

ITEM	17
MANAGER'S REPORT NO.	15
COUNCIL MEETING	1980 02 25

RE: REQUEST FOR APPROVAL TO ADVANCE FUNDS FROM THE 1980 ANNUAL BUDGET
BARNET MARINE PARK - PROPOSED 1980 DEVELOPMENT

Following is a report from the Parks and Recreation Administrator regarding a request to spend funds on the development of Barnet Marine Park prior to the approval of the 1980 Annual Budget.

It will be noted that the recommendation, if adopted, would increase the total expenditure for this work from \$125,000 to \$155,000. The Parks and Recreation Commission is aware of the constraint that must be observed with regard to the development of the 1980 Annual Budget, and will ensure that other items in the budget are reduced or deleted to compensate for this additional sum. The Commission is also aware of Council's request for an annual budget to be brought in at a level that is lower than the Provisional Budget for this year.

RECOMMENDATION:

1. THAT the recommendation as contained in the report of the Parks and Recreation Administrator be adopted.

* * * * *

1980 February 21

TO: MUNICIPAL MANAGER

FROM: ADMINISTRATOR, PARKS AND RECREATION

SUBJECT: BARNET MARINE PARK - PROPOSED 1980 DEVELOPMENT

Recommendation:

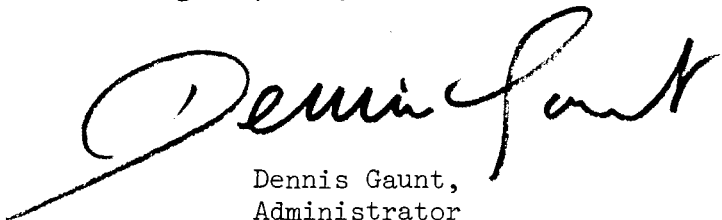
1. THAT Council approve the advance expenditure of \$155,000 from the 1980 Annual Budget (Contribution to Capital) for the development of Barnet Marine Park as outlined in this report.

REPORT

The 1980 Provisional Budget contained an amount of \$125,000 for continued development of Barnet Marine Park.

Building construction is well underway and the concession/change room building will be open to the public for the 1980 season and C.P. Rail has started work on the installation of the signalized crossing in readiness for the season. The approval of the grade crossing was subject to the installation of fencing on the north and south sides of the railway right-of-way (see attached letter from the Director of Planning to C.P. Rail) and the re-alignment of the entrance road curve radius. These commitments should be met in 1980.

At its meeting of 1980 February 20, the Commission approved the attached program of development work in Barnet Marine Park and increased the funds in the 1980 Budget by \$30,000 to cover the total expenditure of \$155,000.


Dennis Gaunt,
Administrator

AG:df
Attach

c.c. Municipal Treasurer
Director of Planning



THE CORPORATION
OF THE DISTRICT OF
BURNABY

4949 Canada Way, Burnaby, B.C. V5G 1M2
Planning Department

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Telephone (604) 294-7400

1980 January 23
Our File: 15.142.8

C.P. Rail,
700 Granville Square,
200 Granville Street,
Vancouver, B. C. V6C 2K3

Attention: Mr. H. Chizik,
Division Engineer

Dear Sirs:

Re: Fencing - Barnet Marine Park

I am writing to confirm the agreement reached at the 1980 January 22 meeting which was held on site at the Barnet Marine Park. This meeting was called by the Canadian Transport Commission to discuss the provision of fencing from Mile 119.513 to Mile 120.00 on the Cascade Subdivision, Canadian Pacific Railway. The following persons were present at this meeting:

Mr. K.W. Gehman,
Regional Engineer,
Railway Transport Committee,
Canadian Transport Commission.

Mr. N. Chizik,
Division Engineer,

Mr. R.W. Stuckert,
Assistant Superintendent,
Canadian Pacific Railway.

Mr. Walter Spelay,
Assistant Administrator, Operations,
Burnaby Parks and Recreation Department.

Mr. Barry Elliott,
Technical Assistant,
Burnaby Parks and Recreation Department.

Mr. Peter Bloxham,
Planner,
Burnaby Planning Department.

RECEIVED IN
PARKS
AND RECREATION REFER FILE
JAN 26 1980

To	Initial	Date
DG	CH	80 01 24
WS	BS	80 01 29
BC	PR	80-01-29
FS	FS	800130

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After conducting an inspection of the parksite and the C.P. Rail right-of-way, it was mutually agreed to provide fencing only in areas where the topography and vegetation would permit direct access to the railway as follows:

1. Type of Fencing

A six foot high vinyl clad chain link fence with three strands of barbed wire on top of the fence is to be installed by the Corporation of the District of Burnaby at the agreed upon locations.

2. Areas to be Fenced

- (a) On the north side of the railway right-of-way from Mile 119.513 to Mile 119.798 inclusive. This fence will be installed during 1980.
- (b) On the south side of the railway as follows:
 - Mile 119.513 to Mile 119.607 to be installed during 1980.
 - Mile 119.742 to Mile 119.798 to be installed with the construction of the pedestrian overpass at Mile 119.77.
 - Mile 119.924 to Mile 120.00 to be installed with the construction of the pedestrian overpass and/or the parking facility west of the Texaco Tank Farm.

The attached Figure 1 shows the locations of the aforementioned fencing.

3. Fencing Exemptions

At the present time, C.P. Rail is required to construct and maintain a standard Paige wire right-of-way fence along the south side of the right-of-way. C.P. Rail is currently exempted from constructing and maintaining a fence along the north side of the right-of-way.

The agreement reached at the 1980 January 22 meeting, coupled with the previous agreement on fencing west of the Texaco Tank Farm (see attached Figure 2) is to form the basis for the revision to the fencing requirements pursuant to Section 214 of the Railway Act. The net result of these revisions will see the inclusion of certain areas and the exemption of others as follows:

- (a) Areas With Exemption
 - i South side of the right-of-way
 - Mile 119.607 to Mile 119.742
 - Mile 119.798 to Mile 119.924
 - Mile 120.44 to Mile 120.81
 - ii North side of the right-of-way
 - Mile 119.798 to Mile 120.00

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(b) Areas Without Exemption

- i South side of the right-of-way
 - Mile 119.513 to Mile 119.607
 - Mile 119.742 to Mile 119.798
 - Mile 119.924 to Mile 120.44
- ii North side of the right-of-way
 - Mile 119.513 to Mile 119.798
 - Mile 120.00 to Mile 120.81

The construction and maintenance of a six foot high vinyl clad chain link fence with three strands of barbed wire on top of the fence at the requisite locations will be the responsibility of the Corporation of the District of Burnaby. C.P. Rail will contribute to the cost of construction, an amount equal to the cost of constructing a standard Paige wire right-of-way fence.

It was expressly understood at the 1980 January 22 meeting that, in the event that future changes to the parksite should dictate additional fencing requirements, C.P. Rail and the Corporation will re-evaluate the fencing requirements and make adjustments accordingly. In the event that mutually satisfactory revisions cannot be agreed upon, then the Canadian Transport Commission shall provide a ruling in this regard.

To assist the Corporation in budgeting for the costs of construction of the requisite fencing, you will forward a lineal foot estimate of the amount of C.P. Rail's contribution for a standard right-of-way fence.

I trust the foregoing is satisfactory and can form the basis for a joint recommendation to the Canadian Transport Commission. Upon receipt of your confirmation of this agreement, we will forward a report item to the Parks and Recreation Commission and the Municipal Council requesting their authorization to proceed as outlined.

Yours truly,



A. L. Parr
DIRECTOR OF PLANNING

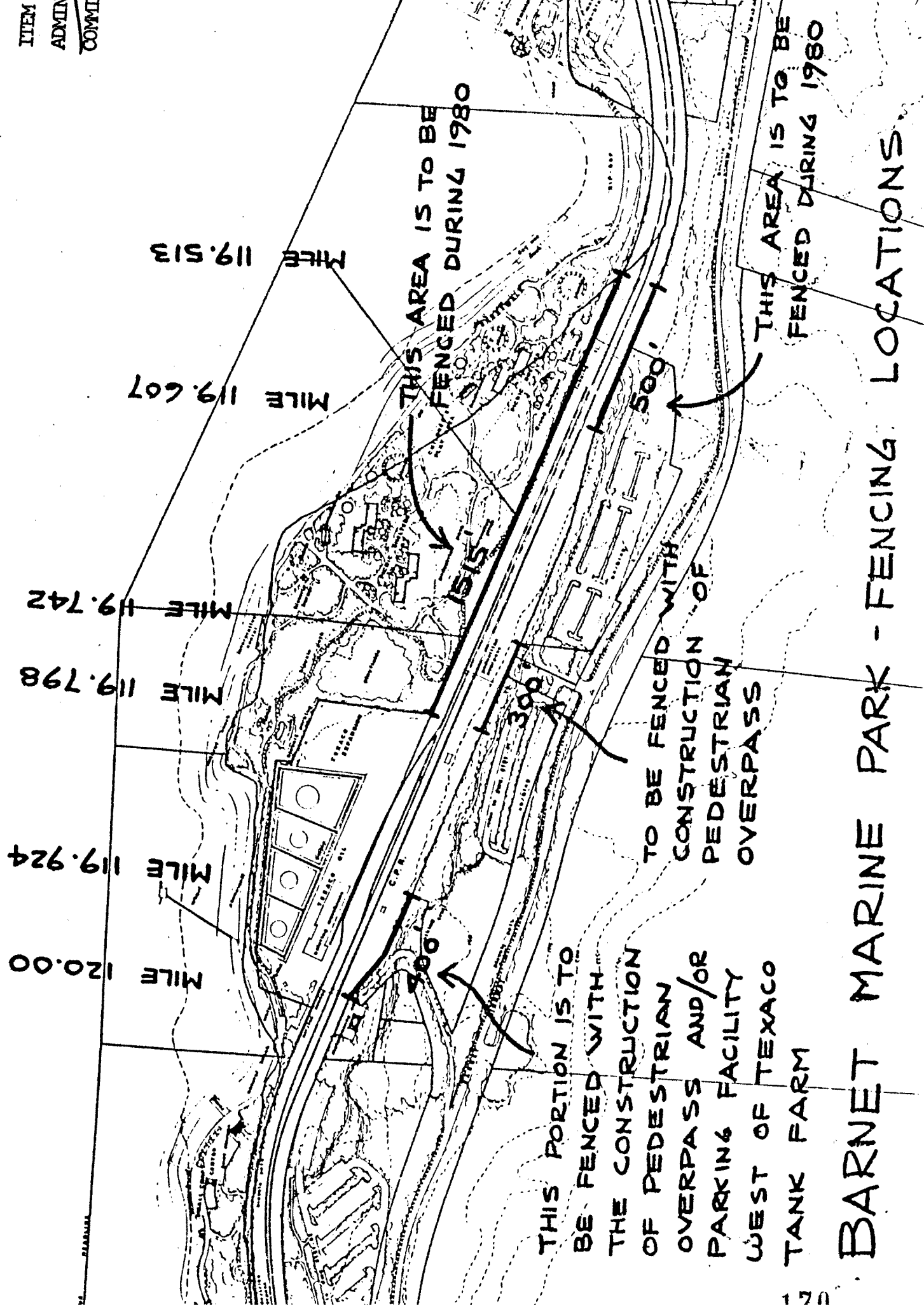
PB/sam
Attachments

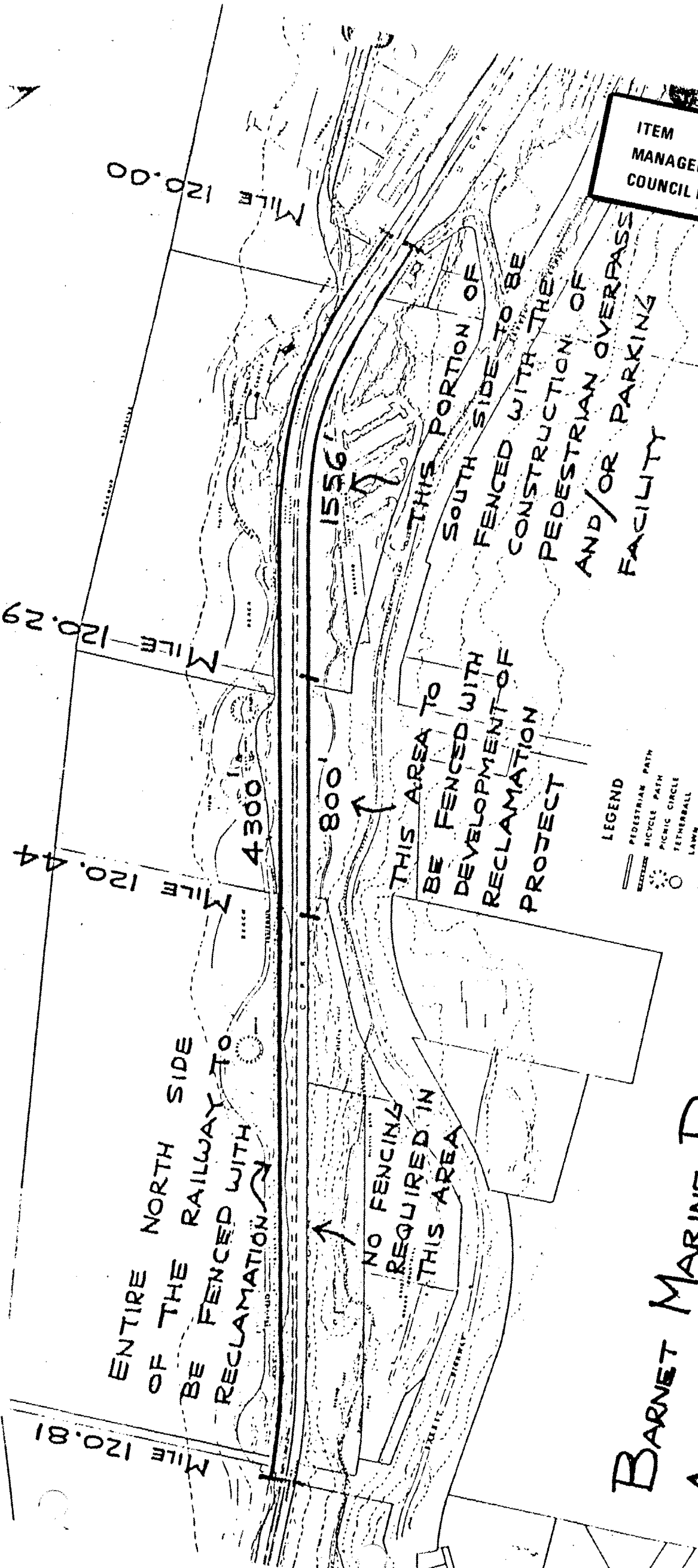
cc: ✓ Parks and Recreation Administrator
Mr. K.W. Gehman,
Canadian Transport Commission

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FIGURE 1

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ENTIRE NORTH SIDE OF THE RAILWAY TO BE FENCED WITH RECLAMATION

NO FENCING REQUIRED IN THIS AREA

THIS AREA TO BE FENCED WITH DEVELOPMENT OF RECLAMATION TO PROTECT

THIS PORTION OF SOUTH SIDE TO BE FENCED WITH THE CONSTRUCTION OF PEDESTRIAN OVERPASS AND/OR PARKING FACILITY

BARNET MARINE PARK
AREA TO BE FENCED

- LEGEND
- PEDESTRIAN PATH
 - - - BICYCLE PATH
 - PICNIC CIRCLE
 - TETHERBALL
 - LAWN
 - PLANTING

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RE: BARNET MARINE PARK - PROPOSED 1980 DEVELOPMENT

The work outlined above is shown on drawing number O.P. 15-2-12 Revision I, which will be posted at the Commission meeting. The following list itemizes the cost of all development work proposed for Barnet Marine Park in 1980:

A. Road Works

- | | |
|--|------------|
| 1. Pave loop road from the tracks north into the core area including curbs on both sides and catch basin | \$ 21,500. |
| 2. Widen the existing entrance road to a 20 ft. width from the Barnet Highway to the tracks including improvements to the storm water ditch between the parking lot and the entrance road. | 14,000. |
| 3. Change the radius of the curve approaching the signalized crossing including shifting the creek to the south and stabilizing the road/creek surface | 17,000. |
| | \$ 52,500. |

B. Landscaping

- | | |
|---|------------|
| 1. Clean-up, final grading and grass seed in all disturbed areas in the core area. | \$ 6,000. |
| 2. Limited landscaping of the two new buildings | 8,000. |
| 3. Grade and plant the perimeter of the gravel parking lots | 8,500. |
| 4. Remove underbrush and selectively clear trees to create open grass areas and grade, soil, seed and fertilize | 8,500. |
| | \$ 31,000. |

C. Miscellaneous Items

- | | |
|---|------------|
| 1. Chainlink fencing on entire north side of tracks and for 250 ft. on each side of the crossing on south side. | \$ 20,000. |
| 2. Chainlink fence around works building | 3,000. |
| 3. Instal fire hydrant | 7,000. |
| 4. Instal 15 permanent picnic tables & 12 barbeque units around the perimeter of the informal grass areas | 6,900. |
| 5. Construct circular boardwalk on old burner, cut off steel and remove miscellaneous chunks of concrete to help make it safe | 5,800. |
| | \$ 42,700. |

D. Reclamation

- | | | |
|---|-----------------|------------|
| 1. Instal suitable pourous fill and rip-rap along Phase I area of reclamation (west of Texaco) and provide some fencing | \$ 25,000. | \$ 25,000. |
| | | \$151,200. |
| | TOTAL | 3,800. |
| | 2½% Contingency | \$155,000. |

Ideally, all construction should be completed and all disturbed areas established with grass before the park season begins. To attain this objective, it is necessary that the Commission recommend prior approval so that work may begin as soon as possible.

