

12 March 1971

MANAGER'S REPORT NO. 18, 1971.

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

Gentlemen:

Your Manager reports as follows:

1. Re: Federal/Provincial Special Development Loan Program - Senior Citizens' Recreation Building - Kingsway at Edmonds.

The Municipal Treasurer filed an application with the Department of Municipal Affairs to borrow \$278,000 in respect of this project.

The Treasurer anticipates that the Project will be approved and the Municipal Solicitor has been asked to prepare a Loan Authorization Bylaw for submission to Council 15th March, 1971.

2. Re: Polaris Construction - Government Road. Rezoning Reference No. 46/68.

On October 19, 1970, the Council agreed to accept an extended letter of credit from the above to guarantee construction of services required for this rezoning. The Council stipulated, however, that the servicing was to be completed within 150 days from October 19, 1970, which is March 10, 1971, or the letter of credit would be drawn upon.

We have now received a letter from the contractor, Globe Construction, requesting an extension of time until April 30, 1971, as they have been unable to complete the base preparation, sidewalk construction and paving, due to poor weather conditions. All of the other utilities have been completed and Horne Street has been rough graded.

The Contractor has been held up by bad weather throughout this winter and the work that has to be done requires a period of dry weather. Rather than draw on the letter of credit, the Municipal Engineer recommends that an extension be given to April 30, 1971. Your Municipal Manager so recommends.

3. Re: Speed Bumps - Access Road to Municipal Rink and C.C. Brown Pool.

The following communication has been received from the Parks and Recreation Commission:

"Following receipt of the Municipal Clerk's memo of February 10, 1971, the Parks and Recreation Commission wishes to recommend very strongly to Council that it reconsider its decision that speed bumps not be installed at the above location.

The Commission does not agree with the Traffic Safety Committee that a minor speeding problem is all that exists at this location. Pedestrians, particularly children, crossing from the parking bays to the two facilities find it extremely hazardous when cars using the access road are travelling in excess of the speed limit. There have been several "near misses" in the past and the Commission wishes to avoid the possibility of a serious accident in the future.

The Municipal Solicitor has stated "If the Parks and Recreation Commission should decide to proceed with the plan, the speed bump should be clearly marked, possibly with yellow paint, and signs should be posted indicating the speed which the bumps can be negotiated safely. The above two steps should reduce the chance of civil suits to a minimum." The Commission agrees with the two steps suggested by the Solicitor, and feels that the chance of a civil suit is worth risking if it means the saving of a life."

The Commission has stated that its recommendation and points of view be placed before Council.

Continued...

*26 matter what  
promptly to  
refer to the  
for assistance  
Council*

*R.A.  
5/3/71*

*Refer  
5/3/71*

4. Re: Problem Lane - Stanley-Allman  
6230 Canada Way.

Harvard Homes Limited are in the process of purchasing Lots 175 and 179 inclusive, D.L. 87, Plan 34147, and they wish the Corporation to obtain a 10' x 127' strip from the rear of Lot 3, D.L. 87, Plan 1494, for lane purposes. The company submits that the Municipality should purchase the strip for the following reasons:

- (a) There is already a lane dedication 20' wide and over 600' long that is useless without the small strip in question.
- (b) The aesthetic appeal of the street would be greatly enhanced if it were possible to eliminate front driveways.
- (c) Although these lots are relatively large, their frontage is not great, especially when easements for telephone and hydro requirements are considered.

The Manager reported in Report No. 45, 1970, dated August 7, 1970, that negotiations to acquire this widening strip had been unsuccessful and recommended that authority be granted to expropriate the property in question. Council resolved on August 11, 1970, that no action be taken.

The matter was considered again at the Council meeting on September 8, 1970, and the Council re-affirmed the current policy of not improving this lane until the necessary land is acquired at nominal cost to complete the lane allowance.

The estimated acquisition cost and the estimated cost of constructing the lane is \$11,300 with \$5,230 being held in trust. There are 19 properties that would benefit from this acquisition. (See attached plan.) There would be no intention to open the lane onto 6th Street.

This matter is referred to Council for further direction and it should be pointed out that this is an essential lane to avoid a development of access from the street through high embankments and to avoid increased Corporation cost in future local improvement projects on Allman, driveway restoration and retaining wall installation.

5. Re: 5356 East Hastings Street  
Letter from A. Random re access.

Negotiations for the necessary land acquisition for the Hastings Street widening at the subject address were conducted during 1965, between the Corporation and the owners at that time, a Mr. and Mrs. Patterson.

Mr. and Mrs. Patterson were informed at the time that when Hastings Street was widened a retaining wall would have to be built along the south side, and as a result all vehicular accesses were to be removed. The Municipality, at this time, would clear and gravel a 24' x 24' area at the back of the lot with access to the rear lane.

During the third week of February of this year, that section of Hastings in front of 5356 Hastings was widened to an interim 46' width to provide four moving lanes of traffic. Although this widening was on fill, no retaining wall was built and will not be built until the final widening is undertaken.

To have provided even a temporary access to the homes on the south side of Hastings would be creating a very serious accident potential to not only the people using such accesses but also to the motorists on Hastings. The grades from the south curb into the lot are very steep and would seriously hamper visual clearance. There are also many large trees immediately behind the curb that completely block an exiting vehicle's view of traffic in the curb lane until he was himself in the curb lane.

Notwithstanding the above, there is a Council policy that states where a curb lane is used for moving traffic, all accesses to residential properties must be taken from a secondary road or lane system if one is available. In the above case, there is a lane available and Fernby has already provided the property with a 24' x 24' gravelled parking area as originally promised.

*Re. Allman  
Street  
Access back to  
lane if any  
contributions can  
be obtained*

5. Re: 5356 East Hastings Street  
Letter from A. Random re access. (Cont'd)

*Adopted.*  
The Traffic Division of Engineering strongly recommends that permission for even a temporary access to Hastings Street be denied because of the serious accident potential such an access crossing would create.

6. Re: Licences - Inter-City Express (1955) Limited  
7976 Winston Street.

Inter-City Express applied to the Corporation for a development permit for use of this property. The use was described as a cartage and express service. Written clarification of the proposed use was supplied by the applicants and on the basis of this information, and a development plan which reflected the pertinent conditions of the Zoning Bylaw, approval was granted for conversion of the property and construction of certain improvements to house the express facility, under Section 401.1(1)(c) of the Bylaw.

A visit to the site on 10th July, 1970, in investigation of a report of noise and unsightliness revealed that two trucking firms, dealing exclusively with highway hauling, shared the property with Inter-City Express.

It had been made clear to the applicants by Planning that a truck terminal could not be located within an M1 District. The approved use did not constitute a truck terminal, but the introduction of the two new firms gives the appearance of such, in the form of large transport vehicles, possibly operating at times beyond the normal daily schedule of the city express and delivery service.

No licences were issued to Inter-City Express and the subsidiary companies but the Licence Inspector was prepared to do so upon approval of the Health, Building, and Fire Departments, unless instructed to the contrary.

Council directed that licences not be issued and that the right of the Companies to use the premises for their purposes be denied. The Municipal Clerk advised the Companies of this decision of Council that they cease operating a business from this address. The Chief Licence Inspector was also so informed by letter.

Mr. Wm. Street, of Boughton, Street, Collins, Anderson, Dunfee and Craig, appealed this decision of Council. He argued the case before Council.

The Solicitor was asked for an opinion and this was provided to Council.

From that time the entire matter has been before Council several times and the order to cease and desist has never been withdrawn, nor have licences been issued.

Mr. Stirling pointed out that the controversy arose because the Bylaw uses terms which have no exact definition in ordinary usage and are not defined in the Bylaw. He stated that no matter what one's opinion may be, a Zoning Bylaw is always construed in favour of the land owner on the principle that a land owner is entitled to do what he wants on his own property unless clearly restricted by law. If there is any ambiguity it is always resolved in favour of the land owner.

The status of Inter-City Express (1955) Limited; British Pacific Transport Limited, and Overland Freight Lines Limited with respect to the cease and desist order and the licencing of them is now returned to Council.

- 7-1  
D/S  
Council*  
Re: Review of the Barnet-Hastings-Duthie Section  
of Apartment Study Area "C"

Submitted herewith is the review of this area as directed by Council and prepared by the Planning Department.

*Revised 8.  
2/23/71*

8. Re: Municipal Land Study.

Submitted herewith for the consideration of Council is the report "Municipal Land Study", together with a covering letter from the Director of Planning.

9. Re: Rezoning Application No. 65/70.

This rezoning refers to the application for Apartment Zoning in the Barnet-Hastings-Duthie section of Apartment Study Area "C".

*By 1/23/71  
with copy  
from the*

As required by Council, a map has been prepared by the Planning Department showing the location of the residents and/or owners in the area affected by this rezoning and indicating their views with respect to this proposal. Proposed zoning is to RM2 development.

The attached sketch shows the location on a lot to lot basis of those who favoured and those who opposed the rezoning proposal. This information was obtained from letters and petitions received in the Planning Department and by the Municipal Clerk up to and including 12th March, 1971, as well as those who recorded their opinion at the recent public hearing on the subject.

A total of 47 recorded addresses are involved, with 29 in favour and 18 in opposition to the proposed rezoning.

10. Re: Preliminary Plan Approval Application No. 1403  
6089 Trapp Road,  
Lot 11, Block 9, D.L. 173, Plan 1034.

*Revised  
2/23/71*

Submitted herewith for the consideration of Council is the report required by Council on this application for use of the property as an Auto Wrecking Yard.

*Wait for  
the sketch  
15/3/71*

Letters were received by Council protesting the proposed use.

11. Re: 1625 Ingleton Avenue (Lane)  
Snow Removal and Maintenance.

Mr. E. Almerling of Alm Electric Company wrote a letter addressed to Council concerning the removal of snow from the public lane.

He had been refused permission to instal snowmelting cable in the lane but states that he was informed that a telephone call would be sufficient to have the lane cleared and properly looked after.

His complaint was that his telephone call did not produce the requested snow removal. He wants to know what the policy is, and if the Corporation will grant permission for him to arrange for his own snow removal.

The placing of snow melting cables under lanes is not favoured for many reasons, mainly the possible dangerous condition which can be created by the water from the melting snow running onto an adjoining road and causing a hazard from freezing.

*Approved  
15/3/71*

Snow clearing has been done on a priority basis - all main arteries first, cul-de-sacs or dead-end streets on a grade next, then residential streets. The last category for clearing is lanes, and these are those lanes adjacent to streets where parking is prohibited, and industrial and commercial lanes.

With this policy in effect it is difficult to understand how Mr. Almerling could have been told that a telephone call would result in snow clearing action. It is virtually impossible to give one lane particular priority in terms of snow clearing.

There is no reason why Mr. Almerling could not be given permission to clear his own lane providing the Corporation is notified each time he intends to do so that he will have a machine in the lane. He would be instructed as to the best location for him to dispose of the snow so that problems resulting from this problem will be eliminated or at least minimized.

12. Re: Ornamental Street Lighting Contract No. 2, 1971.

Tenders were received for this project up to 3:00 p.m. local time, Wednesday, 10th March, 1971.

The work of the contract includes:

Complete installation of approximately 107 ornamental street standards, including luminaires, lamps, photo cells and duct work, and hook-up to B.C. Hydro and Power service points on sundry streets in Burnaby.

Materials for installation will be supplied by the Corporation with the exception of the conduit and wiring and concrete bases.

Three tenders were received and opened by the Purchasing Agent in the presence of Mr. Kennedy, Mr. Walters, and representatives of the firms tendering.

A tabulation of the bids received is submitted herewith.

The low bidder has conformed with all the clerical requirements for the execution of a contract. The Engineer recommends that the contract be awarded to Kingston Construction Limited, the low bidder, in the amount of \$49,094.40, with final payment to be based on actual quantities and unit prices tendered.

Your Municipal Manager concurs.

13. Re: Municipal Land Sale.

The following Municipal properties were offered for sale by public tender in the Vancouver Sun newspaper on February 18 and 19, 1971, with tenders returnable up to 5:00 p.m., March 10, 1971:

- (1) Lots 72-76 inclusive, Lots 79-85 inclusive, D.L. 188, Group 1, Plan 38681. Penzance Drive Subdivision.
- (2) E2/3 Lot 7, Block 2, D.L. 117W½, Plan 1008. Napier Street.
- (3) Lots 18 and 19, Block 51, D.L. 189, Plan 4953. Cambridge and Grosvenor. (Subject to consolidation into one parcel.)
- (4) Lot 78, D.L.'s 29/53, Group 1, Plan 38429. 15th St. and 16th Ave.
- (5) Lot 79, D.L.'s 29/53, Group 1, Plan 38429. 15th St. and Stride Ave.

The following is a tabulation of the bids received:

	Lot	D.L.	Amount
1. J.W. Simpson	78	29/53	5,900.
7564-12th Ave., Burnaby 3	79	29/53	5,900.
2. P.J. Krol			
4424 Oxford St., Burnaby 2	80	188	10,601.
3. Wm. Yen & Y. Fat			
1069 Dunlop Ave., Burnaby 2	72	188	6,277.
" "	73	"	7,319.
" "	74	"	7,519.
" "	75	"	8,204.
" "	76	"	7,904.
" "	79	"	8,004.
" "	80	"	8,204.
" "	81	"	7,609.
" "	82	"	8,505.
" "	83	"	8,650.
" "	84	"	8,750.
" "	85	"	8,550.
" "	E2/3 Lot 7	117W½	6,005.
" "	18 & 19	189	8,650.
" "	78	29/53	4,725.
" "	79	29/53	5,125.

Continued....

13. Re: Municipal Land Sale. (Cont'd)

	<u>Lot</u>	<u>D.L.</u>	<u>Amount</u>
4. Osler Construction Ltd. 1030 W. Georgia St., Van. 5	18 & 19	189	12,075.
5. Wales Holdings Ltd. 1030 W. Georgia St., Van. 5	85	188	10,475.
6. " " "	84	188	10,475.
7. " " "	83	188	10,475.
8. " " "	82	188	10,475.
9. Southern Slope Holdings (1959) Ltd. 1030 W. Georgia St., Van. 5	81	188	10,475.
10. " "	80	188	10,262.50
11. " "	79	188	10,262.50
12. Block Bros. Contractors Ltd. 1030 W. Georgia St., Van. 5	75	188	10,262.50
13. Southern Slope Holdings (1959) Ltd. 1030 W. Georgia St., Van. 5	76	188	10,025.
14. Block Bros. Contractors Ltd. 1030 W. Georgia St., Van. 5	74	188	10,025.
15. " "	73	188	10,025.
16. " "	72	188	10,025.
17. J. Chomick 6657 Kitchener St, Burnaby 2	18 & 19	189	12,858.
18. " "	78	188	10,090.
19. J. Kroger 5190 Union St., Burnaby 2	E2/3 Lot 7 117W½		8,200.
20. H. & E. ViLu 6674 Charles St., Burnaby 2	84	188	11,120.
21. R. Atkinson 3767 Cambridge St., Burnaby 2	82	188	10,462.
22. H. G. Holst #123 - 5750 E. Hastings, Bby. 2	84	188	12,150.
23. Burnaby Housing Enterprises Ltd. 5416 Buckingham Ave., Burnaby 2	72-76) 79-85)	188	8,500.each
24. Bel-Air Enterprises Ltd. 7375 Kingsway, Burnaby 3	78	29/53	7,260.
25. " "	79	29/53	7,010.
26. A.S. Gregson 6376 Burns St., Burnaby	78 79	29/53 29/53	5,559. 6,031.
27. H.K. Schnellert 925 Holdom Ave., Burnaby 2	83	188	12,500.

Bid No. 18 submitted by J. Chomick was for Lot 78, D.L. 188, which has not been approved for sale by Council and was not included in the advertisement. This bid then is not valid and it is recommended it be rejected.

Continued....

13. Re: Municipal Land Sale. (Cont'd)

Bid No. 27, submitted by H.K. Schnellert for Lot 83, D.L. 188, Group 1, Plan 38681 for \$12,500 was \$15.00 short on the deposit cheque. It was the high bid, but since it did not conform to the tender call it is recommended it be rejected.

The required certified deposit cheques were submitted with all other bids and have been placed with Treasury for safekeeping.

It is recommended that the following bids, which in each case is the high bid, be accepted:

- all recommendations adopted.*
- (a) Lot 72, D.L. 188, Plan 38681 - Bid #16, Block Bros. Contractors Ltd. - \$10,025.
  - (b) Lot 73, D.L. 188, " Bid #15, " " \$10,025.
  - (c) Lot 74, D.L. 188, " Bid #14, " " \$10,025.
  - (d) Lot 75, D.L. 188, " Bid #12, " " \$10,262.50.
  - (e) Lot 76, D.L. 188, " Bid #13, Southern Slope Holdings (1959)Ltd. \$10,025.
  - (f) Lot 79, D.L. 188, " Bid #11, " " \$10,262.50.
  - (g) Lot 80, D.L. 188, " Bid #2, P.J. Krol - \$10,601.
  - (h) Lot 81, D.L. 188, " Bid #9, Southern Slope Holdings(1959) Ltd. \$10,475.
  - (i) Lot 82, D.L. 188, " Bid #8, Wales Holdings Ltd. - \$10,475.
  - (j) Lot 84, D.L. 188, " Bid 22, H.G. Holst - \$12,150.
  - (k) Lot 85, D.L. 188, " Bid #5, Wales Holdings Ltd. - \$10,475.
  - (l) E2/3 Lot 7, Blk.2, D.L. 117W $\frac{1}{2}$ , Plan 1008 - Bid #19, J. Kroger - \$8,200.
  - (m) Lots 18 & 19, Blk. 51, D.L. 189, Plan 4953 - Bid #17, J. Chomick - \$12,858.
  - (n) Lot 78, D.L's 29/53, Plan 38429, Bid #24, Bel-Air Enterprises Ltd. - \$7,260.
  - (o) Lot 79, " " " Bid #25, " " " - \$7,010.

It is further recommended that the Land Agent be authorized to negotiate the sale of Lot 83, D.L. 188, Plan 38681, with Mr. H.K. Schnellert, who was the high bidder on this property, at a price equal to that which he submitted (\$12,500). Failing Council approval of the foregoing recommendation, or failing successful negotiation with Mr. Schnellert, it is recommended that this lot be withheld from sale until the Municipality has another tender call for sale of lots.

14. Re: Proposed Damaged Vehicle Storage Yard,  
4696 S.E. Marine Drive.

It has come to our attention that application for a business licence has been received from Pioneer Auto Salvage Limited to permit establishment of an open storage yard for insurance claim vehicles. (See attached plan.) According to our records, no open storage use has been approved on this site; however, the applicant advises that a portion of the property behind the existing buildings has been used in the past for storage of new cars for Westminster Motor Products.

*Wait for Study.*

Inasmuch as this use has not been officially recognized to date, it is our opinion that Preliminary Plan Approval would be required. The site of the proposed storage area is located just inside the M3 zoned portion of the property roughly 300 feet south of Marine Drive, and access to the facility would be from Marine Drive through the 200 foot residentially-zoned buffer strip.

It is the opinion of the Planning Department that approval should not be granted until the Big Bend Study is completed. This matter is placed before Council for direction in order that the Licence Inspector may be advised of the acceptability of this use.

15. Re: Preliminary Plan Approval Application #1416 -  
4129 Lozells Avenue.

Bingham Pump Co. Ltd. operate at 4129 Lozells Avenue. An application has been received for a 24' x 43' addition to the office portion of the building.

The use presently being carried out on the property is considered to be conforming with the current M2 zoning. It would remain conforming under the by-law amendments recommended by the Planning Department affecting the Government/Winston area.

The proposed addition is located to the south of the existing office wing, as shown on the accompanying sketch, and does not conflict with any currently proposed road or subdivision pattern changes.

Council's direction is requested with respect to this application #1416 inasmuch as the project lies within the Government/Winston Study area.

16. Re: Lot 14, Block "A", D.L. 87, Plan 1494.  
Subdivision Reference #188/69 (Latham)

The owner of the above property, through his agent, has requested that consideration be given to his acquiring approximately 5' of the Corporation Lot 15, as shown on the attached copy of the application form.

The reason for the acquisition of the additional footage is to permit the creation of one single family and one duplex lot rather than two single family lots. The Approving Officer sees no serious objection to the proposal and recommends that the owner of Lot 14 be permitted to acquire the southerly 5' of Lot 15.

The Planning Department has given preliminary approval to the subdivision but before final approval can be granted, the following requirements have to be met:

- (a) Mr. S. Porter of the Engineering Department must be consulted regarding the standard of services required.
- (b) A certified cheque to cover the estimates and the 4% inspection fee must be submitted to the Engineering Department.
- (c) The Council must approve the sale of the southerly 5' of the Corporation Lot 15.
- (d) Any taxes must be paid.
- (e) Subdivision survey plans must be prepared and submitted to the Planning Department.

The Land Agent has discussed the acquisition of the southerly 5' of Lot 15 with Mr. Latham and they have tentatively agreed on a purchase price of \$1,500, subject to the property being consolidated with Lot 14, Block "A", D.L. 87, Plan 1494. Mr. Latham has deposited 'in trust' his cheque in the amount of \$1,500 and has a surveyor who is prepared to proceed with the subdivision and consolidation upon receipt of approval of the sale of the property being acquired from the Municipality.

Your Municipal Manager would recommend that Council approve of the sale of the southerly 5' of Lot 15 for inclusion in the above subdivision and authorize the Land Agent to complete the negotiations.

Continued....

*Copy approved  
12/15/71*

*applied*



17. Re: Subdivision Reference #179/70 -  
Sperling Avenue and Walker Avenue.

An application for approval to subdivide the property outlined on the attached sketch is presently being processed.

In order to achieve the proposed realignment of Sperling Avenue and Oakland Street, it will be necessary to acquire a portion of the property being subdivided and to incorporate a portion of the Corporation property known as Block 97 into the subdivision. The attached sketch shows the details of the proposed intersection of Sperling Avenue and Oakland Street and the portions of each property affected by the new alignments.

Access to both proposed lots is presently available from the lane and, if desired by the developer, from Sperling Avenue. Construction of Oakland Street and, consequently, the Sperling Avenue realignment, is not scheduled until some time after 1975.

*Added.  
15/3/71*

Your Municipal Manager recommends that the portion of Block 97 required to complete the subdivision be exchanged for an equal area of the remainder of Block 98 required for the Sperling Avenue right-of-way, and the balance of this new right-of-way be purchased by the Corporation according to Section 713(b) of the Municipal Act, subject to the understanding that Oakland Street between Empress Avenue and Walker Avenue, and the Sperling realignment, would not be constructed at this time.

18. Re: Federal-Provincial Special Development Loan Program -  
Parks and Recreation Projects.

Loan Authorization By-laws have been prepared for introduction to Council for three projects of the Parks and Recreation Commission which have been submitted to Victoria for approval.

- #1 \$414,150 - Miscellaneous parks projects. Plans and Specifications are on file in the Parks and Recreation Department. The projects are located on Municipal land used for park purposes or jointly operated school-park sites.  
Term of Loan - 15 years.
- #2 \$60,000 - Stride Avenue School.  
Improvements are to the School and will permit the use of the activity room in off-school hours, by the citizens.  
Term of Loan - 15 years.
- #3 \$200,000 - Senior Citizen's Recreation Centre.  
To be built in Confederation Park.  
Term of Loan - 15 years.

*Review*

These projects were approved by Council for inclusion in the Federal-Provincial Special Development Loan Program on 8th March, 1971.

It is recommended that the By-laws be passed.

19. Re: Burnaby Central Sports Complex Fieldhouse.

On October 18, 1970 the Parks and Recreation Commission directed that tenders be called for the construction of the above fieldhouse. Eleven tenders were received, as per the attached tabulation, and submitted to the Commission on December 2, 1970. The Commission rejected all the tenders as they were all in excess of the budgeted amount for the building. The project was referred back to the Architects, McCarter, Nairne & Partners, with the Commission's statement that the building was too costly per square foot and a more functional building was required at a more reasonable price.

The Architects then negotiated with the low bidder, N.W.L. Construction, and on December 16, 1970 submitted a list of deletions which would reduce

19. Re: Burnaby Central Sports Complex Fieldhouse. (Cont'd)

the contract price by \$10,914. The Commission requested a meeting with the Architects in 1971 to further discuss this building.

The Commission met with the Architects on February 17, 1971, and authorized further negotiations with the low bidder on the basis of certain deletions and modifications recommended by the Architects.

On March 3, 1971, the Commission was informed that due to the Principal of N.W.L. Construction having been involved in an accident, this company was unable to complete the negotiations. The Architects had, therefore, contacted the second low bidder, Arlen Construction Limited, and had received a new tender price of \$72,950. The Commission requested details of what the new tender price covered.

On March 9, 1971, the Commission received a letter from the Architects, outlining the changes recommended. The Commission required two amendments to the list of changes, and approved the granting of the contract to Arlen Construction Limited subject to these amendments being incorporated into the list of changes.

We have now received a letter from the Architects confirming a contract price of \$73,625. from Arlen Construction Limited which includes the changes recommended by the Commission.

This matter is now referred to Council for approval to enter into a contract with Arlen Construction Limited for the construction of this fieldhouse for the sum of \$73,625.

20. Re: Proposed Amendment to the C.D. Plan Area No. 4, Lake City East -  
Rezoning Reference No. 37/70, and Application to rezone the  
5.436 acre portion of Lot 284, D.L. 4/6 - Rezoning Reference No. 12/71.

The property concerned is within the Lake City East Community Plan and the rezoning application is from M3 Manufacturing and R2 Residential to CD Comprehensive Development.

Submitted herewith is a report of the Planner for the consideration of Council.

21. Re: Federal/Provincial Special Development Loan Program.  
Storm Drainage.

A Loan Authorization Bylaw has been prepared by the Municipal Solicitor for introduction to Council relating to Storm Drainage Projects.

The Bylaw is for \$1,000,000 of which \$338,000 is for projects included in the Capital Improvement Program and \$662,000 is for drainage works in connection with the Local Improvement Program.

It is recommended the Bylaw be passed.

22. Re: Rezoning Applications.

Submitted herewith for your consideration are reports submitted by the Planning Director covering various rezoning applications, as itemized on the attached covering report.

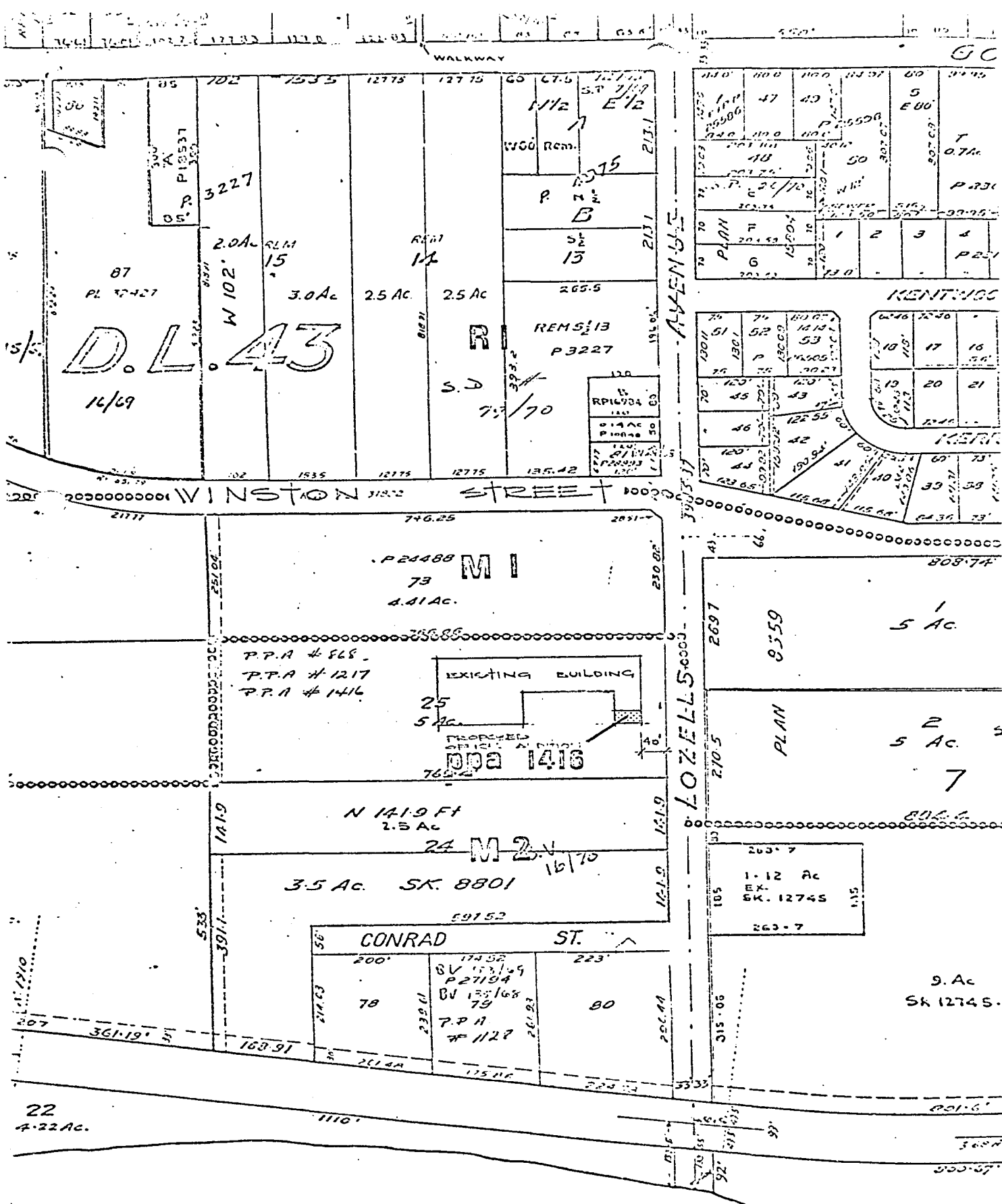
Respectfully submitted,



H. W. Balfour,  
MUNICIPAL MANAGER.

HB:ep  
Attachs.

*App. subject to  
confirmation  
by P. B. L.*



**D.L. 43**

**MI 73**

**MI 2**

**PLAN 1**

**5 Ac**

**2 5 Ac**

**7**

**9. Ac SK 12745**

MANAGER'S REPORT  
ITEM No. 15