to the drainage problem is to instal a storm sewer on Halifax Street. It was put into design and is now on the programme for construction in 1968.

Unfortunately, on 22nd December, 1967 there was a heavy snow fall of some 10 inches or more. While the Corporation was in the process of cleaning streets the snowfall turned into heavy rain. The combination of snow on the ground and the heavy rain created an exceptionally fast run-off which proved to be more than the existing drainage facilities could cope with.

Mr. Stirling has given the opinion that the Corporation is liable.

It is recommended the claim be paid in the sum of \$442.05.

5. Re: Cancellation of Road Allowance.

There is a 33' wide right-of-way allowance west of Parker Street and north of Holdom Avenue. (See attached sketch).

Norburn Construction Company acquired the property west of the 33' right-of-way and applied for a subdivision. The Company was persuaded to acquire Lot 9, Plan 1342 (See sketch) and then a subdivision of the whole area including the old 33' right-of-way could be considered. The Company co-operated and acquired Lot 9.

In order for the subdivision (No. 181/67) to proceed it is necessary to cancel the old 33' wide allowance and a small portion of Howard Avenue as shown on the attached sketch. It will be necessary to return a 10-foot wide easement on the 33' wide allowance.

It is recommended that the old 33' wide allowance and a small portion of Howard Avenue, as shown on the attached sketch, be cancelled subject to:

- (a) the Corporation retaining the necessary easements;
- (b) the subdivider be responsible for all legal and survey costs of the cancellation.

6. Re: Building Demolition (Parcel "A", Explanatory Plan 9148, Block
14, D.L. 124, Group 1, Plan 3343.

There is an old building on property owned by the Corporation located on the east side of Willingdon Avenue north of the Great Northern right-of-way.

The building has to be demolished to provide the right-of-way for the widening of Willingdon Avenue south of the Lougheed Highway.

It is recommended that the Municipal Engineer be authorized to demolish the building.

(.....3)

7. Re: Street Light - Darwin Avenue and Pine Street.

On 27th November, 1967, a street light requested by some residents was approved by Council.

A petition against the installation has now been received. The petition states that they have never felt that a street light is necessary as it is a dead-end intersection with no through traffic. The existing light at Huxley and Pine is stated to illuminate the subject corner reasonably.

There are nine signatures on the petition.

Further instruction from Council is requested.

8. Re: Extension of Engineering Agreement with Associated Engineering Services Ltd. re Sewer Program.

Last fall Council approved that the Engineering for design and construction of the revised Sewer Program be carried out by Associated Engineering Services Ltd. This has been done.

It is considered very desirable to have the design available on all the pockets as shown on the Engineer's Program map. It is possible to make use of the "Inter Works" Program for the work and this could result in a cost-saving of some \$6,000.00 plus the advantage of having the design completed for quick action should it become possible to extend the construction program, and for use in consideration of servicing problems relating to subdivision applications in the affected areas.

Council has already approved for design and construction engineering by Associated Engineering:

Spine #1	\$ 70,000.	
Spine #3	22,000.	
Spine #4	17,000	
Spine #5	<u>35,000.</u>	\$144,000.
Area #1	6,000.	
Area #3	30,000.	
Area 4a	<u>18,000.</u>	<u>54,000.</u>
		<u>\$198,000.</u>

Estimated Engineering Design @ 4.2% \$ 8,316.

Additional Areas for future construction are:

Area #2	\$190,000.	
Area #4b	102,000.	
Area #5	56,000	
Area #7	33,500.	
Area #8	<u>7,500</u>	<u>\$389,000.</u>

Estimated Engineering Design @ 4.2% \$ 16,338.

Total Engineering \$ 8,316.
16,338.
 \$ 24,654.

of which it is estimated \$6,163. can be recovered through Winter Works.

Associated Engineering Services Ltd. is prepared to withhold invoicing of the difference of \$18,491.00 until construction proceeds, with a maximum of two years. The Municipal Act permits such an arrangement.
 (.....4)

8. Re Extension of Engineering Agreement with Associated Engineering Services Ltd. re Sewer Program - Continued --

It is recommended that Council authorize an extension of the Associated Engineering Services Ltd. Agreement to include the balance of the above works, with the Engineering fee to be based on daily rates established by the Association of Professional Engineers with the outside maximum not to exceed 80% of the percentage fee established in Curve A in the scale of maximum fees by the Association of Professional Engineers. This has been estimated at 4.2% which is the same as that in the current agreement with Associated Engineering Services Ltd.

9. Re: Jet Fuel Line - Trans Mountain Enterprises of British Columbia Ltd.

Trans Mountain Enterprises of B.C. Ltd. is a wholly-owned subsidiary of Trans Mountain Oil Pipe Line Company, with the same directors and officers. The Company applied for, and received from the Provincial Department of Commercial Transport, leave to construct a pipe-line to transport jet fuels from points in Burnaby to the new facilities at the Vancouver International Airport. The system would also include collector lines from Standard Oil, Shell Oil, B.A. Oil and Imperial Oil, terminating at the Trans Mountain terminal facilities on Burnaby Mountain. From this terminal there would be a pipe-line to the Vancouver International Airport.

Under the Provincial Pipe-Lines Act such a Provincial Company may, with the approval of the Minister of Transport, construct its pipe-line in almost any location. Section 22 of the Act does provide some little protection for municipalities but in case of disagreement, this section is of little avail since the dispute may be referred to the Minister whose decision is final and binding.

Trans Mountain Enterprises of B.C. Ltd. notified your Municipal Manager on 3rd January 1968 of its intention to construct a system of gathering lines from the Standard Oil, Shell Oil and British American refineries, and from the Imperial Oil Lougheed Marketing terminal to the Trans Mountain Burnaby terminal. From here a 6" line will be laid to the Sea Island Airport.

The Company points out that it plans to use welded, high-tensile steel pipe with a maximum allowable working pressure of over 1700 lbs. per square inch. It claims this provides more than adequate safety factors and are much higher than those required by the pipe line code for cross country pipe-lines. Alternative routes were suggested by the Company.

Your Municipal Manager referred the matter to the Planning and Engineering Departments to examine in relation to the interests of this Corporation, having regard to the fact that Burnaby has no way of preventing the construction of the line.

The Planning Department dealt mainly with the route to be used, to minimize present and future problems for Burnaby. The Engineering Department dealt with Engineering features of interest to the municipality including safety and the Corporation's own utilities.

The reports as prepared by each Department are submitted herewith.

No further action is considered possible without approval in principle by Council of the route now proposed and the Engineering considerations. With Council's consent the matter will be

9. Re Jet Fuel Line - continued --

brought to agreement form for the consideration of Council.

The Company has stated that construction of this project must commence in March in order to meet the opening date of the new airport facilities in mid-1968. Therefore, they request permission to start work immediately with the Planning and Engineering Departments. This request has already been met.

10. Re: Amendments to By-laws 4839 and 4483.

By-law No. 4483 being "Burnaby Local Improvement Construction By-law No. 9, 1963", called for the construction as a local improvement of asphaltic pavement 20' wide on a number of streets, one of which was Broadway, Springer Avenue to Holdom Avenue.

This road has been constructed to only part of its length because of plans to put a major road up a ravine nearby. Under the circumstances, By-law 4483 should be amended to reduce the scope of the work on Broadway to read "from Holdom Avenue to the east property line of Lot 11 remainder, sketch 10551, Block 2, D.L. 125".

The original estimate of cost was \$25,000. and the actual cost of the work being done is estimated to be \$15,725. There is a little bit of finishing still to be done.

By-law 4839 enacted 9 November 1965 calls for the construction of a four-foot concrete sidewalk on the north side of Gilpin Street from Grandview-Douglas Highway to Royal Oak Avenue at an estimated cost of \$18,000.

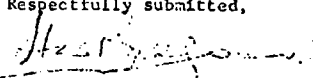
On 5 December 1966 Council authorized this sidewalk to be constructed "on the north side of Gilpin Street from the point approximately 150' west of the access serving the Municipal Hall and Burnaby Central High School to Royal Oak Avenue".

Therefore, By-law 4839 requires amendment to reduce the scope of the work on Gilpin Street to read "on the south side of Gilpin Street from Iris Street road allowance to Royal Oak Avenue".

Both works are being financed by the sale of debentures authorized under By-law 5181.

The Municipal Solicitor has prepared the necessary amending By-laws and it is recommended these be passed by Council.

Respectfully submitted,


H. W. Balfour
MUNICIPAL MANAGER

HB:mc