

ITEM	15
MANAGER'S REPORT NO.	4
COUNCIL MEETING	1979 01 15

RE: STOCKPILE SITES FOR CONSTRUCTION OF MARINE WAY  
(ITEM 20, SUPPLEMENTARY REPORT NO. 9, 1977 FEBRUARY 07)

Following is a report from the Director of Planning regarding land that is required for the stockpiling of material for the construction of Marine Way.

Representatives of the Provincial Government advised, at a recent meeting with staff, that they can support the course of action as outlined in the report.

RECOMMENDATION:

1. THAT the recommendations of the Director of Planning be adopted.

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TO: MUNICIPAL MANAGER 1979 JANUARY 05  
FROM: DIRECTOR OF PLANNING  
SUBJECT: STOCKPILE SITES FOR CONSTRUCTION OF MARINE WAY

RECOMMENDATIONS:

1. THAT Council approve the use of Municipal lands noted as Sites "B" and "C" on the attached Figure 2 to stockpile material for the construction of Marine Way; and
2. THAT the use of these lands be subject to the receipt of a landfill permit from the Municipal Engineer,

REPORT

BACKGROUND:

The Municipal Council on 1977 February 07, adopted the following resolutions which provided a site for the stockpiling of dredged river sand to be used in the construction of Marine Way:

- "1. THAT Council concur with the Site 1 selection and use of Corporation owned land for the stockpiling of dredged material for Marine Way construction.
2. THAT the Department of Highways forward a more detailed plan showing the specific boundaries of the site to be used for the stockpiling of dredged material.

3. THAT the Department of Highways provide the Municipal Engineer with the necessary technical details regarding height of stockpiling, rates of loading, run off water rates, water channels to be used etc. and an approximate schedule for removal of the dredged material. "

The approved site is outlined in the attached Figure 1 as Site 1.

EXISTING SITUATION:

We are in receipt of a letter from the Ministry of Transportation, Communications and Highways which states that the Ministry now finds that the stockpile area as approved is too small for their purpose.

According to information received from their Geotechnical and Materials Branch, the maximum height to which they can stockpile is 16 feet above original ground level. In addition, a 40 foot wide berm, 8 feet in height is to be placed on the perimeter of the stockpile.

They have, therefore, requested permission to utilize the area outlined as Site 2 on Figure 1 to stockpile sufficient material.

The Ministry further states that early in 1979, they are proposing to call for separate tenders to dredge into stockpile, sufficient material for the construction of the Marine Way project. They further state that, as they are on a very tight schedule to prepare this dredging contract, they would appreciate receiving permission as soon as possible, to utilize Municipal lands for stockpile purposes.

The Planning Department cannot recommend Site 2 as requested as this land is designated as Park in the adopted Big Bend Development Plan. Moreover, this area is within the Agricultural Land Reserve.

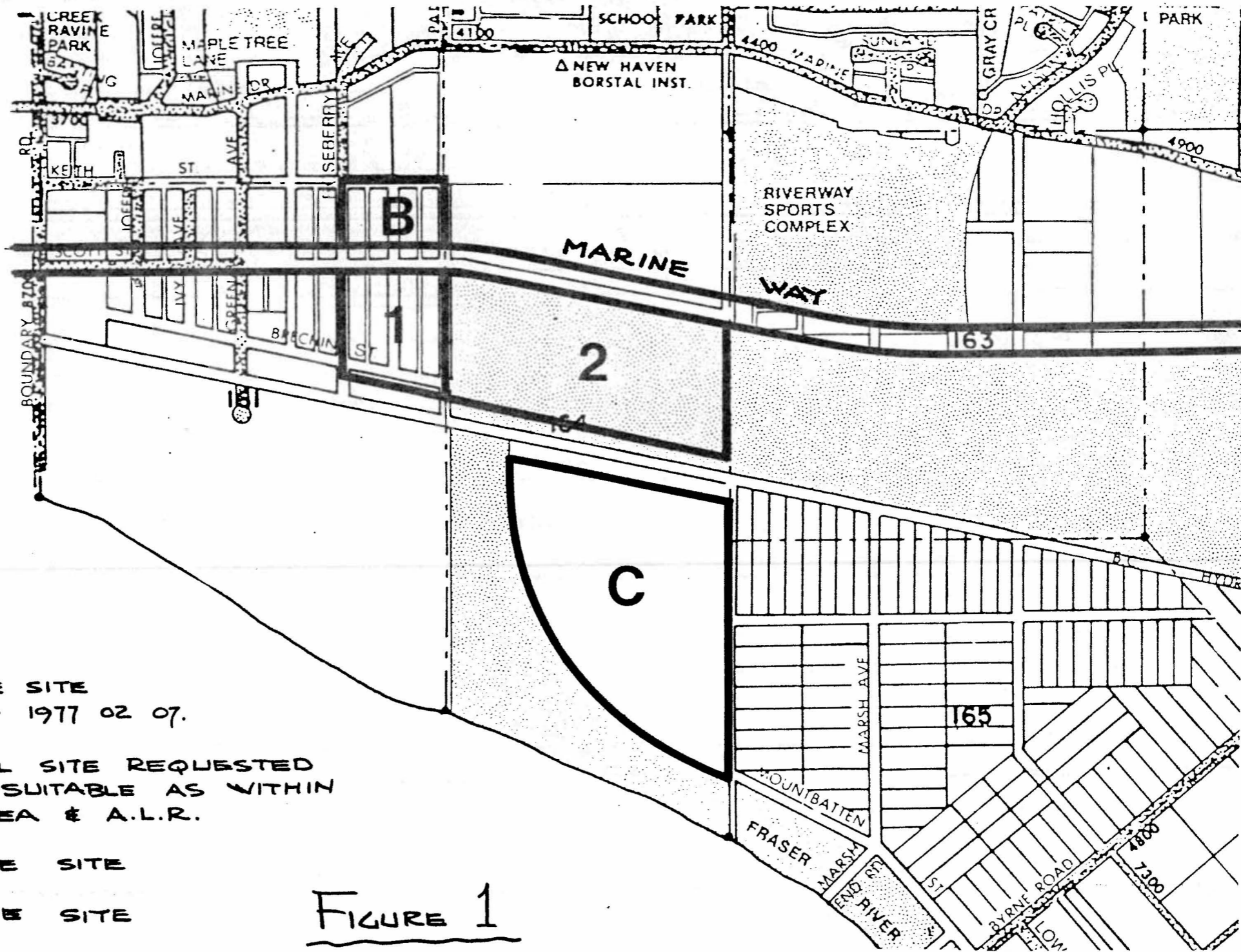
As an alternative to Site 2, we are prepared to recommend that Sites "B" and "C", which are shown on the attached Figure 2, be utilized. Site "B" has the advantage of being relatively close to the road alignment, however, it is too small to hold sufficient material. All, or a portion of Site "C" will, therefore, also be required.

Site "C" is somewhat remote from the Marine Way alignment, however, this site could be suitable if the proposed future road allowance across the railway on Glenlyon Avenue is also filled as an access route between the stockpile and the Marine Way alignment.

The use of these lands must be subject to those conditions deemed necessary by the Municipal Engineer, based on a soils report prepared by the Province.

PB/sam  
Attachments  
cc: Municipal Engineer

  
A. L. Parr  
DIRECTOR OF PLANNING



- 1 STOCKPILE SITE APPROVED 1977 02 07.
- 2 ADDITIONAL SITE REQUESTED BUT NOT SUITABLE AS WITHIN PARK AREA & A.L.R.
- B ALTERNATE SITE
- C ALTERNATE SITE

FIGURE 1

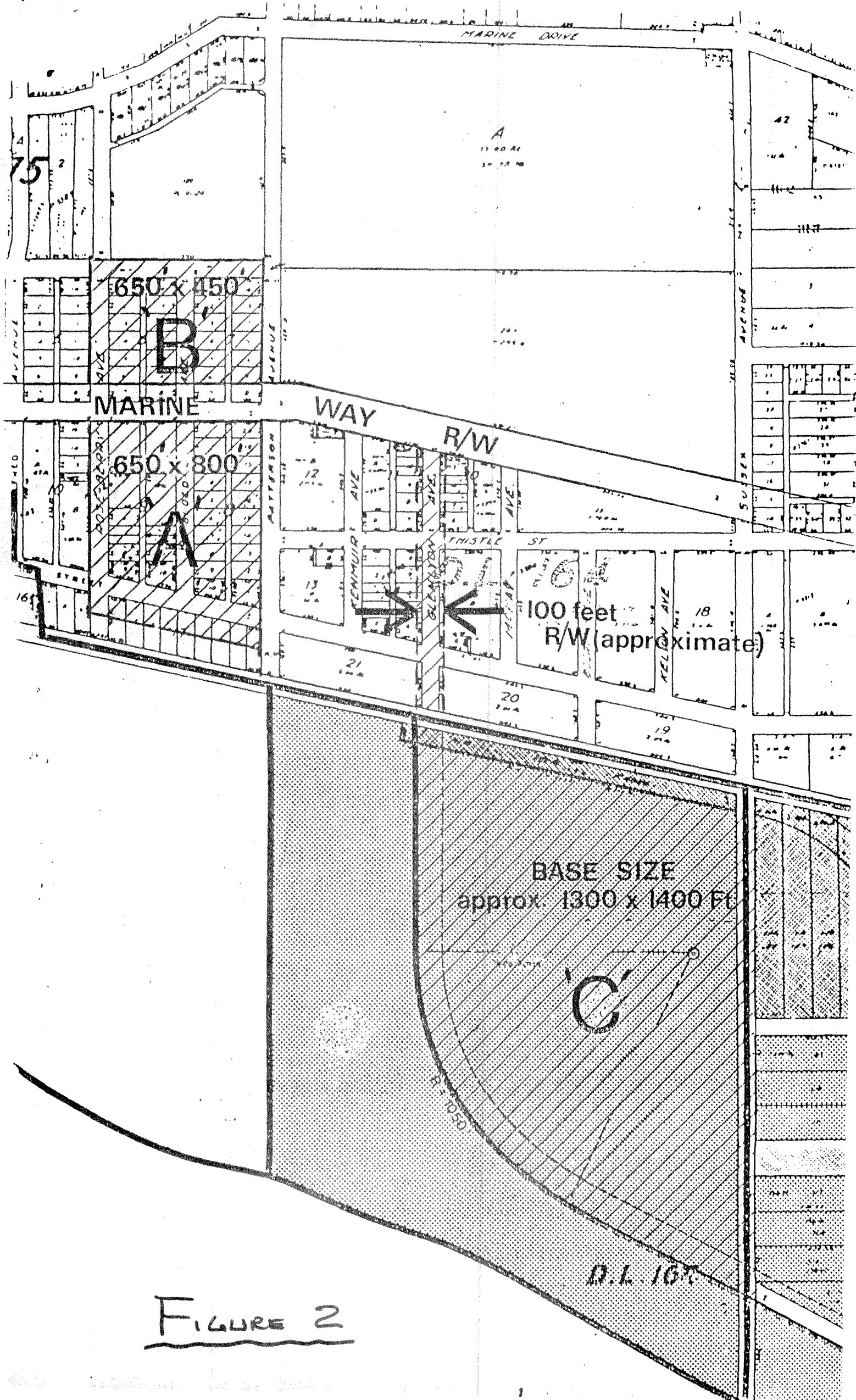


FIGURE 2