

JUNE 3, 1963

A Regular meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4545 East Grandview-Douglas Highway, on Monday, June 3, 1963 at 7:30 p.m.

PRESENT: Reeve Emmott in the Chair;
Councillors Blair, Cafferky,
Clark, Drummond, Harper, Kalyk,
MacSorley and Wells

Reverend H. Lindberg led in Opening Prayer.

Reeve Emmott proclaimed the period between June 3rd and June 9th as "Royal Canadian Army Cadet Week".

It was indicated that one of the owners of property on Dawson Street between Kensington Avenue and the WPL of Lot 21, Block 10, D. L. 130, Plan 15713, wished to address Council in respect of the matter of Local Improvement charges for the paving of the portion of Dawson Street described.

MOVED BY COUNCILLOR CAFFERKY,
SECONDED BY COUNCILLOR BLAIR:

"That the delegation be heard."

CARRIED UNANIMOUSLY

Mr. Wilfred Wood, one of the owners on the subject portion of Dawson Street, appeared as spokesman for all the owners and requested that the levy placed on the tax rolls this year for the paving of the street be deferred until the work is completed.

He pointed out that it is the normal practice when other streets in the Municipality are paved as Local Improvements to not impose the first levy until the year following completion of the work.

It was pointed out to Mr. Wood that the principal reason the paving was delayed was that last year it was known that sanitary sewer service was to be provided in the "Parkcrest" area, and it was therefore deemed prudent to postpone the paving until completion of the sewer installation.

Municipal Manager reported verbally that he had received an opinion from the Municipal Solicitor indicating the legalities involved in attempting to resolve a matter of the kind broached by the owners on Dawson Street. He advised that the Solicitor had indicated Council could impose a levy for Local Improvement works before such works were completed but, if it deems it inadvisable or impracticable, Council could delete the work.

The Manager added that, if this action were taken, the job

would need to be re-initiated and the position of the work, in terms of priority in the paving programme, would be lost.

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR MacSORLEY:

"That the request of Mr. Wood and the other owners on the subject portion of Dawson Street be tabled for a period of one week, and a report be submitted by the Municipal Manager indicating whether the levy in question can be deferred until next year or until after the work has been completed."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CAFFERKY,
SECONDED BY COUNCILLOR HARPER:

"That all of the below listed correspondence be received."

CARRIED UNANIMOUSLY

Division Manager, Transportation, B. C. Hydro and Power Authority, wrote advising that the Authority proposes to introduce some minor route changes involving the Marpole - New Westminster bus service on June 14, 1963 and that, though this will not affect the routing of buses along Marine Drive in this Municipality, it would necessitate a revision in the schedule frequencies.

Chairman, Burnaby Week Parade Committee, Kinsmen Club of North Burnaby, submitted a letter requesting permission to hold a Parade on Kingsway between Patterson Avenue and Nelson Avenue on September 14th commencing at 1:00 p.m.

MOVED BY COUNCILLOR HARPER,
SECONDED BY COUNCILLOR BLAIR:

"That permission be granted to the Committee to conduct the Parade at the time mentioned and along the route described."

CARRIED UNANIMOUSLY

Chancellor, Simon Fraser University, submitted a letter acknowledging the authorization by Council of the conveyance of approximately 1,050 acres on Burnaby Mountain for the site of the Simon Fraser University.

The Chancellor also suggested, in connection with the matter of engaging a planning consultant to study the development of

the site and its environs to ensure that there will be no incongruity that the Planning Director, Mr. W. J. Blakely, and Miss Rawson, a Planner, undertake the preliminary work preparatory to the study mentioned.

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR CAFFERKY:

"That Reeve Emmott be authorized to discuss with the Chancellor the matter of the Planning Director and Miss Rawson making the preliminary study referred to in the letter from the Chancellor."

CARRIED UNANIMOUSLY

It was suggested that, during the discussions to be held between the Reeve and the Chancellor, the following points be considered:

- (1) That the Municipality assume the cost of engaging an outside planning consultant to make an overall study of the site, with it being understood that the University Authority will share this cost after the enactment of the Universities Act on July 1, 1963.
- (2) That the matter of the City of Vancouver sharing in the cost of the planning study be explored.

MOVED BY COUNCILLOR BLAIR,
SECONDED BY COUNCILLOR DRUMMOND:

"That the Council now resolve itself into Committee of the Whole."

CARRIED UNANIMOUSLY

The matter of the Go-Cart operation at the Oak Theatre was lifted from the table.

MOVED BY COUNCILLOR DRUMMOND,
SECONDED BY COUNCILLOR CLARK:

"That the complaint regarding this operation be tabled for a further two weeks to permit the Council members the opportunity to complete their inspection of the operation."

CARRIED UNANIMOUSLY

Secretary, Parks and Recreation Commission, submitted a report expressing the concern of the Commission with the lack of communication between Council and it regarding the designation

of park land on Burnaby Mountain for the site of the Simon Fraser University.

The Secretary added that the Commission had requested that one of its members be invited to attend any future discussions on the matter. He added that a Committee consisting of Commissioners Mason, Barrington, and Seifner was formed to consult with Municipal officials on the University development.

MOVED BY COUNCILLOR DRUMMOND,
SECONDED BY COUNCILLOR CLARK:

"That an apology be tendered to the Parks and Recreation Commission for not communicating with it in connection with the matter at hand, and it be also mentioned that the authority of the Commission regarding the development of park lands was in no way arrogated during the deliberations which took place concerning the siting of the University and further, that it be pointed out Council proposes in the planning studies to be made of the site and its perimeter to have taken into account the matter of integrating the University development with park facilities so that the two will be compatible and further, that the Special Committee appointed by the Commission be given recognition in its objective to participate in discussions on the matter of the University development."

CARRIED UNANIMOUSLY

Councillor Kalyk stated that the Parks and Recreation Commission was proposing to send a delegation to see the Minister of Recreation and Conservation concerning the possibilities of developing Burnaby Lake. She added that this action is proposed now that some 450 acres of park land on Burnaby Mountain have been committed for the University development.

Reeve Emmott stated that he felt representation of the kind mentioned should be made jointly by the Municipal Council, the Commission, the Lower Mainland Parks Advisory Committee, and a group known as the Burnaby Lake Aquatic Association. He pointed out that this last mentioned Organization is at the present time in its infancy and that Council should await formal advice from the Association as to its establishment and objectives before any overtures are made to the Minister along the lines mentioned.

Councillor Kalyk also indicated that any technical assistance in connection with the development of Burnaby Lake that could be rendered by the Planning Department, Engineering Department, and others would be welcomed by the Commission.

Councillor Kalyk was asked by Council to have the Commission

formally consider the last matter mentioned by her and present its resolution to Council on it for consideration.

REPORT OF THE POLICY COMMITTEE

(1) Regulations for the Control of Untidy and Unsightly Premises.

The Committee reported that the Municipal Manager had examined a By-law passed in North Vancouver City governing the matter noted in caption, and it had received comment from some of the officials of the Corporation concerning the matter.

The Committee pointed out that one prime problem that would result from imposing such regulations is that of enforcement. It added that the power devolving upon Councils does not permit it to establish separate areas where a regulation of the kind suggested would be effective. Also, such regulations would impose upon the Corporation the duty to ensure that all Municipally-owned lands were kept in a tidy condition, a situation that could become quite burdensome and costly to the Corporation.

The Committee indicated that it felt the Municipality has not yet reached the stage in its physical development where the introduction of regulations for the control of unsightly premises is practical. As a consequence, it recommended that such regulations not be introduced at this time.

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR CAFFERKY:

"That the recommendation of the Committee
be adopted."

CARRIED UNANIMOUSLY

(2) Request of Villa Motor Hotel Limited for a Directional Sign on Grandview-Douglas Highway at Sumner Avenue.

The Committee reported that it was of the opinion authority should be included in the Town Planning By-law to permit the erection of adequate directional signs in all industrially zoned areas.

It recommended that the Manager be instructed to have prepared suitable regulations for an Amendment to the Town Planning By-Law to govern the matter in question.

MOVED BY COUNCILLOR CAFFERKY,
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Committee
be adopted."

CARRIED UNANIMOUSLY

It was mentioned that there has been an increase in the number of accidents at Imperial Street and Sperling Avenue since Stop Signs were reversed at this intersection, and it was possible this increase is attributable to the fact that vehicular traffic has not become accustomed to the new traffic regulation.

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR HARPER:

"That the Traffic Safety Committee re-investigate the subject intersection with a view to ascertaining the feasibility of establishing a four-way stop thereat and further, information be submitted by the Committee indicating the length of time flashers and other devices were employed at the intersection in question during the reversal process and, in addition, the Committee consider the feasibility of establishing four-way stops at intersections as a prelude to the reversal of stop signs."

CARRIED UNANIMOUSLY

It was also mentioned that a ditch at the south-east corner of the intersection of Imperial Street and Sperling Avenue made it difficult for northbound motorists turning east to negotiate the turn within the limits of that portion of the road legally assigned to them.

The Municipal Engineer was asked to investigate the possibility of enclosing this ditch.

MUNICIPAL MANAGER -- REPORT NO. 31, 1963.

- (1) Easements - (a)(i) West 7.5 feet of the West half of a four acre portion shown on Sketch 1108, D. L. 35 (V.L.A. and Wilson).
- (ii) East 6.5 feet of Lot 2 North 360 feet, D. L. 35, Plan 7081 Except Parcel "A" Reference Plan 22026 (V.L.A. and Lae).
- (b) (i) A portion of Lot 25 South 115 feet Except Explanatory Plan 15412, D. L. 33, Plan 944 (Rossum).
- (ii) A portion of Lot "F", S.D. 17/18, Blocks 41/43, D. L. 33, Plan 19608 (Olliphant).

The Manager submitted a report recommending that Council authorize the acquisition of easements over those properties described in caption for a consideration of \$1.00 each plus restoration of the respective easement areas.

He also recommended that Council authorize the execution of the necessary documents.

MOVED BY COUNCILLOR CAFFERKY,
SECONDED BY COUNCILLOR HARPER:

"That the recommendations of the Manager
be adopted."

CARRIED UNANIMOUSLY

(2) Estimates.

The Manager submitted a report of the Municipal Engineer covering Special Estimates of Work in the total amount of \$86,775.00 recommending that they be approved.

MOVED BY COUNCILLOR CAFFERKY,
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Manager
be adopted."

CARRIED UNANIMOUSLY

(3) Expenditures.

The Manager submitted a report of the Municipal Treasurer covering Expenditures for the period ended May 19, 1963 in the total amount of \$1,477,632.15 recommending that they be approved.

MOVED BY COUNCILLOR MacSORLEY,
SECONDED BY COUNCILLOR CAFFERKY:

"That the recommendation of the Manager
be adopted."

CARRIED UNANIMOUSLY

- (4) The Manager submitted a report of the Chief Building Inspector covering the operations of his Department for the period between April 22nd and May 17th, 1963.

MOVED BY COUNCILLOR BLAIR,
SECONDED BY COUNCILLOR KALYK:

"That this report be received."

CARRIED UNANIMOUSLY

(5) Investments.

The Manager recommended that the actions of the Municipal Treasurer in disposing of the following investments be ratified:

\$100,000. B.C. Electric Co. Ltd., 5½% Parity bonds due
1 September 1965 @\$101.15.

The capital gain in this transaction amounts to ~~\$11,050.00~~ ^{\$1150.00} *JH*

MOVED BY COUNCILLOR KALYK,
SECONDED BY COUNCILLOR DRUMMOND:

"That the recommendation of the Manager
be adopted."

CARRIED UNANIMOUSLY

A question was raised as to when the bonds referred to in the
previous report item were sold.

It was understood that when Council passed the Temporary Loan
By-Law on May 27th there would be no further need to liquidate
any more investments.

The Municipal Manager was asked to answer this question and
also indicate whether it would be possible, in future, for
Council to pass a Temporary Loan By-law coincidental with,
or immediately following, the passage of the Budget Authori-
zation By-law.

(7) Work Orders.

The Manager recommended that Council approve the following
Work Orders to June 30th in the amounts indicated:

Job 1-11 (Pavement Maintenance) -	\$16,500.00
Job 1-13 (Brushing & Ditching) -	5,500.00
Job 1-16 (Street Maintenance) -	11,000.00
Job 5-381 (Sanitary Sewers Cleaning and Inspection) -	3,000.00

MOVED BY COUNCILLOR HARPER,
SECONDED BY COUNCILLOR BLAIR:

"That the recommendation of the Manager
be adopted."

CARRIED UNANIMOUSLY

(6) Local Improvement Programme for 1963.

The Manager submitted a list of proposed Local Improvements,
pointing out that it includes paving, asphaltic widening, curbs,
and sidewalks.

MOVED BY COUNCILLOR CAFFERKY,
SECONDED BY COUNCILLOR WELLS:

"That consideration of this Programme
be deferred until later in the evening."

CARRIED UNANIMOUSLY

In response to a question, it was stated that the Municipal Manager would be submitting a report to Council next Monday evening relating to the development and sale of land in D. L. 86.

MOVED BY COUNCILLOR CAFFERKY,
SECONDED BY COUNCILLOR WELLS:

"That the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY COUNCILLOR CAFFERKY,
SECONDED BY COUNCILLOR MacSORLEY:

"That the report of the Committee be now adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR BLAIR:

"That leave be given to introduce
"BURNABY ROAD CLOSING BY-LAW, 1963"
"BURNABY STREET & TRAFFIC BY-LAW 1961,
AMENDMENT BY-LAW 1963"
"BURNABY TRADES LICENCE BY-LAW 1950,
AMENDMENT BY-LAW 1963"
"BURNABY TOWN PLANNING BY-LAW 1948,
AMENDMENT BY-LAW NO. 6, 1963"

and that they now be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR KALYK:

"That the By-laws be now read a Second Time."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR KALYK:

"That the Council do now resolve into Committee of the Whole to consider the By-laws."

CARRIED UNANIMOUSLY

"Burnaby Town Planning By-Law 1948, Amendment By-Law No. 6, provides for the following proposed rezoning:
From Light Industrial to Residential Multiple Family Type 1
Lots 34, 35, 36 South 33', 37 except N. 33',
38, 39, Blocks 42/43, D. L.'s 151/3, Plan 1566 (Located on both sides of Sussex Avenue between Beresford Street on the south side of the B. C. Hydro and Power Authority right-of-way and point approximately 165 feet southerly)

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR KALYK:

"That the Committee do now rise and
report the By-laws complete."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR KALYK:

"That the report of the Committee be
now adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR KALYK:

"That "BURNABY ROAD CLOSING BY-LAW, 1963"
"BURNABY STREET & TRAFFIC BY-LAW, 1961,
AMENDMENT BY-LAW, 1963"
"BURNABY TRADES LICENCE BY-LAW 1950, AMENDMENT
BY-LAW 1963"
"BURNABY TOWN PLANNING BY-LAW, 1948, AMENDMENT
BY-LAW NO. 6, 1963"
be now read a Third Time."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CAFFERKY,
SECONDED BY COUNCILLOR BLAIR:

"That "BURNABY LOCAL IMPROVEMENT CONSTRUCTION
BY-LAW NO. 5, 1963"
"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW
NO. 6, 1963"
"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW
NO. 7, 1963"
be now Reconsidered."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CAFFERKY,
SECONDED BY COUNCILLOR BLAIR:

"That "BURNABY LOCAL IMPROVEMENT CONSTRUCTION
BY-LAW NO. 5, 1963"
"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW
NO. 6, 1963"
"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW
NO. 7, 1963"
be now finally adopted, signed by the Reeve
and Clerk and the Corporate Seal be affixed
thereto."

CARRIED UNANIMOUSLY

A question was raised as to when the amendments to "Burnaby Kennel Regulation By-Law" and "Burnaby Town Planning By-Law", respectively, dealing with the matter of dog grooming operations, would be presented to Council for consideration.

It was directed that this matter be added to the list of items under "Unfinished Business".

THE REEVE DECLARED A RECESS AT 9:05 P.M.

THE COUNCIL RECONVENED AT 9:15 P.M.

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR CAFFERKY:

"That the Council now resolve itself
into Committee of the Whole."

CARRIED UNANIMOUSLY

COUNCILLOR BLAIR LEFT THE MEETING.

Municipal Manager -- Report No. 31, 1963

(6) Local Improvement Programme for 1963.

The Council considered the Programme prepared by the Municipal Engineer covering a variety of Local Improvement works proposed for the current year. This Programme is as follows:

NORTH DISTRICT - 20' INTERIM PAVEMENT

STREET	FROM	To	LENGTH OF ASPHALT	STATUTORY CORP. SHARE	DRAINAGE	TOTAL COST
ALPHA AVE.	NAPIER ST.	UNION ST.	1025'	\$ 1,200.		8,200.
AUGUSTA AVE.	HALIFAX ST.	KITCHENER ST.	1350'	1,000.		13,500.
BUCHANAN ST.	WILLINGDON AVE.	MADISON AVE.	1210'	2,660.		16,940.
BROADWAY	SPRINGER AVE.	HOLDOM AVE.	1430'	1,750.		25,000.
BROADWAY	DUTHIE AVE.	EPL "A" R.P.15912 S.D.1 Lot 10/11, DL 59/136/137	2300'	1,200.		27,600.
DAWSON ST.	GILMORE AVE.	625' W OF MADISON	675'	5,500.		74,575.
EAST 1ST AVE.	BOUNDARY ROAD	GILMORE AVE.	2200'	3,000.		33,000.
GIBSON ST.	W P.L. LOT 40, PL. 17826 DL 136	EPL LOT 1, PL. 23231 D.L. 136	600'	180.		5,400.
GORING ST.	DOUGLAS ROAD	EAST TO W.P.L. "E"	1050'	4,800.		49,650.
HOWARD AVE.	PARKER ST.	HASTINGS ST.	2220'	3,260.		19,980.
KITCHENER ST.	DUTHIE AVE.	AUGUSTA AVE.	700'	1,350.		6,300.
MADISON AVE.	DOUGLAS ROAD	BUCHANAN ST.	130'	1,400.	3,100.	5,020.
NAPIER ST.	SPERLING AVE.	CLIFF AVE.	1300'	900.		15,600.
ROSSER AVE.	BUCHANAN ST.	LOUGHEED HWY.	330'	1,200.		3,960.
VENABLES ST.	DELTA AVE.	HOWARD AVE.	2040'	3,780.		28,560.
DELTA AVE.	ETON ST.	BESSBOROUGH DR. NPL LOT F, BLK.38 Sk.9032, D.L. 189	354'	1,560.		4,250.

CENTRE DISTRICT - 20' INTERIM PAVEMENT

ATLEE AVE.	SPRUCE ST.	SPL 28, BLK.3, D.L.805	1160'	1,200.		13,920.
BURKE ST.	CHESHAM AVE.	SMITH AVE.	380'	600.		2,280.
DEMINION ST.	SMITH AVE.	INGLETON AVE.	380'	350.		2,660.
DICKENS PL.	KISBEY AVE.	TO AND CUL-DE-SAC	290'	800.		1,720.
EGLINTON ST.	ROYAL OAK AVE.	EPL 11, BLK. 162, D.L. 83	400'	800.		3,200.
EIGHTEENTH AVE.	HUMPHRIES AVE.	SYLVAN COURT	300'	420.		2,520.
GOODLAD ST.	GRANDVIEW HWY.	100' N OF S.P.L.	2000'	1,800.		36,000.
GORDON AVE.	CLAYTON AVE.	EPL LOT 6, PL.22764 DL 85	450'			3,600.
GATENBY ST.	GILPIN ST.	TO AND CUL-DE-SAC	450'	800.		3,600.
* HASZARD ST.	BUCKINGHAM ST.	GRANDVIEW HWY.	930'	1,500.		14,050.
KISBEY AVE.	BERWICK ST.	DICKENS PLACE	360'	900.		3,240.
* LEIBLEY ST.	BURRIS ST.	TO NPL 11, BLK.8, D.L.86	627'	500.		6,270.
MARLBOROUGH AVE.	NEWTON ST.	DOVER ST.	1270'	2,400.		10,160.

CENTRE DISTRICT - 20' INTERIM PAVEMENT (CONT'D.)

STREET	FROM	TO	LENGTH OF ASPHALT	STATUTORY CORP. SHARE	DRAINAGE	TOTAL COST
MANOR ST.	DOUGLAS ROAD	WESTMINSTER AVE.	2500'	\$ 1,200.	\$	\$ 18,000.
MAYFIELD ST.	GRANDVIEW HWY.	SIXTH ST.	1200'	2,400.		24,000.
REBENT ST.	DOUGLAS ROAD	TO AND CUL-DE-SAC	1460'	1,200.		16,320.
SANDERS ST.	MARLBOROUGH AVE.	ROYAL OAK AVE.	680'	400.		2,720.
SEVENTEENTH AVE.	HUMPHRIES AVE.	SYLVAN COURT	330'	500.		3,300.
SIXTH ST.	MAYFIELD ST.	GOODLAD ST.	530'	2,000.		5,300.
ULSTER ST.	GRANDVIEW HWY.	SOUTH TO END	730'	400.		5,840.
VISTA CRESCENT	HUMPHRIES AVE.	WEST TO END	420'	500.		4,200.
WESTMINSTER AVE.	GRANDVIEW HWY.	MANOR ST.	1375'	2,750.		13,750.
NORLAND AVE.	SPROTT ST.	GRANDVIEW HWY.	1700'	1,000.		17,000.
SPROTT ST.	NORLAND AVE.	DOUGLAS ROAD	1430'	1,000.		14,300.

SOUTH DISTRICT - 20' INTERIM PAVEMENT

ANTRIM AVE.	IMPERIAL ST.	B. C. E. R.	870'	1,000.		8,700.
ARBROATH AVE.	GILLEY AVE.	CONWAY AVE.	950'	1,350.		8,550.
BERESFORD NORTH	PATTERSON AVE.	OLIVE AVE.	250'	1,000.		2,500.
BERESFORD ST.	CURRAGH AVE.	McPHERSON AVE.	2160'	2,000.		21,600.
BYRNE ROAD	RUMBLE ST.	SALISBURY AVE.	750'	1,200.		9,000.
CONWAY AVE.	KINGSWAY	ARBROATH ST.	350'	750.		3,000.
DORSET ST.	ANTRIM AVE.	MERRITT AVE.	1370'	3,000.		13,700.
ELEVENTH AVE.	KINGSWAY	FIFTEENTH ST.	1480'	1,200.		17,560.
EIGHTEENTH AVE.	SIXTEENTH ST.	NINETEENTH ST.	1950'	5,600.		27,300.
FOURTEENTH AVE.	KINGSWAY	FIFTEENTH ST.	1190'	1,200.		13,280.
GRIFFITHS AVE.	KINGSWAY	RUMBLE ST.	1500'	4,800.		18,000.
SHORT ST.	ANTRIM AVE.	McPHERSON AVE.	490'	1,000.		4,900.
SHIRLEY AVE.	BERESFORD ST.	DORSET ST.	800'	500.		4,000.
SELLER AVE.	IMPERIAL ST.	DORSET ST.	400'	1,000.		4,000.
THIRTEENTH ST.	TENTH AVE.	ELEVENTH AVE.	390'	1,500.		5,850.
VICTORY ST.	ROYAL OAK AVE.	ANTRIM AVE.	865'	1,000.		8,630.
TOTALS:			56031'	\$ 88,260.	\$ 3,100.	\$ 736,055.

28' PAVEMENT

WRIGHT ST.	TWELFTH AVE.	SIXTEENTH AVE.	1460'	4,200.		17,520.
WILLINGDON AVE.	BERESFORD ST.	MAYWOOD ST.	1250'	1,400.		17,500.
TOTALS:			2710'	\$ 5,600.		\$ 35,020.

28' PAVEMENT WITH 5' CURB WALKS BOTH SIDES

STREET	FROM	TO	LENGTH OF ASPHALT	CORP. SHARE OF ASPHALT	TOTAL COST OF ASPHALT	LENGTH OF CONCRETE WORK	CORP. SHARE OF CONCRETE WORK	TOTAL COST OF CONCRETE WORK	POLES AND HYDRANTS	DRAINAGE	TOTAL COST
GAMMA AVE.	GEORGIA ST.	FRANCES ST.	365'	1,000	3,650.	560'	300.	2,576		600.	6,826.
BESSBOROUGH DR.	ETON ST.	GAMMA AVE.	450'	1,200.	5,400.	677'	420.	3,120.		600.	9,120.
BOOTH AVE.	GRANGE ST.	GRAFTON ST.	500'	1,400.	7,000.	1014'	610.	4,670.		8,000.	19,670.
CARSON ST.	JOFFRE AVE.	TO AND CUL-DE-SAC	450'	1,100.	6,300.	731'	610.	3,370.		6,190.	15,860.
* CHRISDALE AVE.	COLLEEN ST.	N.P.L. "Q" D.L. 43	550'	700.	7,700.	946'	600.	4,350.		600.	7,650.
ETON ST.	BESSBOROUGH DR.	DELTA AVE.	340'	1,200.	4,100.	716'	410.	3,300.		600.	8,000.
DELTA AVE.	CAMBRIDGE ST.	ETON ST.	430'	1,400.	6,020.	656'	610.	3,020.		1,000.	10,040.
ELSON AVE.	GRANGE ST.	GRAFTON ST.	500'	1,400.	7,000.	1014'	610.	4,670.		8,000.	19,670.
FOURTH ST.	TENTH AVE.	ELEVENTH AVE.	375'	1,200.	4,500.	750'	300.	3,450.		1,000.	8,950.
FOURTH ST.	ELEVENTH AVE.	TWELFTH AVE.	370'	1,200.	4,400.	740'	300.	3,410.		1,000.	8,850.
FOURTH ST.	TWELFTH AVE.	THIRTEENTH AVE.	370'	1,200.	4,400.	740'	300.	3,410.		1,000.	8,850.
FOURTH ST.	THIRTEENTH AVE.	FOURTEENTH AVE.	340'	1,200.	4,080.	680'	300.	3,130.		1,000.	8,210.
FOURTH ST.	FOURTEENTH AVE.	FIFTEENTH AVE.	365'	1,200.	4,380.	730'	300.	3,360.		1,000.	8,740.
GROSVENOR CR.	CAMBRIDGE ST.	RANELAGH AVE.	860'	1,200.	10,320.	1569'	700.	7,250.		1,400.	18,970.
KRAFT PLACE	CHUTTER ST.	NORTH 140'	190'	700.	2,660.	156'	75.	720.		1,400.	3,380.
MCGREGOR AVE.	RUMBLE ST.	KEITH ST.	2700'	2,100.	16,200.	5335'	4,210.	24,500.		16,900.	57,640.
NEVILLE ST.	BULLER AVE.	ROYAL OAK AVE.	2600'	5,600.	31,200.	5140'	890.	23,650.		2,400.	57,250.
OXFORD ST.	EMPIRE DRIVE	DELTA AVE.	470'	1,500.	7,000.	770'	440.	3,540.		400.	10,940.
SIDLEY ST.	NELSON AVE.	ROYAL OAK AVE.	1350'	1,500.	20,250.	2540'	700.	11,700.		24,000.	55,950.
SPRUCE ST.	SMITH AVE.	MACDONALD AVE.	1125'	1,900.	17,250.	2174'	600.	10,000.		23,800.	51,050.
STILL CREEK AV.	NORTH ROAD	NOEL DRIVE	700'	600.	8,400.	1350'	300.	6,210.		2,700.	17,610.
VENABLES ST.	BOUNDARY RD.	ESMOND AVE.	600'	1,400.	8,400.	1132'	750.	5,210.		1,200.	14,810.
VENABLES ST.	INGLETON AVE.	MACDONALD AVE.	600'	1,400.	8,400.	1132'	610.	5,210.		6,300.	19,910.
			<u>16600'</u>	<u>33,300.</u>	<u>177,410.</u>	<u>31250'</u>	<u>14,335.</u>	<u>143,776.</u>		<u>112,090.</u>	<u>447,946.</u>

* PROPERTY ACQUISITION REQUIRED.

28' PAVEMENT WITH CURB ON SOUTH SIDE, CURB SIDEWALK ON NORTH SIDE

VENABLES ST.	ESMOND AVE.	INGLETON AVE.	600'	1,500.	9,000.	564' CURB 564' s.w.	295. 205. 500.	2,600. 1,800. 4,400.	150.	900.	<u>\$14,450.</u>
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28' PAVEMENT WITH CURB ON WEST SIDE, 5' CURB SIDEWALK ON EAST SIDE

STREET	FROM	TO	LENGTH OF ASPHALT	CORP. SHARE OF ASPHALT	TOTAL COST OF ASPHALT	LENGTH OF CONCRETE WORK	CORP. SHARE OF CONCRETE WORK	TOTAL COST OF CONCRETE WORK	POLES AND HYDRANTS	DRAINAGE	TOTAL COST
<u>36' PAVEMENT WITH 5' CURB SIDEWALK ON WEST SIDE, CURB ON EAST SIDE</u>											
TELFORD AVE.	MAYWOOD ST.	B.C. HYDRO R.R.	1240'	840.	12,400.	1223' s.w. 1213' CURB	300. 165.	5,625. 3,760.	1,450.	2,000.	<u>\$25,235.</u>

36' PAVEMENT WITH CONCRETE CURBS BOTH SIDES

BRIEF ST.	BONSOR AVE.	FERN AVE.	265'	750.	3,975.	530'	210.	1,700.			5,675.
PENDER ST.	BOUNDARY ROAD	ESMOND AVE.	600'	1,500.	9,000.	1128'	400.	3,500.	150.	900.	13,550.
PENDER ST.	ESMOND AVE.	INGLETON AVE.	600'	1,500.	9,000.	1128'	400.	3,500.		900.	13,400.
PENDER ST.	INGLETON AVE.	MACDONALD AVE.	600'	1,500.	9,000.	1128'	400.	3,500.		900.	13,400.
PENDER ST.	MACDONALD AVE.	GILMORE AVE.	580'	1,500.	8,700.	1090'	400.	3,380.		900.	12,980.
PENDER ST.	GILMORE AVE.	CARLETON AVE.	700'	1,500.	10,500.	1320'	400.	4,090.		900.	15,490.
PENDER ST.	CARLETON AVE.	MADISON AVE.	700'	1,500.	10,500.	1320'	400.	4,090.		900.	15,490.
PENDER ST.	MADISON AVE.	ROSSER AVE.	700'	1,500.	10,500.	1320'	400.	4,090.		900.	15,490.
PENDER ST.	ROSSER AVE.	WILLINGDON AVE.	700'	1,500.	10,500.	1320'	400.	4,090.		900.	15,490.
RUSSEL AVE.	KINGSWAY	BERESFORD ST.	1285'	1,500.	20,000.	2470'	660.	7,900.		1,200.	29,100.
TOTALS:			<u>6750'</u>	<u>\$14,250.</u>	<u>\$101,675.</u>	<u>12754'</u>	<u>\$4,070.</u>	<u>\$39,840.</u>	<u>\$ 150.</u>	<u>\$8,400</u>	<u>\$150,065.</u>

36' PAVEMENT WITH 5' CONCRETE CURB SIDEWALKS BOTH SIDES

SALISBURY AVE.	KINGSWAY	EDMONDS	1200'	3,750.	18,000.	2430'	1,380.	11,200.		2,700.	31,900.
BETA AVE.	ALBERT ST.	CONFEDERATION PK.	265'	1,050.	4,000.	500'	300.	2,300.		400.	6,700.
			<u>1465'</u>	<u>\$3,800.</u>	<u>\$22,000.</u>	<u>2930'</u>	<u>\$1,680.</u>	<u>\$13,500.</u>		<u>\$3,100.</u>	<u>\$37,600.</u>

28' PAVEMENT WITH 4 1/2' CURB SIDEWALK ON SOUTH SIDE - CURB ON NORTH

BERESFORD ST.	SUSSEX AVE.	DOW AVE.	475'	500.	2,375.	440' s.w. 440' CURB	260. 200.	1,760. 1,365.	150.	600.	6,250.
BERESFORD ST.	SUSSEX AVE.	TELFORD AVE.	475'	500.	2,375.	440' s.w. 440' CURB	260. 200.	1,760. 1,365.	150.	600.	6,250.
			<u>950'</u>	<u>\$1,000.</u>	<u>\$ 5,750.</u>	<u>880' s.w. 880' CURB</u>	<u>\$920.</u>	<u>\$ 6,250.</u>	<u>\$ 300.</u>	<u>\$1,200.</u>	<u>\$13,500.</u>

STREET	FROM	TO	LENGTH OF ASPHALT	CORP. SHARE OF ASPHALT	TOTAL COST OF ASPHALT	LENGTH OF CONCRETE WORK	CORP. SHARE OF CONCRETE WORK	TOTAL COST OF CONCRETE WORK	POLES AND HYDRANTS	DRAINAGE	TOTAL COST
<u>44' PAVEMENT WITH CONCRETE CURB BOTH SIDES</u>											
FERN AVE.	NELSON AVE.	BERESFORD ST.	1500'	1,500.	22,500.	2940'	595.	9,100.		29,100.	\$ 60,700.
<u>36' PAVEMENT WITH CURB ON WEST SIDE - 5' CURB SIDEWALK ON EAST</u>											
LILY AVE.	NELSON AVE.	B.C.E.R.	1050'	1,850.	17,850.	2064'	300.	9,500.			\$ 27,350.
<u>46' PAVEMENT WITH 5' CONCRETE CURB SIDEWALKS</u>											
NEWCOMBE ST.	TENTH AVE.	ELEVENTH AVE.	300'	160.	2,400.	592'	84.	2,545.	400.	600.	\$ 5,945.
<u>46' PAVEMENT WITH CURBS BOTH SIDES</u>											
IMPERIAL ST.	BOUNDARY ROAD	MANDY AVE.	1300'	800.	10,400.	2630'	300.	8,153.	450.	9,500.	28,503.
IMPERIAL ST.	MANDY AVE.	PATTERSON AVE.	1300'	400.	10,400.	2688'	300.	8,335.	150.	1,750.	20,635.
			<u>2600'</u>	<u>\$1,200.</u>	<u>\$20,800.</u>	<u>5318'</u>	<u>\$ 600.</u>	<u>\$16,488.</u>	<u>\$ 600.</u>	<u>\$11,250.</u>	<u>\$49,138.</u>

WIDTH SIDE	STREET	FROM	TO	LENGTH OF ASPHALT	CORP. SHARE OF ASPHALT	TOTAL COST OF ASPHALT	LENGTH OF CONCRETE WORK	CORP. SHARE OF CONCRETE WORK	TOTAL COST OF CONCRETE WORK	POLES AND HYDRANTS	DRAINAGE	TOTAL COST
<u>5' CONCRETE CURB SIDEWALKS WITH 4' ASPHALTIC WIDENING BOTH SIDES</u>												
28'	BOTH	HEDLEY AVE.	RUMBLE ST.	PORTLAND ST.	1956'	365.	2,500.	1956'	1,310.	9,000.	2,100.	13,600.
28'	BOTH	FOURTEENTH AVE.	SECOND ST.	FOURTH ST.	1931'	180.	2,500.	1931'	1,600.	8,900.	1,200.	12,600.
28'	BOTH	FOURTEENTH AVE.	DAVIES ST.	GRANDVIEW-DOUGLAS	1748'	330.	2,250.	1748'	1,200.	8,040.	700.	10,990.
28'	BOTH	DAVIES ST.	TWELFTH AVE.	FOURTEENTH AVE.	1800'	260.	2,300.	1800'	929.	8,280.	1,000.	11,580.
28'	BOTH	HILDA ST.	TWELFTH AVE.	FOURTEENTH AVE.	1774'	200.	2,270.	1774'	726.	8,160.	1,200.	11,630.
28'	BOTH	BURGESS ST.	TWELFTH AVE.	FOURTEENTH AVE.	1456'	200.	1,865.	1456'	726.	6,700.	1,300.	9,865.
28'	BOTH	ENDERSBY ST.	ARMSTRONG AVE.	12' N OF SPL LOT 20 BK. 1/2 DC T1 PL. 21666	1502'	85.	1,925.	1502'	300.	6,910.	5,200.	14,035.
28'	BOTH	SECOND ST.	SIXTEENTH AVE.	SEVENTEENTH AVE.	470'	206.	600.	470'	740.	2,170.	1,200.	3,970.
28'	BOTH	SPRUCE ST.	BOUNDARY ROAD	SMITH AVE.	1782'	220.	2,280.	1782'	790.	8,200.	12,800.	23,280.
28'	BOTH	THIRTEENTH AVE.	SIXTH ST.	GRANDVIEW HWY.	2456'	425.	3,140.	2456'	975.	11,300.	1,400.	15,840.
28'	BOTH	BOXER ST.	MCKAY AVE.	TO AND CUL-DE-SAC	1566'	135.	2,005.	1566'	483.	7,200.	3,000.	12,205.
28'	BOTH	UNION ST.	SPERLING AVE.	HAMMARSKJOLD DR.	2500'	330.	3,200.	2500'	1,200.	11,500.	19,000.	33,700.
					<u>20,941'</u>	<u>2,936.</u>	<u>23,635.</u>	<u>20,941'</u>	<u>10,979.</u>	<u>96,360.</u>	<u>50,100.</u>	<u>173,295.</u>

WIDTH SIDE	STREET	FROM	TO	LENGTH OF ASPHALT	CORP. SHARE OF ASPHALT	TOTAL COST OF ASPHALT	LENGTH OF CONCRETE WORK	CORP. SHARE OF CONCRETE WORK	TOTAL COST OF CONCRETE WORK	POLES AND HYDRANTS	DRAINAGE	TOTAL COST	
<u>CONCRETE CURB WITH 8' OR MORE ASPHALTIC WIDENING</u>													
36'	SOUTH	CAPITOL DRIVE	HYTHE AVE.	EMPIRE DRIVE	1465'	365.	3,633.	1465'	460.	4,615.	600.	710.	9,558.
42'	BOTH	GILMORE AVE.	ALBERT ST.	OXFORD ST.	2136'	1,310.	5,468.	2136'	1,638.	6,835.	1,000.	2,400.	15,703.
36'	BOTH	IMPERIAL ST.	HEBESHAM AVE. ON S. W.P.L. AVE. ON N.	GRANDVIEW HWY.	2130'	410.	5,282.	2130'	500.	6,710.	2,150.	1,500.	15,642.
36'	BOTH	MAYWOOD ST.	IMPERIAL ST.	PATTERSON AVE.	4300'	1,800.	11,000.	4300'	2,350.	13,760.	1,000.	5,400.	31,100.
42'	BOTH	ROSSER AVE.	HASTINGS ST.	ALBERT ST.	590'	450.	2,012.	590'	400.	1,858.		2,690.	6,560.
42'	EAST	ROYAL OAK AVE.	RUMBLE ST.	LANE N OF CLINTON	660'	120.	2,250.	660'	300.	2,079.	300.	1,420.	6,049.
42'	EAST	ROYAL OAK AVE.	CLINTON ST.	PORTLAND ST.	325'	225.	1,108.	325'	205.	1,024.	300.	560.	2,992.
36'	BOTH	SIXTEENTH AVE.	SIXTH ST.	FOURTH ST.(BOTH LEGS)	2003'	660.	5,130.	2003'	950.	6,400.	300.	2,400.	14,230.
36'	BOTH	LANGLEY ST.	TENTH AVE.	ARMSTRONG AVE.	2410'	1,200.	6,100.	2410'	1,420.	7,700.	600.	23,150.	37,550.
44'	NORTH	RUMBLE ST.	PATTERSON AVE.	FREDERICK AVE.	2576'	493.	9,068.	2576'	602.	6,080.		3,900.	17,548.
44'	NORTH	RUMBLE ST.	FREDERICK AVE.	GREY AVE.	425'	141.	1,496.	425'	172.	1,828.		8,000.	11,324.
44'	NORTH	RUMBLE ST.	GREY AVE.	NELSON AVE.	1320'	410.	3,400.	1320'	510.	4,250.		19,900.	27,550.
44'	NORTH	RUMBLE ST.	NELSON AVE.	ROYAL OAK AVE.	1290'	165.	3,300.	1290'	210.	4,128.		8,300.	15,728.
44'	BOTH	GRANGE ST.	WILLINGDON AVE.	SUSSEX AVE.	2746'	1,760.	9,700.	2746'	1,600.	8,800.		17,700.	36,200.
36'	BOTH	SUSSEX AVE.	GRANGE TO SPL 3 BK.9 DL 32 P.2250	GRAFTON ON WEST SHEPHERD ON EAST	1708'	410.	4,400.	1708'	520.	5,500.		8,300.	18,200.
44'	BOTH	SMITH AVE.	MOSCROP ST.	NITHSDALE ST.	6210'	5,050.	23,850.	6210'	4,200.	19,872.		17,600.	61,322.
36'	BOTH	INGLETON AVE.	DUNDAS ST.	ETON ST.	1224'	12,240.	18,360.	1968'	1,400.	7,100.	1,000.	3,600.	30,060.
36'	BOTH	SIXTEENTH AVE.	SECOND ST.	FOURTH ST.	2110'	350.	5,400.	2110'	450.	6,750.	500.	1,500.	14,150.
36'	BOTH	CASSIE AVE.	MAYWOOD ST.	BERESFORD	2442'	350.	6,800.	2442'	450.	7,815.	150.	400.	15,165.
42'	BOTH	NELSON AVE.	PORTLAND ST.	RUMBLE ST.	1957'	1,345.	7,000.	1957'	1,223.	6,266.	800.	26,000.	40,066.
					<u>40,027</u>	<u>29,254.</u>	<u>134,757.</u>	<u>40,027'</u>	<u>19,560.</u>	<u>129,370.</u>	<u>8,700.</u>	<u>155,430.</u>	<u>426,657.</u>

WIDTH	SIDE	STREET	FROM	TO	LENGTH OF ASPHALT	CORP. SHARE OF ASPHALT	TOTAL COST OF ASPHALT	LENGTH OF CONCRETE WORK	CORP. SHARE OF CONCRETE WORK	TOTAL COST OF CONCRETE WORK	POLES AND HYDRANTS	DRAINAGE	Total Cost
<u>5' CONCRETE CURB SIDEWALKS WITH 6' ASPHALTIC WIDENING ON BOTH SIDES</u>													
32'	BOTH	CREST DRIVE	LANGLEY ST.	LOOP	3500'	122.	6,510.	3500'	380.	16,100.	150.	20,620.	43,380
<u>5' CONCRETE CURB SIDEWALKS WITH 8' OR MORE ASPHALTIC WIDENING</u>													
42'	WEST	DUTHIE AVE.	UNION ST.	CURTIS ST.	930'	675.	3,170.	930'	300.	4,300.		6,540.	14,010
42'	EAST	DUTHIE AVE.	RIDGE ST.	CURTIS ST.	2865'	1,574.	9,770.	2865'	-	13,180.	4,000.	9,530.	36,480.
36'	SOUTH	ELMWOOD ST.	SMITH AVE.	INGLETON AVE.	565'	164.	1,400.	565'	-	2,600.	250.	10,160.	14,410
36'	BOTH	HOLMES ST.	CARIBOO ROAD	TENTH AVENUE	3260'	1,136.	4,042.	3260'	1,250.	15,000.	1,500.	17,390.	37,932
36'	BOTH	HUMPHRIES AVE.	EDMONDS ST.	VISTA CRES.	520'	328.	1,290.	520'	300.	2,400.	500.	4,442.	8,632
36'	BOTH	INGLETON AVE.	KINCAID ST.	ELMWOOD ST.	1300'	256.	3,224.	1300'	600.	5,980.	-	4,555.	13,759
36'	BOTH	NINETEENTH AVE.	GRANDVIEW HWY.	SIXTH ST.	2476'	650.	6,400.	2476'	600.	11,400.	1,500.	1,500.	19,300
42'	BOTH	NELSON AVE.	S.P.L.44	MARINE DRIVE	2010'	440.	4,200.	2010'	600.	9,250.	-	1,000.	14,450
42'	BOTH	PATTERSON AVE.	KINGSWAY	BERESFORD ST.	2050'	340.	6,905.	2050'	150.	9,430.	1,650.	13,900.	31,885
36'	BOTH	PATTERSON AVE.	BERESFORD ST.	IMPERIAL ST.	2640'	908.	6,547.	2640'	800.	12,150.	600.	2,120.	21,417.
42'	BOTH	ROYAL OAK AVE.	PORTLAND ST.	MARINE DRIVE	3880'	2,657.	13,230.	3880'	4,040.	17,850.	3,000.	7,750.	41,830
42'	WEST	ROYAL OAK AVE.	PORTLAND ST.	CLINTON ST.	320'	112.	1,090.	320'	400.	1,500.	-	410.	3,000
44'	SOUTH	RUMBLE ST.	PATTERSON AVE.	GRAY AVE.	2910'	985.	11,175.	2910'	1,200.	13,400.	4,000.	11,900.	36,475
44'	SOUTH	RUMBLE ST.	GRAY AVE.	NELSON AVE.	1195'	500.	4,590.	1195'	600.	5,500.	1,600.	19,900.	29,990
44'	SOUTH	RUMBLE ST.	NELSON AVE.	MCGREGOR AVE.	846'	645.	3,250.	846'	780.	3,900.	1,050.	8,300.	15,450
36'	NORTH	TENTH AVE.	COQUITLAM ST.	334' W. OF LANGLEY	910'	320.	3,103.	910'	300.	4,200.	450.	560.	8,313
36'	BOTH	VICTORY ST.	PATTERSON AVE.	NELSON AVE.	8600'	4,700.	19,344.	8600'	6,000.	39,560.	2,850.	26,670.	88,424
36'	BOTH	IMPERIAL ST.	WALKER AVE.	HERSHAM ST. ON S. WPL'A' Bk.24 DL 91 ON N.	3900'	330.	9,672.	3900'	2,900.	17,940.	1,600.	9,970.	39,182
42'	BOTH	MARINE DRIVE	BOUNDARY RD.	GREENALL AVE.	2515'	615.	9,600.	2515'	740.	11,570.	* 5,000.	24,000.	50,170
36'	BOTH	ARCOLA ST.	KINGSWAY	SPERLING AVE.	1443'	400.	3,700.	1433'	700.	6,600.	600.	16,700.	27,600
TOTALS:					45,135'	17,735.	125,702.	45,135'	22,260.	207,710.	30,150.	197,297.	552,709.

*RETAINING WALL
& BANK STABILIZATION.

4-1/2' FILLER WALK

28'	BOTH	ENDERSBY ST.	12' N. OF SPL LOT 20 Bk. 1/2 DL 11 PL.21666	SIXTEENTH AVE.				548'	325.	2,110.			2,110
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WIDTH SIDE	STREET	FROM	TO	LENGTH OF ASPHALT	CORP. SHARE OF ASPHALT	TOTAL COST OF ASPHALT	LENGTH OF CONCRETE WORK	CORP. SHARE OF CONCRETE WORK	TOTAL COST OF CONCRETE WORK	POLES AND HYDRANTS DRAINAGE	TOTAL COST	
42' BOTH	GILMORE AVE.	HASTINGS ST.	ALBERT ST.			400.	270'		1,270.		600.	1,870.

CURBS ONLY

5' CURB WALK ON WEST SIDE, CURB ON EAST SIDE WITH 4' ASPHALT WIDENING ON BOTH SIDES

28' WEST	JOFFRE AVE.	LANE S OF HURST	RUMBLE ST.	1780'	1,000.	2,275.	1780' SW	3,650.	8,180.)	
28' EAST	JOFFRE AVE.	LANE S OF HURST	RUMBLE ST.	1790'	40.	2,300.	1790' CURB	100.	5,730.)	
<u>5' CURB WALK - NO PAVING</u>											
	JOFFRE AVE.	IMPERIAL ST.	HURST ST.				1308'	1,550.	6,020.)	6,340.
<u>5' CURB WALK ON WEST SIDE, CURB ON EAST - NO PAVING</u>											
	JOFFRE AVE.	HURST ST.	LANE S OF HURST				160' s.w.	150.	735.)	
							160' CURB	100.	512.)	
				3,570'	1,040.	4,575.	1940 s.w.	5,450.	21,177.)	6,340.
							1950 CURB)	32,092

4' CONCRETE WALKS

EAST	RANDOLPH AVE.	BRYANT ST.	S.P.L."21" Bk. 8 D.L. 93	263'	15.	950.			950.	
WEST	GILMORE AVE.	LANE N HASTINGS	ALBERT ST.	126'	15.	455.			455.	
WEST	GILMORE AVE.	ALBERT ST.	PANDORA ST.	268'	100.	965.			965.	
BOTH	GILMORE AVE.	PANDORA ST.	OXFORD ST.	1608'	605.	5,800.			5,800.	
BOTH	CURTIS ST.	FELL AVE.	SPERLING AVE.	4968'	130.	17,900.			17,900.	
NORTH	PANDORA ST.	WILLINGDON AVE.	ROSSER AVE.	600'	22.	2,160.			2,160.	
				7,833'	887.	28,230.			28,230.	

WIDTH	SIDE	STREET	FROM	TO	LENGTH OF ASPHALT	CORP. SHARE OF ASPHALT	TOTAL COST OF ASPHALT	LENGTH OF CONCRETE WORK	CORP. SHARE OF CONCRETE WORK	TOTAL COST OF CONCRETE WORK	POLES AND HYDRANTS	DRAINAGE	Total Cost
<u>CONCRETE CURBS BOTH SIDES AND 24' PAVEMENT</u>													
24'	BOTH	CLINTON ST.	ROYAL OAK AVE.	MCGREGOR AVE.	472'	1,400.	5,200.	872'	425.	2,800.		3,000.	\$11,000
<u>5' CONCRETE CURB SIDEWALK AND 1' OF WIDENING</u>													
28'	NORTH	FIFTEENTH AVE.	SECOND ST.	FOURTH ST.	1030'	10.	412.	1030'	100.	4,429.	1,650.	1,000.	\$7,491
<u>42' PAVEMENT WITH CONCRETE CURB BOTH SIDES</u>													
		GAMMA AVE.	HASTINGS ST.	PENDER ST.	365.	1,500.	5,475.	616.	590.	2,850.	300.	800.	\$9,425
		BETA AVE.	HASTINGS ST.	ALBERT ST.	365.	1,500.	5,475.	616.	590.	2,850.	300.	800.	\$9,425
		NELSON AVE.	RUMBLE ST.	BENNETT ON EAST LILY ON WEST	3750'	7,320.	45,000.	7374'	3200.	23,600.	1,200.	115,000.	184,800.
					4,480'	10,320.	55,950.	8606'	4380.	29,500.	1,800.	116,600.	203,750.
<u>CURBS ONLY - NO PAVING</u>													
	WEST	NELSON AVE.	LILY AVE.	KINGSWAY				500'	205.	1,600.			\$1,600
	EAST	NELSON AVE.	BENNETT ST.	LANE N OF BENNETT				300'	155.	1,000.			\$1,000
								800'	355.	2,600.			\$2,600.

WIDTH SIDE	STREET	FROM	TO	LENGTH OF ASPHALT	CORP. SHARE OF ASPHALT	TOTAL COST OF ASPHALT	LENGTH OF CONCRETE WORK	CORP. SHARE OF CONCRETE WORK	TOTAL COST OF CONCRETE WORK	POLES AND HYDRANTS	DRAINAGE	TOTAL COST
<u>5' CURB SIDEWALKS - NO PAVING</u>												
28'	BOTH	FELL AVE.	CURTIS ST.				5275'	5,200.	24,265.			\$ 24,265.

CONCRETE CURBS BOTH SIDES AND 28' OF PAVEMENT

28'	BOTH	GREENFORD ST.	KINGSWAY	BERESFORD ST.	433'	6,070.	866'		2,800.	600.	3,400.	9,470.	
28'	BOTH	BERESFORD ST.	GRIFFITHS AVE.	SALISBURY AVE.	860'	1,400.	12,040.	1680'	710.	5,380.	7,800.	17,420.	
28'	BOTH	COLLEEN ST.	CHRISDALE AVE.	COLTER CT.	1000'	1,400.	14,000.	1935'	200.	6,200.	22,600.	20,200.	
28'	BOTH	CHUTTER ST.	CHRISDALE AVE.	COLTER CT.	1000'	1,400.	14,000.	1935'	200.	6,200.	12,800.	20,200.	
28'	BOTH	COLTER CT.	CHUTTER ST.	COLLEEN ST.	400'	700.	5,600.	720'	200.	2,300.	*	7,900.	
28'	BOTH	GEORGIA ST.	BOUNDARY ROAD	GILMORE AVE.	2600'	8,400.	32,200.	4372'	1,740.	14,000.		46,200.	
28'	BOTH	GAMMA	FRANCES ST.	PENDER ST.	365'	1,000.	3,650.	560'	210.	1,800.	600.	6,050.	
					<u>6,658'</u>	<u>14,300.</u>	<u>101,560.</u>	<u>12,068'</u>	<u>3,260.</u>	<u>38,680.</u>	<u>600.</u>	<u>47,200.</u>	<u>127,440.</u>

* DEPENDENT ON COLLEEN.

1963 PROPOSED LOCAL IMPROVEMENT PROGRAMME

<u>TYPES OF WORK</u>	<u>LENGTH</u>	<u>COST</u>
NEW PAVEMENT	102,800 LIN. FT.	\$ 1,332,990.
ASPHALTIC WIDENING	128,387 " "	311,130.
CURB	98,858 " "	326,880.
SIDEWALKS	97,326 " "	571,807.
POLES & HYDRANTS RELOCATIONS		45,700.
DRAINAGE		797,163.
		<u>\$ 3,395,770.</u>

IN ROUGH ESTIMATE THE CORPORATION SHARE RESULTS FROM ASSUMPTION OF DRAINAGE, POLE AND HYDRANT RELOCATIONS,
FIXED RATES OF ASSESSMENT ON PAVING FRONTAGES IN EXCESS OF 66' IS APPROXIMATELY 60% OR APPROXIMATELY \$ 2,040,000.

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR CAFFERKY:

"That the Programme, as presented, be approved and in the notices which are sent to the abutting owners information be conveyed that the Programme is for more than the current year."

CARRIED UNANIMOUSLY

It was also directed that an explanatory letter be sent to the abutting owners on Russell Avenue from Kingsway to Beresford Street to indicate the reason for Council initiating this class of work even though the owners previously expressed a desire for a 20 foot pavement on this street.

It was noted that land acquisition would be required for the widening of Haszard Street between Buckingham Avenue and Grandview-Douglas Highway.

The Council directed that it be determined whether some width less than 66 feet would be adequate to accommodate these services proposed on the street. It was suggested that possibly 50 feet or 45 feet might be a sufficient width for the road allowance.

An explanation was provided that many of the homes on Haszard Street are constructed quite close to the existing edge of the road allowance and, therefore, any land acquisition for widening would interfere seriously with the residences and would likely be resisted by the owners.

The Municipal Engineer was directed to submit a report indicating the cost of extending Gilpin Street between Royal Oak Avenue and Willingdon Avenue.

MOVED BY COUNCILLOR CAFFERKY,
SECONDED BY COUNCILLOR DRUMMOND:

"That the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY COUNCILLOR DRUMMOND,
SECONDED BY COUNCILLOR KALYK:

"That the report of the Committee be now adopted."

CARRIED UNANIMOUSLY

THE COUNCIL THEN SAT IN CAMERA