

ITEM	2
MANAGER'S REPORT NO.	71
COUNCIL MEETING	94/12/19

TO : CITY MANAGER
DATE: 1994 DECEMBER 15
FROM : DIRECTOR RECREATION AND CULTURAL SERVICES
RE : BURNABY MOUNTAIN URBAN TRAIL
PRODUCTION WAY TO CAMERON PARK
PURPOSE : To forward information to Council on Burnaby Mountain Urban Trail from Production Way to Cameron Park.

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

At its meeting of 1994 December 14, the Parks and Recreation Commission received the attached staff report on the above subject and adopted the recommendation contained therein.



DENNIS GAUNT
DIRECTOR RECREATION &
CULTURAL SERVICES

tc
Attachment
A/3222

cc: Director Planning and Building

**SUBJECT: BURNABY MOUNTAIN URBAN TRAIL
PRODUCTION WAY TO CAMERON PARK**

ITEM	2
MANAGER'S REPORT NO.	71
COUNCIL MEETING	94/12/19

RECOMMENDATION:

1. THAT a copy of this report be sent to Council for information.

REPORT

BACKGROUND

At its meeting of 1994 November 28, Council received the attached report recommending a route for Stage 2 of Phase Two of the Burnaby Mountain Urban Trail (Attachment #1). As this route directly affects four park sites it was referred to Staff and the Parks and Recreation Commission to address the following questions:

1. What route would the trail take through the existing park sites?
2. What is the impact on current and future park facilities and the library?
3. What is the environmental impact on the Parks system?
4. Why does the Eastlake Park/Cameron Street option omit costing for Cameron Park?

SUMMARY

The report recommends the Eastlake Park/Cameron Street Route identified as Option #2. The trail crosses through four park sites including Eastlake Park, Stoney Creek Ravine Park, Bell Park and Cameron Park. Parks Staff agree in principle with the preliminary routing, although site specific details need to be resolved and reported to the Commission as they become available. Detail concerns are generally minor in nature and it is felt they can be resolved or rehabilitated during construction. The Eastlake Park/Cameron Street Urban Trail Route offers the potential of an important community park link.

There are several points of concern worth noting. Additional fencing along the backstop and sportsfield in Eastlake Park will be required. The building of a wide span bridge across Stoney Creek Ravine Park will require appropriate Engineering and Environmental studies to ensure that impacts of construction will be minimal. A park masterplan of Bell Park with all property acquisitions west to Stoney Creek including the closure of Keswick Avenue needs to be prepared to guide routing of the Urban trail to a final standard in this precinct. Finally, the addition of an Urban Trail bicycle route along the Cameron Street frontage will require significant landscape rehabilitation or shifting in consideration of existing trees, parking, and pedestrian safety around the Recreation Centre.

**BURNABY MOUNTAIN URBAN TRAIL
PRODUCTION WAY TO CAMERON PARK**

PARK IMPACTS (PRELIMINARY ASSESSMENT)

ITEM	2
MANAGER'S REPORT NO.	71
COUNCIL MEETING	94/12/19

Eastlake Park:

The Commission may recall that the land on which Eastlake Park sits is not assigned to the Commission for parks purposes in perpetuity. It is situated on City Land being held for roadway construction. A west portion of the park will likely be given up if Eastlake is extended south under Lougheed Highway. There are no firm construction plans in place at the present time. Eastlake Park facilities include a competitive youth softball field used in Spring and Summer months, and asphalt play court (Attachment #2). There have been requests to use the field for mini-soccer during Fall and Winter. The urban trail is proposed to run east/west behind the backstop. The space behind the backstop and outfield fence are used for temporary bleachers, dugouts, athletes warming up, and spectators. The 4 metre asphalt trail would have to be pushed near the north property line on existing sloped lawn leaving room for existing or additional hedge buffer beside the adjacent townhouses. The backstop wing fence would have to be extended east so that the Urban trail and sportsfield have a continuous separation.

The Urban trail will provide improved surveillance and awareness of a rather remote park as well as an alternative mode of travelling to the site.

Stoney Creek Ravine Park:

The proposed Urban Trail features a long bridge crossing over the top banks of Stoney Creek ravine. The ravine slopes consist almost entirely of blackberries and some young alders. There are numerous ravine utilities including Hydro transmission lines which have necessitated repeated clearing of woodland for safety and service access. The ravine is therefore, largely disturbed with some dumping however the remaining low creekside vegetation is valuable for songbirds, small mammals and fish habitat. In this regard, the Ecosystem Planner recommends:

- The project would require Fisheries approval, and construction would have to occur within a defined window to ensure fish are not impacted.
- Measures to protect the creek from increased sedimentation and pollution would be required during construction.
- The removal of trees and vegetation should be minimized. Removal of the three trees identified in the report does not appear to significantly impact vegetation. The removal of other vegetation should be minimized in constructing the bridge.
- Restitution planting with native materials (to reflect existing riparian vegetation) should occur following construction.
- More information on the potential methods of construction, construction access and form of the structure is needed to assess potential environmental impacts.

ITEM	2
MANAGER'S REPORT NO.	71
COUNCIL MEETING	94/12/19

ITEM	14
DIRECTOR'S REPORT NO.	20
COMMISSION MEETING	94/12/14

**BURNABY MOUNTAIN URBAN TRAIL
PRODUCTION WAY TO CAMERON PARK**

Page 3 of 4

- The bridge, abutments and piers should be designed and located in the ravine landscape so that their visual impact is minimized.

Engineering and Environmental studies would be necessary to determine construction that would minimize or retribute the disturbances mentioned.

Depending on design and construction, the span of the bridge should not otherwise degrade the ravine experience. In fact, the bridge could create renewed awareness and respect for the creek habitat. Future trail access between the ravine and Urban trail may be considered.

Bell Park:

The entire area proposed for Bell Park reaches from Bell Avenue to Stoney Creek including all property acquisitions and street closures. This area will be very important for the neighbourhood park demands of this community. The current Bell Park development includes 1 minor baseball field which has shared use for mini-soccer, and a junior playground. The 1984 Burnaby Masterplan proposes additions to the park of a preschool playground, tennis courts, casual grass areas, paths, benches, and outdoor social area with horticultural feature.

The current route shown for the Urban trail follows established driveways or roads. This could provide an efficient interim route which is totally separate from existing Bell Park facilities. This may be modified when Bell Park is consolidated and additional facilities, open space or desired natural areas are provided. The masterplan for the full extent of Bell Park must be resolved to phase or adjust the final location of the Urban Trail so that future park facilities may be accommodated without conflicts.

The consequences of keeping a park rental house directly adjacent to the urban trail route off the Stoney Creek bridge would have to be assessed early. The rental house may be in the way of bridge construction, however, the interim intent is to try and retain the house.

Cameron Park:

The Cameron Park Masterplan recently received community input and was approved by the Parks and Recreation Commission in January of 1994 (Attachment #3). At the time of this masterplan, the Beaverbrook Urban Trail Option was favoured. This Option directed the Urban Trail in a southeast angle through the park from Noel Drive to Cameron Street. This Urban Trail route accommodated what would be a strong commuting desire line for the Beaverbrook and Noel Drive community, and had the room available to avoid impacts to existing trees. It is intended to keep this path to a lesser standard if the Cameron Street alternative is adopted.

ITEM	2
MANAGER'S REPORT NO.	71
COUNCIL MEETING	94/12/19

ITEM	14
DIRECTOR'S REPORT NO.	20
COMMISSION MEETING	94/12/14

**BURNABY MOUNTAIN URBAN TRAIL
PRODUCTION WAY TO CAMERON PARK**

The new Urban Trail route is proposed along the Cameron Street frontage. The existing sidewalk would be used for pedestrian use with a new adjacent or separated 2.4 metre bicycle path. Bicycle trail routing along the Cameron street frontage would require careful detailing addressing issues such as:

- loss and relocation of some parking stalls,
- loss and replacement of tree cover (environmental assessment),
- conflicts between cyclists along the trail with pedestrian and vehicular traffic entering and exiting the park,
- shifts in trail location and amendments to reduce a hard developed edge to the park.

The consequences and restitution of this segment of the proposal will have to be carefully assessed by Staff and the Commission when details are reported.

It should be noted that portions of Cameron Street require completion of road widening. These segments extend from the parking lot west of the Recreation Centre to Beaverbrook Drive and from the parking lot east of the Recreation Centre to the Lougheed Mall entrance. The urban trail would be located with this widening in mind removing any existing roadside vegetation left from prior residences.

The report mentions that Cameron Park is excluded from the estimates. This is because the cost estimates outline a comparison of the three route options relating only to the section of trail between Eastlake Drive (Beaverbrook Drive) and Cameron Park. Estimates for the remaining two sections, Cameron Park and Eastlake Drive west of Beaverbrook, will be included in a future report to Council and Commission, which will outline plans and funding required to complete the full Stage 2 route.

The Cameron Park section is estimated to cost \$50,000 for the proposed trail, compared to \$118,000 for the Beaverbrook Drive route, and is to be funded as part of the Stage 2 Urban trail project.

RS:dlt/m
Attachments (3)
 c:\sporns\bbymntn.trl

cc: Director Planning and Building

~~ITEM 14
DIRECTOR'S REPORT NO. 20
COMMISSION MEETING 94/12/14~~

~~ITEM 11
MANAGER'S REPORT NO. 66
COUNCIL MEETING 94/11/28~~

TO: CITY MANAGER 1994 November 24
FROM: DIRECTOR PLANNING AND BUILDING FILE:10.225.2.2
SUBJECT: **BURNABY MOUNTAIN URBAN TRAIL
PRODUCTION WAY TO CAMERON LIBRARY
AND RECREATION CENTRE**

PURPOSE: To provide Council with further information on Stage 2 of Phase Two of the Burnaby Mountain Urban Trail and to obtain approval for staff to pursue implementation of Stage 2.

RECOMMENDATIONS:

1. THAT staff pursue implementation of the Burnaby Mountain Urban Trail Phase Two - Stage 2 from Production Way to the Cameron Library and Recreation Centre as outlined in this report.
2. THAT copies of this report be sent to Strataco Management Limited, the Stoney Creek Residents Committee, and to other residents who have written to Council regarding the Stage 2 trail.
3. THAT a copy of this report be sent to the Parks and Recreation Commission for information.
4. THAT a copy of this report be sent to the Bicycle Advisory Committee for information.

ITEM 2
MANAGER'S REPORT NO. 71
COUNCIL MEETING 94/12/19

City Manager
Burnaby Mountain Urban Trail
Production Way to Cameron Library and Recreation Centre
1994 November 24 - Page 2

ITEM	11
MANAGER'S REPORT NO.	66
COUNCIL MEETING	94/11/28

REPORT

ITEM	2
MANAGER'S REPORT NO.	71
COUNCIL MEETING	94/12/19

1.0 BACKGROUND

At the regular meeting held 1994 July 25 Council adopted the following motion:

"THAT staff proceed with Stage 1 of Phase Two of the Burnaby Mountain Urban Trail and further, that Stage 2 be REFERRED back to staff."

Issues raised by Council included the need to review the Stage 2 trail plan in relation to the proposed Lougheed Highway overpass and to the proposed development of a new high school in the area (refer to attached Sketch #1).

Subsequently at the regular meeting held 1994 October 24, Council received correspondence from Strataco Management Limited, representing the Strata Council of Strata Plan N.W. 39 - Simon Fraser Hills Phase I, outlining their support for the proposed urban trail in concept but also identifying specific concerns including loss of parking along Eastlake Drive and Beaverbrook Drive, increased congestion and traffic noise on Beaverbrook, and the potential loss of green space.

2.0 CORRESPONDENCE

Staff have contacted Strataco Management Limited to address the concerns raised in the correspondence to Council and have indicated to the writer that the Stage 2 route is currently under review.

Regarding loss of green space, urban trails are intended as "greenway" corridors and will be well landscaped to provide an attractive amenity and overall improvement to green space in the neighborhood.

Regarding traffic noise and congestion, the Beaverbrook Drive route option maintains the existing vehicular traffic flow currently on Beaverbrook and would not result in any increase in traffic noise in the area.

ITEM 14
DIRECTOR'S REPORT NO. 20
~~COMMISSION MEETING 94/12/14~~

ITEM	2
MANAGER'S REPORT NO.	71
COUNCIL MEETING	94/12/19

ITEM	11
MANAGER'S REPORT NO.	66
COUNCIL MEETING	94/11/28

City Manager
Burnaby Mountain Urban Trail
Production Way to Cameron Library and Recreation Centre
1994 November 24 - Page 3

Regarding loss of on-street parking, this is acknowledged as a concern that is generally shared by local residents along Beaverbrook. The Beaverbrook route option requires that 15 on-street spaces be removed on the south side of the street. Staff will continue to work to minimize the net loss (if any) of parking in the areas affected by the eventual final trail alignment approved by Council.

3.0 LOUGHEED HIGHWAY OVERPASS

A study is currently being undertaken by Burnaby to identify and evaluate possible sites for a pedestrian/bicycle overpass in the general vicinity of Bell Avenue and the Lougheed Highway.

The proposed overpass will be beneficial in allowing pedestrians and cyclists to safely cross the highway within the westerly sector of the town centre area and will provide residents south of the Lougheed Highway with improved access to various existing community facilities such as Cameron Library and Recreation Centre, Bell Park, and Stoney Creek Park, and also to commercial areas located north of the highway. Similarly it will be desirable to accommodate a direct trail link between the overpass and the proposed new high school north of the highway.

To encourage and promote walking and cycling as a convenient and safe alternative to using automobiles in the town centre it is desirable to integrate the overpass into the overall urban trail network for the area.

4.0 HIGH SCHOOL DEVELOPMENT

The Burnaby School Board is proposing the development of a new high school facility on a site at the northeast corner of the intersection of Gaglardi Way and Lougheed Highway. This location is adjacent to the proposed urban trail on Eastlake Drive.

The urban trail will be beneficial in providing for pedestrian and cyclist access to the proposed high school. Trail linkages would be desirable between the new school and major facilities in the area such as the Cameron Library and Recreation Centre, and the Lougheed transit centre. Also, a direct link between the high school and the proposed overpass at Bell Avenue would be desirable as a connection to the residential areas south of the highway.

~~DIRECTOR'S REPORT NO. 20
COMMISSION MEETING 94/12/14~~

City Manager
Burnaby Mountain Urban Trail
Production Way to Cameron Library and Recreation Centre
1994 November 24 - Page 4

~~ITEM 11
MANAGER'S REPORT NO. 66
COUNCIL MEETING 94/11/28~~

Access and roadway requirements of the proposed high school may have some impact on the development standard achievable for the urban trail along Eastlake Drive. Staff will work in this regard to coordinate the trail requirements with the ongoing planning for the proposed school.

ITEM 2
MANAGER'S REPORT NO. 71
COUNCIL MEETING 94/12/19

5.0 URBAN TRAIL ALIGNMENT OPTIONS

Current proposals for the Lougheed Highway overpass and for the new high school suggest the need to consider further the urban trail linkages to serve this area. As a result three alignment options have been identified for the urban trail between Eastlake Drive and Cameron Park as indicated in Sketch #2 attached, and as discussed below.

5.1 Beaverbrook Drive Route (Option #1 on Sketch #2)

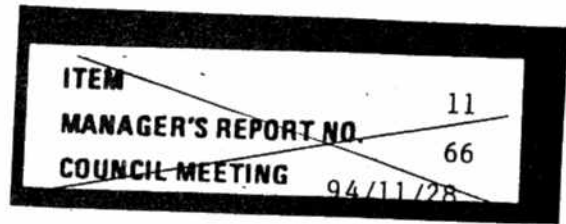
This northerly route option along Beaverbrook Drive serves local access between the Simon Fraser Hills residential area and the community facilities at Cameron Park, and will provide a direct, functional link for the urban trail into the town centre area. This route will enter Cameron Park at the Beaverbrook / Noel Drive intersection.

The Beaverbrook route has the advantages of being convenient, relatively flat, highly visible from the street for safety and surveillance, and able to utilize existing street lighting. A disadvantage of this route is the need to remove existing on-street parking for 15 cars from the south side of Beaverbrook in order to accommodate the proposed bike path component of the trail.

While overall public support for this route has been positive, the support from local residents along Beaverbrook has been mixed due in part to the proposed removal of parking. Other issues raised by residents concerning traffic congestion, safety and privacy have been addressed in the preliminary planning of this route and have generally been resolved.

This route can be implemented to a final standard along Beaverbrook at this time without further coordination with the Lougheed overpass and high school projects. However since this route does not provide for a direct connection to the proposed overpass, an additional branch route would have to be considered in the future. Also with this route, the desired link between the proposed future high school and the highway overpass would be indirect and circuitous.

City Manager
Burnaby Mountain Urban Trail
Production Way to Cameron Library and Recreation Centre
1994 November 24 - Page 5



On Beaverbrook Drive the sidewalk link to the existing sidewalk is desirable on its own merit for pedestrian circulation in the area particularly related to the proposed high school.

The Beaverbrook Drive route option is approximately 450 m in length and is estimated to cost \$88,000 (excluding Cameron Park section).

5.2 Eastlake Park/Cameron Street Route (Option #2 on Sketch #2)

This centrally located route option follows inside the northerly perimeter of Eastlake Park on an existing pathway and crosses over the Stoney Creek ravine to Keswick Avenue and Bell Park, and on to the Cameron Street corridor to Cameron Park.

This route is convenient, direct, and relatively flat, and provides local residents with a useful and needed connection between a number of parks in the area (Eastlake Park to Bell Park to Cameron Park).

This route also provides a direct and functional link between the future new high school and the proposed overpass at Bell, the Cameron Library and Recreation Centre, and the Lougheed Mall bus loop.

The route through Eastlake Park follows an existing pathway separated from the adjacent townhouse complex by existing fences and tall hedges. Additional landscape screening and fencing can be provided at certain locations along this section if desired by the neighbouring residents.

The proposed new trail bridge on this route crosses the Stoney Creek ravine at the top of bank and thus minimizes any environmental impacts to the natural ravine setting and to the creek. The new bridge keeps the trail in relatively open and visible areas of the park lands and does not require pedestrians or cyclists to go down into the ravine where lack of surveillance and security present more of a concern. Also, the bridge will serve as an attractive amenity in itself with a walkway function offering interesting views of the creek and natural ravine below. The bridge crossing also provides a relatively flat gradient desirable for cycling.

In the residential area east of Stoney Creek, the alignment will require modifications to existing boulevards along Keswick Avenue and Cameron street to accommodate the new bike path and walkway components of the trail.



City Manager
Burnaby Mountain Urban Trail
Production Way to Cameron Library and Recreation Centre
1994 November 24 - Page 6

~~ITEM
MANAGER'S REPORT NO. 11
COUNCIL MEETING 94/11/28 66~~

Subject to approval of the Parks and Recreation Commission, lighting to enhance safety and security is recommended for the off-street sections of the trail in response to the intended function of this route to connect the highway overpass and the proposed high school. Beaverbrook Drive will function as a alternate route for night use and will require completion of sidewalks east of Eastlake to serve this purpose.

The Eastlake Park/Cameron Street route option is approximately 660 m in length and is estimated to cost \$440,000 (excluding the Cameron Park section), with the primary cost being the bridge.

ITEM 2
MANAGER'S REPORT NO. 71
COUNCIL MEETING 94/12/19

5.3 Stoney Creek Ravine Route (Option #3 on Sketch #2)

This southerly route follows Eastlake Drive down into the Stoney Creek ravine where the trail would cross the creek on the existing culvert headwall adjacent to Lougheed Highway and then follow the base of the highway embankment eastward to the intersection of Keswick Avenue and Hunter Street. From there, the trail would follow north along Keswick to Cameron Street where it would continue east to Cameron Park.

Development of this route faces a number of significant constraints related to crossing of the Stoney Creek ravine. These include possible environmental impacts related to the watercourse and other elements of the natural setting, limited natural surveillance and visibility of the trail, and the relatively steep slopes involved. Sections of the trail would go through heavily treed areas in the ravine and in some areas would fall within the floodplain of the creek.

Development of this trail route may also be affected by possible roadway requirements related to driveway access to the high school site, future highway widening, and future extension of Eastlake Drive to Government Street.

In the residential area east of Stoney Creek, the trail will require modifications to the existing boulevards along the route.

The Stoney Creek ravine route option is approximately 950 m in length and is estimated to cost approximately \$198,000 (excluding the Cameron Park section).

~~ITEM 14
DIRECTOR'S REPORT NO. 20
COMMISSION MEETING 94/12/14~~

ITEM 2
MANAGER'S REPORT NO. 71
COUNCIL MEETING 94/12/19

City Manager
Burnaby Mountain Urban Trail
Production Way to Cameron Library and Recreation Centre
1994 November 24 - Page 7

~~ITEM 11
MANAGER'S REPORT NO. 66
COUNCIL MEETING 94/11/28~~

5.0 CONCLUSIONS

In summary, the Eastlake Park/Cameron Street option (Option #2) offers a convenient and functional alignment for the urban trail and is located to also provide clear access to the proposed Lougheed Highway overpass and the proposed future high school site. Although the provision of the proposed top of bank bridge over Stoney Creek adds to trail costs, the bridge offers substantial benefits.

The overall benefits of the Eastlake Park/Cameron Street route, including provision of the ravine bridge, are:

- ▶ environmental protection for the ravine
- ▶ fulfill an important community need for access to park amenities
- ▶ accommodate a continuous linear linkage between greenspaces
- ▶ provide a direct and safe route for students
- ▶ provide optimal access between the proposed highway overpass and the high school site
- ▶ neighborhood satisfaction regarding retention of on-street parking.

The Beaverbrook Drive route option (Option #1), while equally desirable in some respects, does not provide as great a benefit in terms of park linkages and connections between the highway overpass and the proposed high school.

The Stoney Creek ravine route option (Option #3) is the least desirable as an urban trail due to its circuitous alignment and the environmental and safety concerns outlined.

Therefore it is recommended that the Eastlake Park/Cameron Street route option be incorporated into the Burnaby Mountain Urban Trail and that staff pursue implementation of Phase Two - Stage 2 from Production Way to the Cameron Library and Recreation Centre.

A further report to Council will outline plan details, and funding requirements for implementation of the Stage 2 trail.

Staff will also provide trail information to the adjacent Simon Fraser Hills residents along the approved route and gather their input for consideration in developing detailed plans for the trail.

~~DIRECTOR'S REPORT NO. 20
COMMISSION MEETING 94/12/14~~

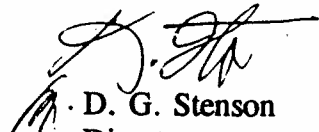
City Manager
Burnaby Mountain Urban Trail
Production Way to Cameron Library and Recreation Centre
1994 November 24 - Page 8

~~ITEM
MANAGER'S REPORT NO. 11
COUNCIL MEETING 94/11/28 66~~

ITEM 2
MANAGER'S REPORT NO. 71
COUNCIL MEETING 94/12/19

Regarding the correspondence from Strataco Management Limited, staff have discussed the issues raised with the writer and will continue to work with these and other local residents to address their concerns regarding the trail alignment approved by Council. It is recommended that a copy of this report be sent to Strataco Management and to other residents who have written to Council on this subject.

It is also recommended that a copy of this report be sent to the Parks and Recreation Commission and to the Bicycle Advisory Committee for their information.


D. G. Stenson
Director
Planning and Building


KR:lf

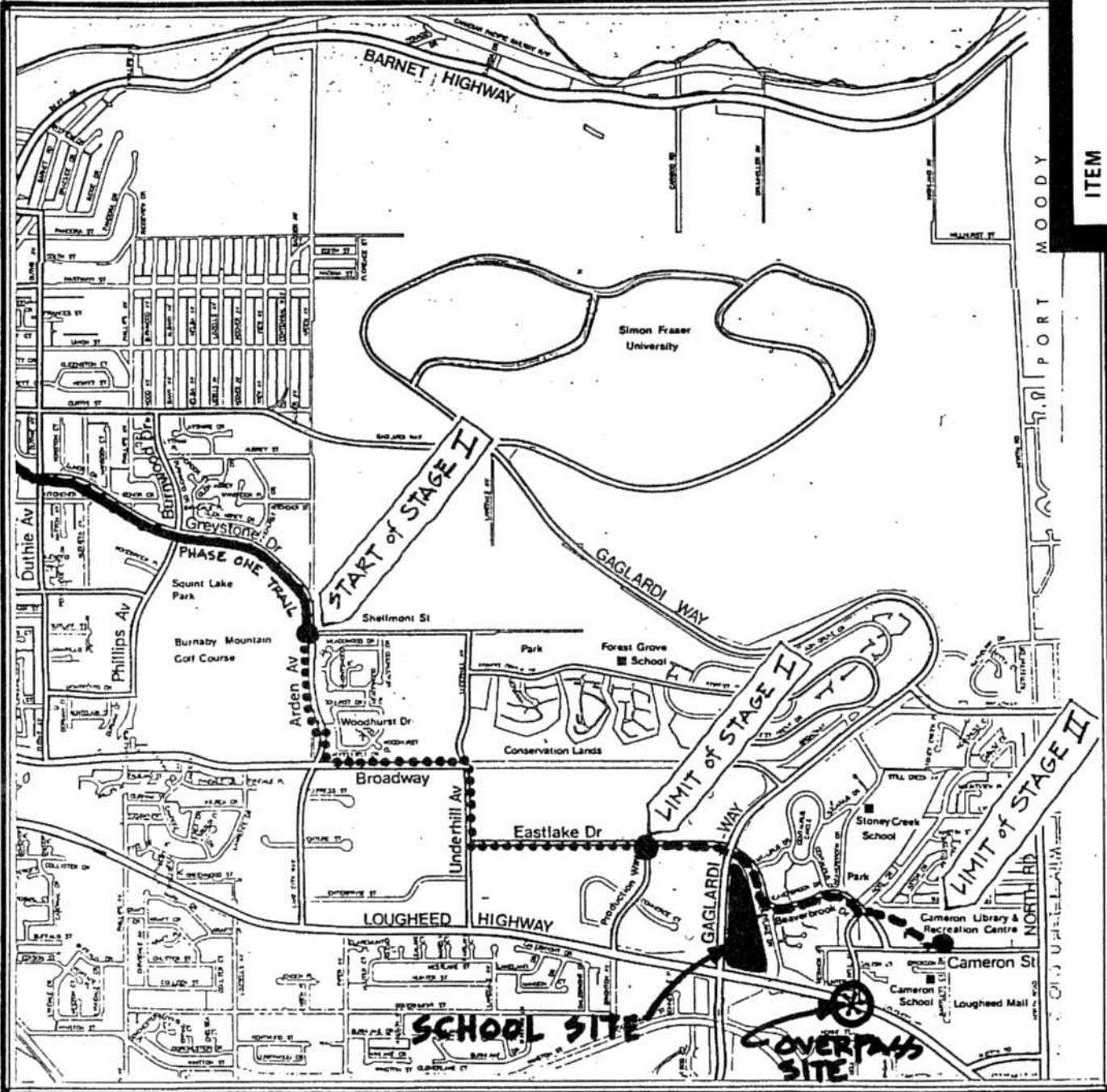
Attachments

cc: Director Administrative & Community Services
Director Engineering
Director Finance
Director Recreation and Cultural Services
City Clerk

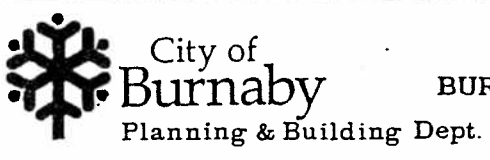


ITEM	11
MANAGER'S REPORT NO.	66
COUNCIL MEETING	94/11/28

ITEM	2
MANAGER'S REPORT NO.	71
COUNCIL MEETING	94/12/19



Date: 94 JUL 20
 Scale: NTS
 Drawn By: KZ



SKETCH # 1

BURNABY MOUNTAIN URBAN TRAIL
 - PHASE TWO

- STAGE 1 (approved by Council 94/07/25)
- - - -● STAGE 2 (previously proposed route)

ITEM 14
 DIRECTOR'S REPORT NO. 20
 COMMISSION MEETING 94/12/14

ITEM 2
 MANAGER'S REPORT NO. 71
 COUNCIL MEETING 94/12/19



existing fence - 10' ht



grass sports field 130' x 200'

asphalt
basketball
pad

benches

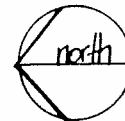
PROPOSED
URBAN TRAIL
ROUTE

Backstop 10' ht.

goal post

10' existing fence - 10' ht

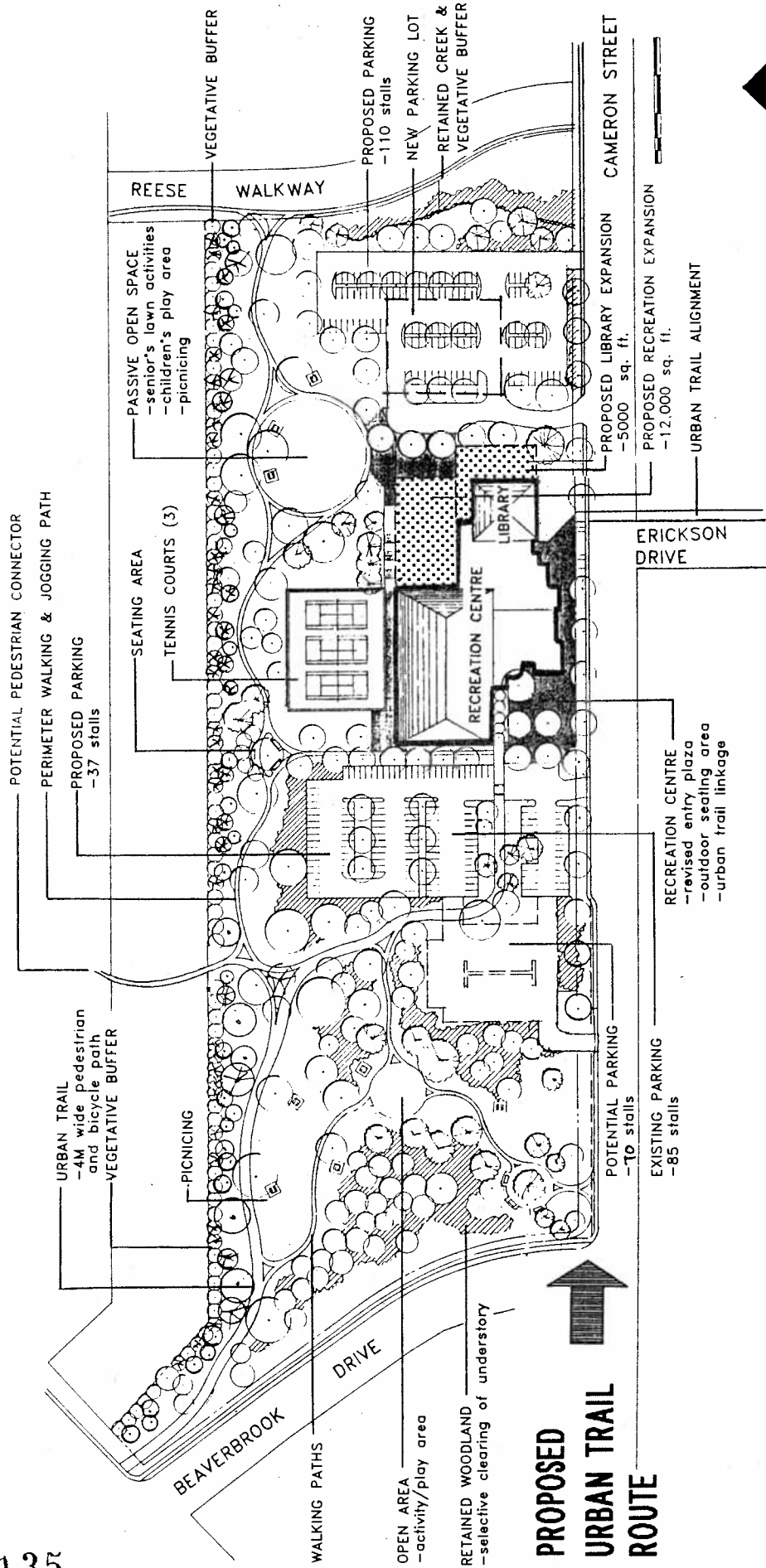
Eastlake drive



PROJECT
Eastlake Park

DESIGNED BY
 DRAWN BY *HS*
 CHECKED BY
 DATE 07/05
 SCALE N.T.S.

BURNABY
 parks & recreation
 department
 DRAWING No.
 O.P. 14-6-35



**PROPOSED
URBAN TRAIL
ROUTE**



CAMERON PARK CONCEPTUAL MASTER PLAN

BURNABY PARKS AND RECREATION DEPARTMENT
DESIGNED BY K. CLARK DRAWN BY L. WYATT

DATE: 1993 DWG. # 16-5-56

SCALE: 0.5 1.0 2.0 3.5 5.0M

ITEM	14
DIRECTOR'S REPORT NO.	20
COMMISSION MEETING	94/12/14

ITEM	2
MANAGER'S REPORT NO.	71
COUNCIL MEETING	94/12/19