

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT,  
January 18, 1938.

Mr H. W. Balfour,  
MUNICIPAL MANAGER.

Dear Sir:

Re: Trans Mountain Jet Fuel Line  
Burnaby to Vancouver Airport.

Since receiving the problem of the location of the above pipeline, we have had three meetings with the Engineering Department and two with Mr. Frank Fordyce of Trans Mountain. The result of these meetings is that we now have general agreement on the alignment of the proposed line and inter departmentally have agreed on basic principles that should prevail and which should be tied down in an agreement between the Corporation and Trans Mountain. The Engineering Department are preparing a separate report on the physical requirements that Council should consider in the agreement and the purpose of this report is to set out the details of the alignment we have proposed and the deviations from Trans Mountain alignment. To date, our discussions have been confined almost entirely to routing and they have accepted our recommendations willingly and without argument. In short, there has been complete co-operation thus far. We propose to meet with them again on Monday morning and anticipate getting down to the details of location within the selected route.

Our initial reaction to the project was one of concern. As they appear to have the authority to construct regardless of our point of view, we have worked with them in selecting a Right-of-Way which will have a minimum affect on our utilities which exist or which we may wish to install in the future. The initial reaction was to keep them off Municipal streets wherever possible and to keep them off proposed road alignments. After delving into the problem in more detail, we feel there may be more merit in allowing them to construct on streets where we have installed all the necessary services providing there is complete restoration. Our thinking here is that the onus is then upon Trans Mountain to work to our services rather than us having to contend with their line in the future. The other basic criteria in determining the route was to ensure that the future development of land would not be sterilized or frustrated by the presence of the pipe line. We feel that the general alignment shown on the attached sketch meets these criteria and with the possibility of minor adjustments, is the best that could be achieved in the time available.

The attached plan at 1"=800' shows the original alignment proposed by Trans Mountain in Blue and the changes to the alignment which we have suggested in Red. At this time, it would be safe to say that Trans Mountain have agreed to this alignment in principle and that change is unlikely except in situations which may arise where it is physically impossible to construct because of conflict with services. This aspect is yet to be examined.

There are five basic changes which we have recommended to the Trans Mountain Alignment and these are shown in red. Starting at the north end, Trans Mountain proposed to pass diagonally through Confederation Park. We have agreed to the route shown around the park and along Dundas and Glynde to meet the original alignment.

(continued on page 2.)

Mr. H. W. Salford,  
Mr. A. L. Parr.

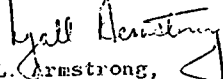
Trans Mountain Jet Fuel Line, Burnaby to  
Vancouver Airport, January 12, 1958.

The second alteration is in the Hastings and Cliff area. The original proposal involved using the existing streets and a second proposal involved easements through the subdivision in the area. We have now agreed on the D.L. 207-135 major road route as shown outlined in red. The third change occurs in the area between the pipe line crossing of Gagliardi Way and the Stormont interchange. The initial proposal followed the power line which will hopefully be relocated and passed through the proposed interchange area at Gagliardi Way and Louheed Highway. Our concern was shared by the Department of Highways and the acceptable route will now follow the easterly power line which will remain.

The fourth change involved the section from the Stormont Interchange to the crossing of Highway 401 at Hill Avenue. This section went diagonally through the Regional Park and could have hampered future use. It has been agreed that the alignment will be along the north edge of the 401 allowance but outside it. The fourth change involves the section from Griffiths and Beresford to Marine and Gilley. In this section, the original proposal was to follow a major road and sewer alignment along the edge of a large ravine. The physical problems which the Corporation would face in the future construction of the road suggested change was necessary. The B. C. Hydro Right-of-Way to Gilley and Gilley south to Marine is felt to be a much better alternative and has been adopted.

In conclusion, we are seeking endorsement in principle at this time in order that we can enter into more detailed discussions which will culminate in a final detailed report for Council consideration. At this stage we would also introduce the actual agreement we propose.

Yours truly,

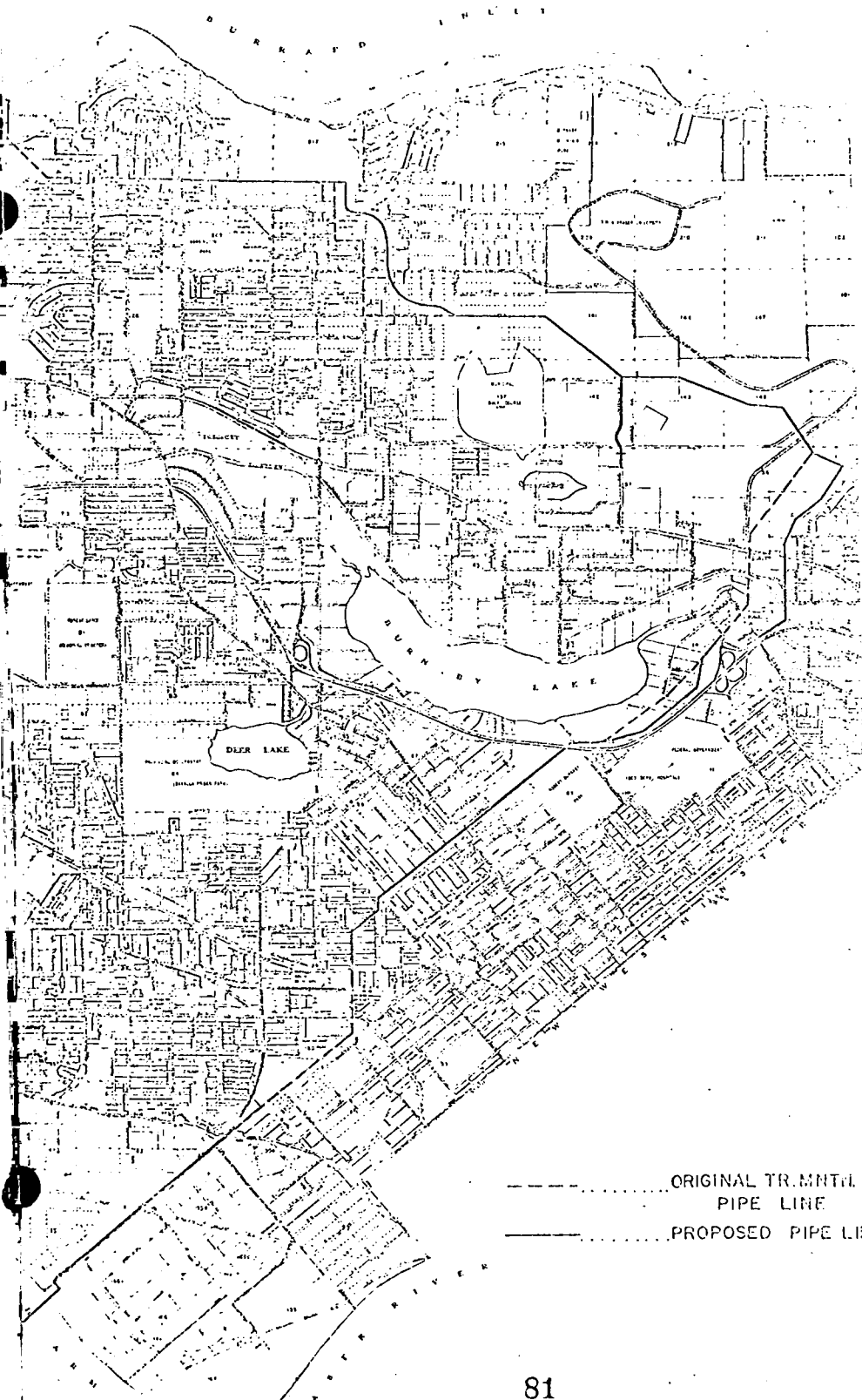
  
L. Armstrong,  
ADMINISTRATIVE PLANNER

for:

A. L. Parr,  
PLANNING DIRECTOR.

LEA:ew

c.c. Municipal Engineer  
att.



----- ORIGINAL TR. MNTL  
PIPE LINE  
----- PROPOSED PIPE LINE

THE CORPORATION OF BURNABY

INTER-OFFICE CORRESPONDENCE

TO: Municipal Manager	DEPARTMENT: MUNICIPAL ENGINEERING	DATE: 1958
FROM: Municipal Engineer	DEPARTMENT: MUNICIPAL ENGINEERING	OUR FILE #
SUBJECT: Application of Trans Mountain Enterprises Ltd. to Construct a Jet Fuel Line Across Burnaby	MUNICIPAL ENGINEERING OFFICE	YOUR FILE #

With reference to your letter 8 January, 1958, we would advise that after much discussion with officials of Trans Mountain, we have reached agreement on a route through Burnaby for the jet fuel line which we believe to be the least damaging to the Corporation. The Planner will be reporting further on this aspect.

We would recommend that in connection with the consideration of this application to construct a jet fuel line, the Corporation should consider imposing a requirement that Trans Mountain Enterprises Ltd. enter into an agreement with the Corporation in connection with the construction of the pipe line and this agreement should contain conditions which we will set forth in brief as follows:

1. The agreement will be with Trans Mountain Enterprises of British Columbia Ltd. to construct the jet fuel line in Burnaby subject to presentation to the Corporation of a detail plan and profile of the line which should provide for safety control valves at intervals of approximately 1000 ft., and the line should provide 2 ft. vertical clearance wherever it crosses a municipal facility. Open trenching will be permitted except where the line crosses arterial roads, such as, Hastings, Gagliardi Way, Loughheed, Trans Canada #401, Grandview Highway, Kingsway, and Marine Drive, and at these locations it should be required that the line be tunnelled or augered across the highway without open trench excavation.
2. In case there are changes of design during construction, any changes should be with the concurrence of the Corporation and, on completion of the project, 'as constructed' drawings should be submitted to the Corporation for their records.
3. We expect there will be considerable disruption and possible damage result to municipal utilities and, in this connection, a Municipal Inspector will be maintained at Trans Mountain's expense with each crew on the construction, and should any damage result to Corporation facilities the repairs will be made by Corporation crews at the expense of Trans Mountain, and in this connection it will be necessary for Trans Mountain to provide an open purchase order to cover the cost of any Corporation crew time involved in repairing damage.
4. The hours of work shall conform with the Burnaby General Conditions Clause 57, and in addition the Corporation may add further limitations regarding hours of work on arterial roads which would provide for the possibility of restricting work during rush traffic hours.
5. Complete restoration of all utilities, boulevards and streets will be a requirement in accordance with Burnaby General Conditions, Clause 47, and in addition, should it be necessary to excavate longitudinally

## THE CITY OF BURNABY, BRITISH COLUMBIA

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along an asphalt surface, the asphalt surface must be patched in accordance with the Burnaby Specifications and the entire asphalt surface seal coated with carpet seal.

6. Should grade conflict, or for any other reason it is necessary to adjust Corporation utilities, such adjustment shall be done by Corporation crews at the expense of Trans Mountain, and all existing services, surface and underground, shall be protected in accordance with Corporation General Conditions, Clause 42.
7. The Corporation shall be indemnified against any claim or damage from anyone arising out of the work in accordance with Corporation General Conditions, Clause 8, and the contractor shall be entirely responsible for the protection of his work as to safety adequacy and efficiency in accordance with Corporation General Conditions, Clause 10.
8. The Corporation will at all times deal directly with Trans Mountain in connection with any matter arising out of the construction and Trans Mountain shall appoint an officer who will provide a phone number which will be available during normal working hours, and in case of emergency during any other hours, including week-ends, to make available crews of the contractor to carry out any emergency work which may arise.
9. Traffic control shall be to the approval of the Municipal Engineer as provided in Clause 41 of the Corporation General Conditions.
10. The procedure will be established to provide for future crossing of the jet fuel line with Corporation utilities and any application to cross in the future shall not be unreasonably withheld.
11. The Corporation will provide information as available from their records regarding the existing municipal utilities. However, it shall be the responsibility of Trans Mountain to have the existence and location of these facilities checked in the ground before construction and, should any damage arise or extra costs be encountered as a result of municipal utilities not being in the recorded location, there will be no damage claim to the Corporation for such loss or extra cost.

## THE CORPORATION OF THE CITY OF BURLINGTON

## INTER-OFFICE COMMUNICATION

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12. Granular backfill will be required in the trench where the trenching has occurred in the pavement area. Restoration of gravel and asphalt surfaces and boulevard areas shall be in accordance with Burnaby Specifications for Sewers, Form 10.
13. There shall be no stoppage of service to private properties, and in the event that sewer or water connections are cut during the connection, the service shall be restored and maintained to the property without any delay.
14. There shall be unobstructed access to all hydrants, valve pit covers, valve boxes, etc., as provided for in Corporation General Conditions, Clause 43.
15. To protect the Corporation against any damage arising out of construction, Trans Mountain shall at their own cost obtain and maintain in force during the construction the policy of insurance acceptable to and approved by the Corporation within the limits as set forth in Clause 4 of the Corporation General Conditions.
16. The use and storage of explosives shall conform to the requirements of the Corporation General Conditions, Clause 18.
17. It shall be required that the contractor shall at his own expense procure all necessary permits, certificates and licences in conformance with municipal regulations as provided for in Clause 35 of the Corporation General Conditions.
18. Protection shall be provided against damage from drainage, and all culverts shall be maintained as provided for in the Corporation General Conditions, Clause 46.
19. Pedestrian crossings shall be provided across the trenches as provided for in the Corporation General Conditions, Clause 52.
20. Should the inspector believe that damage has been caused to a municipal facility and covered, it shall be required that the contractor shall uncover such work at his expense for inspection as provided for in the Corporation General Conditions, Clause 53.

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- 21. All surface installations related to the jet fuel line installation shall be placed so as to be in conformance with all zoning and municipal by-laws.

VK:op

  
MUNICIPAL ENGINEER

- c.c. ( ) Municipal Planner
- ( ) Municipal Solicitor