



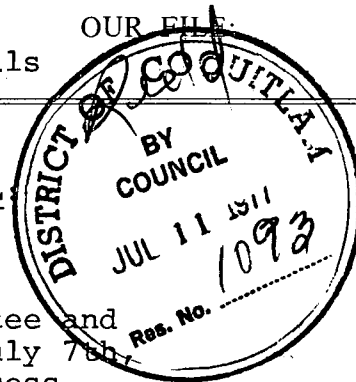
PUBLIC WORKS COMMITTEE

**DISTRICT OF COQUITLAM**

1001

Inter-Office Communication

TO: Municipal Council DEPARTMENT: Administration DATE: July 8/77  
 FROM: Chairmans Public Works Committee DEPARTMENT: Engineering YOUR FILE:  
 COMMITTEE  
 SUBJECT: Minutes of a Joint Meeting Between Public Works Committee and School District # 43 Officials July 7th, 1977. OUR FILE:



REPORT OF THE PUBLIC WORKS COMMITTEE FOR COUNCIL

Dear Sir:

A joint meeting between the Public Works Committee and officials of School District # 43 was held on July 7th, 1977 to review the proposed school childrens access facilities to be provided for the September opening this year.

The School Board officials were advised by the Chairman of the Public Works Committee, that a group of concerned Parents were extremely apprehensive, after learning that the southerly access route to the school was proposed to route the children through the woods, by a clear pathway in an area not yet developed.

During the meeting, various alternative routes were considered, after which it was mutually concluded that the present proposal to route the children as indicated on Sketch 1 (see Appendix) was still the most appropriate. It was agreed however, further improvements could be implemented to reduce the parental apprehension. The improvements recommended were as follows:

1. Site Clearing

The School Board intend to eliminate all dead or dying trees and undertake a general clearing of unwanted bush, etc. to create a safer area to the south of their property.

2. Lighting

School Board indicated security lighting will be installed which will illuminate both the school and adjacent areas. Additional lighting from the building will be considered to illuminate their planned southerly walkway.

The Municipality will also consider the installation of a suitable lamp standard at the northerly end of the District's walkway. The lighting on Hickey Street in the vicinity, of the walkway access to Hickey Street is considered adequate.

### 3. Community and School Teachers Interaction

It was pointed out by the School Board that parents and teachers at most schools within the District, co-ordinate the arrival and departures of their school children. Teachers can arrange for the grade 1 children (whose classes finish earlier than the more senior grades) to stay in school and either return home with the larger groups of children or wait for parents who prefer to drive them home. It is also quite common for concerned parents to establish an adult patrol roster. For the route in question, one adult, posted at the south easterly junction, between the school property and municipal walkway to Hickey Street, during the periods of school arrivals and departures would be adequate.

### 4. Transporting Children to School

It is generally acknowledged that parents often prefer to transport their children to and from school, either singularly or through some neighbourly carpool system and no doubt it can be expected, that families residing in a lower area of Dartmoor Highlands will pursue this type of arrangement. A brief discussion followed on the feasibility of providing a school bus for Dartmoor Highlands and it was explained by the School Board that a service can be initiated, once the economic and financial considerations have been explained and accepted by the parents.

In conclusion, for the September opening in 1977, the traffic control measures and further action to provide children with a reasonable school route to R. C. MacDonald Elementary School are itemized as indicated in the recommendations.

# RECOMMENDATIONS

## NORTHWEST SECTOR

### ITEM 1

A MARKED AND SIGNED SCHOOL CROSSWALK WILL BE ESTABLISHED AT TOLMIE AVENUE ON HICKEY STREET.

### ITEM 2

APPROPRIATE SCHOOL ROUTE MARKERS AND ADVANCED WARNING SIGNS WILL BE INSTALLED ON HICKEY STREET.

### ITEM 3

A GRAVELLED SCREENINGS WALK WILL BE CONSTRUCTED ON THE EAST SIDE OF HICKEY STREET, FROM TOLMIE AVENUE TO LEDUC STREET AND A GRAVELLED SCREENINGS WALK WILL BE CONSTRUCTED ON THE NORTH SIDE OF LEDUC STREET FROM HICKEY STREET EAST TO THE SCHOOLS WESTERLY BOUNDARY.

## SOUTHEAST SECTION

### ITEM 4

THE SCHOOL BOARD WILL CLEAR AN AREA TO THE SOUTH OF THE SCHOOL SUCH AS THEY CONSIDER APPROPRIATE TO CREATE A SAFER ATMOSPHERE THROUGH THE CHILDRENS SOUTERLY ACCESS ROUTE.

### ITEM 5

THE SCHOOL BOARD WILL GRADE AND GRAVELL THEIR WALKWAY TO LINK TO THE MUNICIPAL WALKWAY ACCESS AT HICKEY STREET BETWEEN BOGNOR DRIVE AND DARTMOOR DRIVE.

### ITEM 6

SCHOOL BOARD WILL PROVIDE REASONABLE LIGHTING ON THE SCHOOL GROUNDS.

### ITEM 7

THE MUNICIPALITY WILL INSTALL AN APPROPRIATE LAMP STANDARD AT THE NORTH END OF THEIR WALKWAY.

### ITEM 8

A MARKED AND SIGNED SCHOOL CROSSWALK WILL BE ESTABLISHED ON HICKEY STREET TO ALIGN THE EXISTING ASPHALT WALKWAY.

### ITEM 9

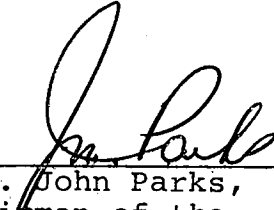
THE PRINCIPAL AND TEACHERS OF R. C. MACDONALD ELEMENTARY SCHOOL ARE VERY WILLING TO MEET WITH CONCERNED PARENTS AND CO-ORDINATE IN ESTABLISHING A PATROL SYSTEM IF REQUESTED.

ITEM 10

THE SCHOOL BOARD WILL, IF REQUESTED, INVESTIGATE THE FEASIBILITY OF INITIATING A TRANSPORTATION SERVICE FOR THE DARTMOOR HIGHLANDS AREA.

As Council may recall, funds have already been approved for the construction of the gravel screenings walk (item 3) however an additional appropriation of approximately \$3,000 will be required if item 7 is to be undertaken.

The Public Works Committee has further directed staff to monitor school children activity once the new school is in operation and prepare a further report if the need for further controls is warranted.



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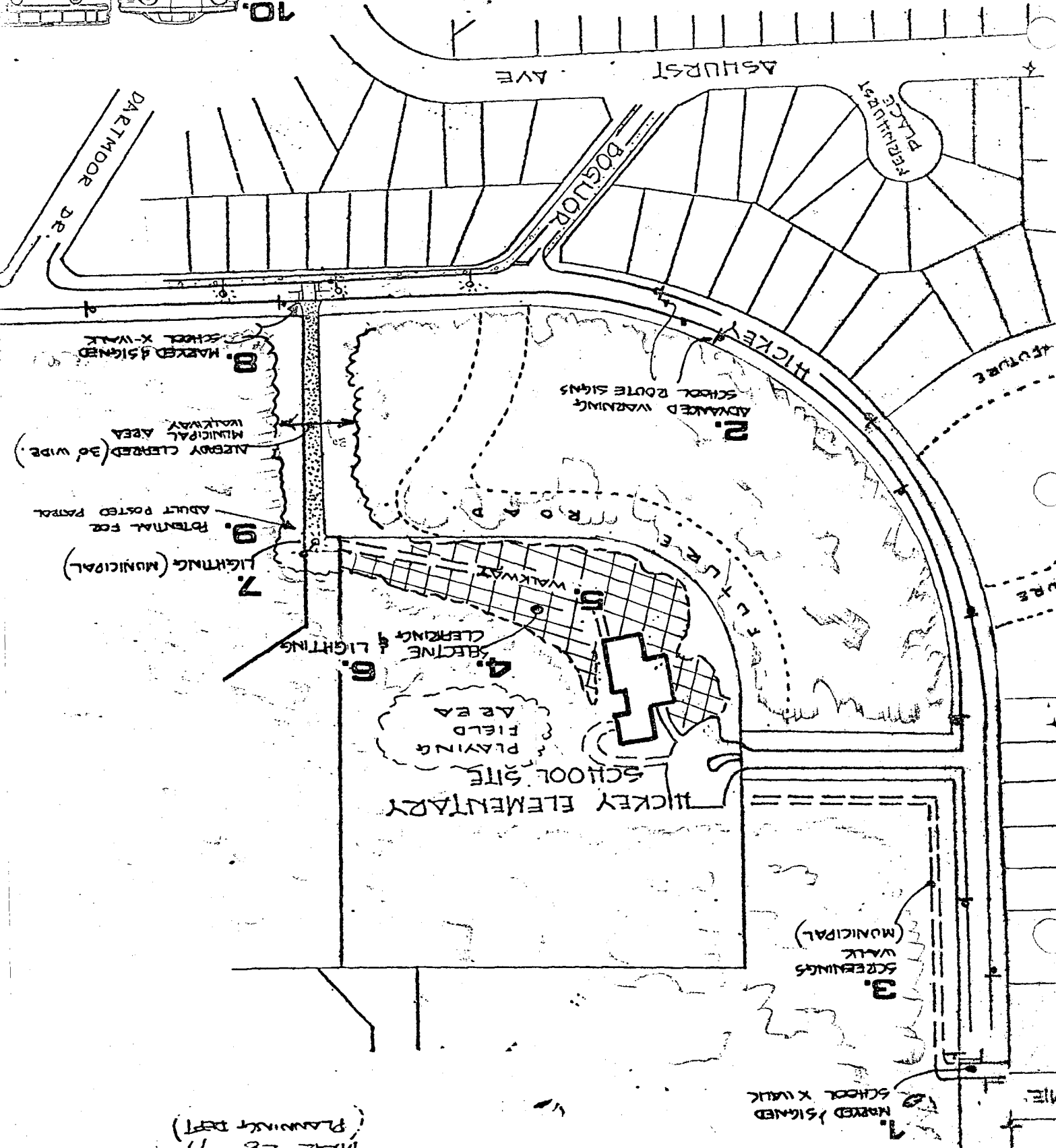
Ald. John Parks,  
Chairman of the  
Public Works Committee.

JJD/jt

cc: Ald. Robinson  
Ald. Sekora

School District # 43  
Attention: Mr. Ken Mutter.

FEASIBILITY OF CAR POOLS  
AND/OR SCHOOL TRANSPORTATION



MAR 28 - 17  
(PLANNING DEPT)

1. MARKED & SIGNED  
SCHOOL X-WALK

3. SCREENINGS  
WALK  
(MUNICIPAL)

4. SECTION  
CLEANING &  
LIGHTING

7. LIGHTING (MUNICIPAL)

9. POTENTIAL FOR  
ADULT POSTED PATROL

ALREADY CLEARED (30 WIDE)  
MUNICIPAL AREA  
WALKWAY

8. MARKED & SIGNED  
SCHOOL X-WALK

ADVANCED WARNING  
SCHOOL ROUTE SIGNS

REARVIEW  
MIRROR

ASSHURST  
AVE

BOGUOR

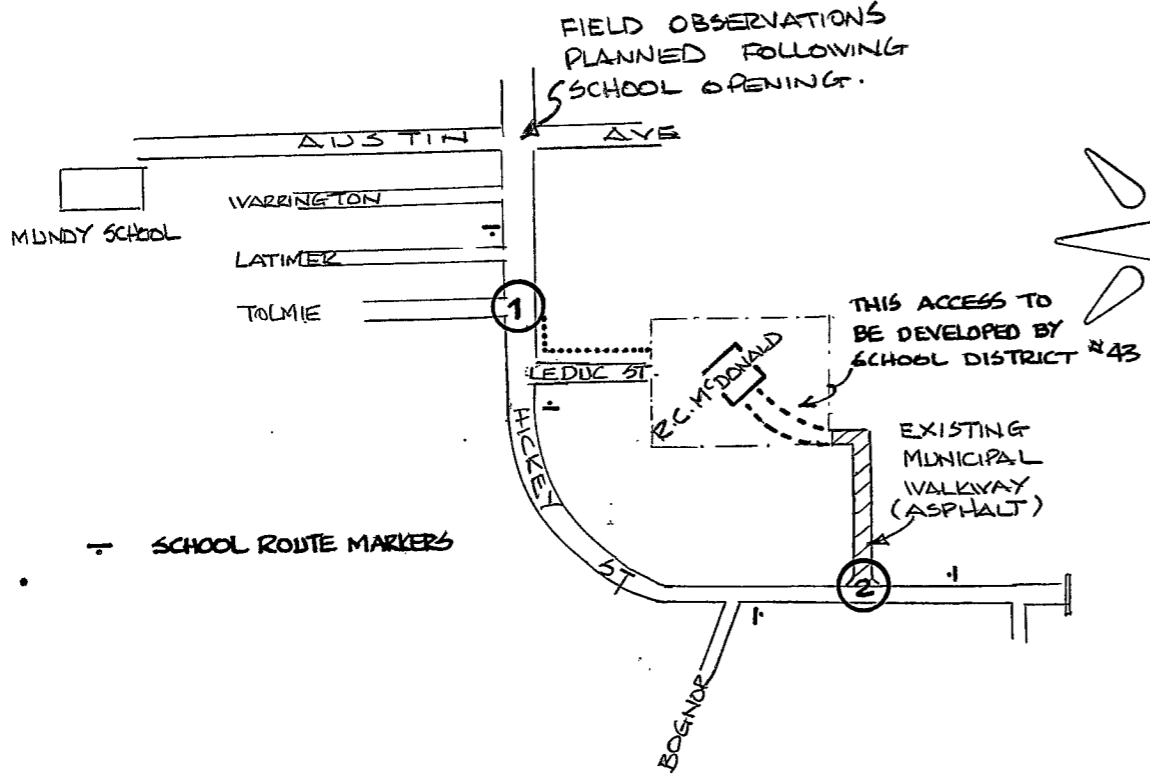
DARTMOOR DR.

HICKEY

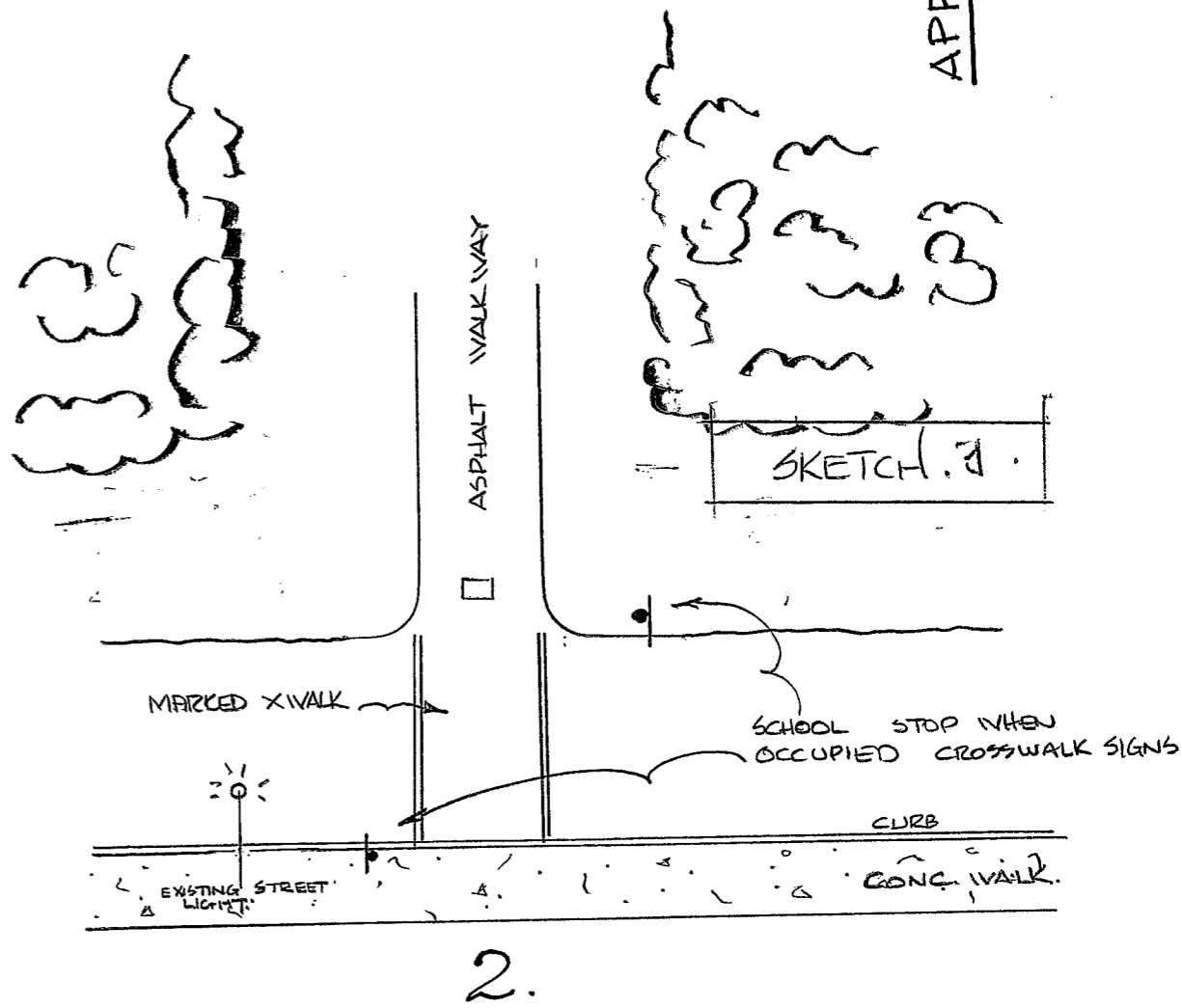
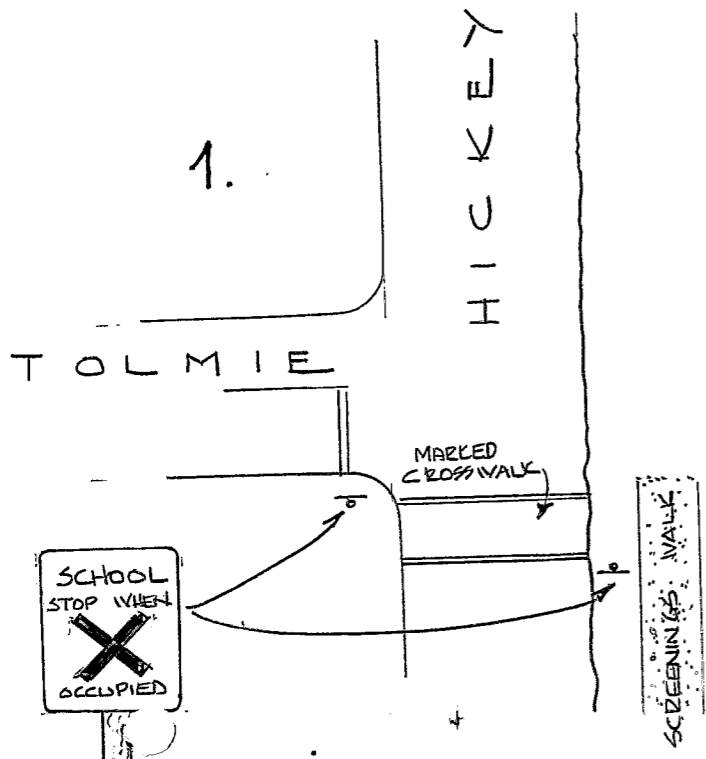
FUTURE

HICKEY ELEMENTARY  
SCHOOL SITE  
PLAYING  
FIELD  
AREA

WALKWAY



SCHOOL ROUTE MARKERS



APPENDIX 1.

REPORT OF THE PUBLIC WORKS COMMITTEE TO EXECUTIVE COMMITTEE

A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, July 20, 1977.

PRESENT

COMMITTEE

Alderman John Parks, Chairman  
Alderman Robinson

STAFF

D. Williams  
A. Phillips



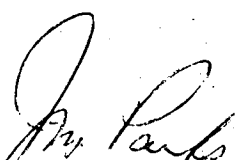
ITEM P.W. 1 - GARAGE BRANCH STAFF REORGANIZATION

The attached staff report on this subject was reviewed by the Committee who felt that the proposed increase in staff and subsequent costs could only be supported if it could be shown that the additional staff would provide a specific increase in efficiency. It was recognized that due to the increase in the equipment inventory since 1972, the garage staff which had remained constant since that time, had been falling further and further behind with preventative maintenance to the point where they are now relating more to actual breakdown repair, which resulted in the loss of productivity, not only for equipment but also for manpower working in conjunction with the equipment. The absence of preventative maintenance also tends to reduce the life span of the equipment.

The Committee directed staff to examine the current operations to determine, if possible, what is the current cost in loss of efficiency incurred as a result of the equipment breakdown while on the job and to advise, if possible, on the available data relating to the equipment life with and without preventative maintenance programs.

The report was tabled for further consideration by the Committee when the additional information requested was provided by staff.

AP/bb

  
Alderman John Parks, Chairman,  
Public Works Committee



REPORT OF THE PUBLIC WORKS COMMITTEE TO COUNCIL

A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, July 20, 1977.

PRESENT

COMMITTEE

Alderman John Parks, Chairman  
Alderman Robinson

Staff

D. Williams  
J. Duguid  
A. Phillips



ITEM P.W. 1 - 1977 Clean-Up & Garbage & Waste Collection on Statutory Holidays

The attached staff report on this subject was reviewed and discussed. It was felt that the two subjects covered in the report should be considered separately as they were only related in so far as the financial implications which jointly effect the budget of the Sanitation Branch.

With respect to the 1977 Clean-Up, it was noted that the actual cost of the operation was well below the budget amount of \$75,000.00 and below the 1976 cost of \$62,361.00. This cost saving was realized by spreading the clean-up period over five weeks instead of the original one week period and using entirely municipal equipment and manpower. Staff advised the Committee that if the Municipality did not undertake this clean-up every year then a similar amount of money would be spent in clearing up garbage which would be dumped in ravines, roads in less populated areas and similar locations. This is the experience in other municipalities which do not offer this annual clean-up. It was felt that as a result of the clean-up, the Municipality was generally free of junk (and no dumping signs) which is to be found in the quieter areas of other municipalities.

The present practice of collecting garbage on statutory holidays has become a problem since the 1975-1976 Collective Agreement established the practice of banking overtime. As a result of this, the make-up crews for statutory holiday pick-up are staffed by men from other branches which creates staff shortages when the banked overtime is eventually taken. It was noted that the cost of pick-up on the statutory holidays during 1977 effectively cost an additional \$29,189.16 but whilst this was a significant sum, the greatest difficulty related to the banking of overtime and the resulting staff shortage created.

In relating the annual clean-up with the statutory holiday pick-up, the economic considerations indicate that if the annual clean-up is continued and statutory holiday pick-up discontinued, then the net result would in affect reduce the budget for garbage collection by \$30,000.00. Thus by relating one with the other, it could be considered that the net cost of the annual clean-up period could be reduced by the saving in the cost of the statutory holiday pick-up.

The Committee resolved:

"THAT THE ANNUAL SPRING CLEAN-UP OF GARBAGE BE RETAINED /AND THAT THE NORMAL GARBAGE COLLECTION SCHEDULES BE REVISED COMMENCING IN 1978 TO EXCLUDE GARBAGE PICK-UP ON STATUTORY HOLIDAYS."

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ITEM P.W. 2 - REPLACEMENT OF VEHICULAR EQUIPMENT - 1977

The Committee reviewed the attached staff report on this subject and discussed the various items with Mr. Williams who since his appointment to the position of Service Centre Superintendent in May had examined the Municipal equipment fleet to determine those items where replacement was essential.

The Committee resolved:

"THAT THE UNASSIGNED SUM OF \$50,000.00 IN ACCOUNT NUMBER 531310 BE SUPPLEMENTED BY AN AMOUNT OF \$43,100.00 AVAILABLE IN THE EQUIPMENT DEPRECIATION RESERVE FUND AND THIS TOTAL APPROPRIATION OF \$93,100.00 BE ASSIGNED TO THE REPLACEMENT OF THE FOLLOWING EQUIPMENT.

UNIT #364,1969 Case Backhoe

UNIT #144,1971 Chev Blazer

UNIT #149,1972 Fargo 200 - 6-man crew cab

UNIT #368,1970 Case Backhoe

UNIT #227,1970 Single Axle Dump Truck

UNIT #145,1972 Pick-Up Truck

UNIT #369,1971 Nuffield Tractor

AND THAT IN THE EVENT THAT THE TOTAL TENDER PRICE FOR THESE REPLACEMENTS EXCEEDS THE TOTAL APPROPRIATION, THEN THE REPLACEMENT LIST SHALL BE REVISED TO ENSURE THE TOTAL EXPENDITURE DOES NOT EXCEED THE AVAILABLE FUNDS".

ITEM P.W. 3 - R.C. MacDonald School Walkway Lighting - East of Bognor St.

The Committee reviewed the attached staff report on this subject and were advised that the installation of this lamp standard could take several months due to the summer vacation period and the difficulty in obtaining electrical contract services. It was noted that the installation of this proposed light would provide power to the south east corner of the school site which could be used for extending the lighting system in the future. The Committee resolved:

"THAT FUNDS AMOUNTING TO \$3,500.00 BE PROVIDED IN THE 1977 ANNUAL BUDGET AMENDMENT FOR THE INSTALLATION OF A SINGLE LAMP STANDARD AT THE NORTH END OF THE WALKWAY EXTENDING NORTH FROM HICKEY STREET BETWEEN BOGNOR AND DARTMOOR DRIVE."

*change - as per ✓*

ITEM P.W. 4 - Report on Gatensbury Street

The attached staff report on this subject was received for information.

ITEM P.W. 5 - Correspondence Received From Mr. J.F. Williams -1798 Harbour Drive - Re: Yellow Line Painting - Harbour Drive

The Committee discussed this subject at length with staff. It was noted that this matter had been reviewed last year when the Committee decided that, due to cost factors, the centre lining of residential streets could not be undertaken. Nevertheless, it was recognized that certain areas of the Municipality suffered extremely dense fog which produced dangerous driving conditions on roads with curved alignments such as Harbour Drive. Since this matter was last considered by the Committee, staff had been investigating various alternatives to delineate road pavements during foggy weather and various types of reflectors and lane lining arrangements were demonstrated by staff.

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ITEM P.W. 5 - Correspondence Received From Mr. J.F. Williams -  
1798 Harbour Drive - Re: Yellow Line Painting (Cont'd

The Committee directed staff to produce a map indicating those roads which received dense fog generally in the area east & west of Gatensbury and north and south of Como Lake Avenue. Staff will prepare a report for the consideration of the Committee on alternative methods of providing guidance to drivers in foggy weather together with related costs.

ITEM P.W. 6 - Report of Crippen Engineering - June 1977

The attached report was received for information. The Committee noted that the J. Cewe Limited Soil Removal Permit expired at the end of this month and were advised by staff that the work required to be completed as a condition of the permit extension was well in hand and should be substantially complete by the deadline. It was noted that the drainage pipe from the stilling pond on the Trunkfield property adjoining the new crusher plant had not yet been installed as the necessary permit from the Pollution Branch had not yet been granted. The Committee felt it would be desirable to review the condition of these works on the site prior to the expiration of the 90 day period and directed that a special meeting of the Public Works Committee would be held on Thursday, July 28th, at 5:00 p.m. on the site of the J. Cewe gravel operations (the initial meeting place will be Pipeline Road at the point where watercourses 1 and 2 cross which is just north of the Cewe asphalt plant). The following persons would be requested to attend this meeting in addition to the members of the Public Works Committee and engineering staff:

Alderman Garrison and Mr. Cunnings in view of their interest in the restoration of the Upper Coquitlam River Park and Mr. Jack Cewe. The purpose of this meeting would be to examine the site to ascertain the degree of completion of the works.

ITEM P.W. 7 - Bus Shelter Proposal

The attached staff report on this subject was received by the Committee. After discussion it was felt that as no funds were available for the construction of bus shelters, the offer by Mr. Markos should be declined and staff were directed to discuss the provision of bus shelters with local service clubs with a view to having such facilities installed on a voluntary basis.

ITEM P.W. 8 - Dust Laying Equipment

The attached staff report on this subject was received for information.

ITEM P.W. 9 - Tenders & Purchase of Three (3) Garbage Packers

The attached staff report on this subject was received for information.

ITEM P.W. 10 - Temporary Building Permit Application -2500 Block  
Como Lake Avenue

The Committee reviewed the attached staff report and resolved:

"THAT A TEMPORARY BUILDING PERMIT BE ISSUED TO B.C. HYDRO GAS FOR A TEMPORARY TRAILER BUILDING TO BE LOCATED ON THEIR PROPERTY ON THE SOUTH SIDE OF COMO LAKE AVENUE BETWEEN BAKER DRIVE AND MARINER WAY."

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Co. P. 2  
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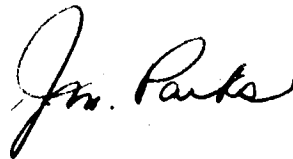
ITEM P.W. 11 - Neighbourhood Improvement Program Along Laval Square

The Committee received the attached report of the Planner on this subject and adopted a resolution:

"THAT COUNCIL APPROVE THE EXPENDITURE OF \$15,000.00 TO CONSTRUCT A MONOLITHIC CURB AND SIDEWALK ALONG THE SOUTH SIDE OF OUR LADY OF LOURDES CHURCH PROPERTY, PREPARE THE SUBGRADE AND CONSTRUCTION OF PAVEMENT WIDENING ON THE SOUTH SIDE OF THE SAID PROPERTY, ELIMINATE SOME 75 FEET OF DITCH ON THE EAST SIDE OF THE SAID PROPERTY SOUTH OF CARTIER AVENUE AND INSTALL LANDSCAPING CONSISTING OF LOW GROWING SHRUBS ON THE NORTH SIDE OF THE SAID PROPERTY, ALL SUCH WORK BEING ON THE ROAD ALLOWANCE DESCRIBED AS LAVAL SQUARE AND ALL SUCH FUNDS COMING FROM BUDGET ACCOUNT #561201-800."

OTHER BUSINESS

The continuing violation of parking regulations on Austin Avenue between Blue Mountain and Gatensbury and on the lane south of Austin between Nelson and Marmont was discussed by the Committee who requested the attendance of the Bylaw Enforcement Officer at their next meeting in order to discuss this matter directly with him.



Alderman John Parks, Chairman,  
Public Works Committee

AP/bb

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REPORT OF THE PUBLIC WORKS COMMITTEE TO COUNCIL

A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, August 10, 1977.

PRESENTCOMMITTEE

Alderman John Parks, Chairman  
Alderman Brian Robinson  
Mayor Tonn

STAFF

A. Phillips  
J. Duguid  
H. Edwards

Delegation

Mr. Raven & Mr. Firth - Gatensbury Street

Visitors

Mr. H. Prante, P.C.E& G.C.  
Mr. George Fenning - J. Cewe Ltd.  
Mrs. Kay Whiting - Coquitlam Herald



ITEM P.W. 1 - Delegation - Mr. Arthur Raven and Residents of  
Gatensbury Street North of Foster

Mr. Raven and Mr. Firth addressed the Committee and advised them that their primary concern was speeding on the section of Gatensbury Street between Foster and Como Lake Avenue which was not only hazardous on the road curves but also produced screaming tires at all hours of the night and day. They proposed the following alternative remedies:

- a) close Gatensbury Street to through traffic by producing cul-de-sacs in the area of Smith Avenue or b) prohibiting through traffic by signing between the hours of 7:00 and 9:00 a.m. and 4:00 and 6:00 p.m.
- c) remove the traffic control signal lights at the intersection of Como Lake Avenue and Gatensbury Street in conjunction with the new lights to be installed at Como Lake and Blue Mountain. Additional problems which they related were the use of Gatensbury Street by trucks despite the fact that this is not a truck route. The existing traffic control signs were not sufficiently conspicuous, and the ditches adjoining the pavement needed to be cleaned.

During the discussion it was noted that there has been a planning proposal to close Gatensbury Street at approximately Smith Avenue for which funds were proposed in draft budgets two or three years ago. This proposal was not adopted by Council. The removal of the traffic control signal lights at Como Lake and Gatensbury would produce hazardous traffic operations at this busy intersection. It is not the practice to sign non truck routes within the Municipality but rather to sign the truck routes, it being established in the bylaw which streets were acceptable for use by trucks. As the land adjoining this section of Gatensbury Street was very flat, the ditches were false graded resulting in ditches of varying depth. It was possible for the property owner to apply to the Public Works Department for a temporary ditch enclosure providing the property owners were prepared to finance this work.

ITEM P.W. 1 - Delegation - Mr. Arthur Raven and Residents of  
Gatensbury Street North of Foster (Cont'd)

The Committee requested that staff prepare a report on the traffic conditions existing on this section of Gatensbury relating specifically to speeds, accidents and traffic control signs. Mayor Tonn noted that Mr. Raven had arranged for a meeting to be held at his home at 660 Gatensbury Street at 7:30 p.m. August 19, 1977 to which all area residents were invited and suggested that members of Council also be invited to attend this meeting together with representatives of the R.C.M.P. and staff. The Committee resolved:

"THAT AN OFFICIAL INVITATION BE EXTENDED TO MEMBERS OF COUNCIL TO ATTEND THE MEETING WITH AREA RESIDENTS AT THE HOME OF MR. ARTHUR RAVEN AT 660 GATENSBURY STREET AT 7:30 p.m. AUGUST 19, 1977 AND THAT THE ATTENDANCE OF THE SUPERVISOR OF TRAFFIC AND THE R.C.M.P. TRAFFIC DETAIL BE REQUESTED."

ITEM P.W. 2 - Report of Crippen Engineering - Gravel Operation  
July 1977

The Committee received the attached report for information.

ITEM P.W. 3 - Report of Crippen Engineering & Paul Stockstad Limited  
On Remedial Work By Jack Cewe Ltd.

The Committee received the attached reports on this subject for information, and discussed the contents with staff, Mr. Prante and Mr. Fenning. The Committee felt that there were two remaining areas of concern following their inspection of the work on July 28, 1977 namely, the quality of the riprap along the edge of the restored area and the need for additional funds to continue the development of the Upper Coquitlam River Park. The Committee resolved:

"THAT THE PARKS AND RECREATION COMMITTEE BE REQUESTED TO GIVE CONSIDERATION TO THE PROVISION OF THE NECESSARY FUNDS WITHIN THE PARKS DEPARTMENT BUDGET TO CONTINUE AND COMPLETE THE PARK DEVELOPMENT AS ESTABLISHED IN THE OVERALL CONCEPTUAL PLAN DEVELOPED BY MR. STOCKSTAD."

Staff explained that the difference in appearance between the riprap placed at the northern end of the Park by J. Allard Limited and that extending southerly placed by J. Cewe Limited was deceptive. The riprap placed by J. Allard was at a much more critical section of the river due to the constricted channel and the curvature of the channel at this point where high velocities in river flow could be developed resulting in the possibility of above normal scour. The uniform size of this riprap provided the possibility of river currents working into the bank through the sizeable opening in the riprap leading to an undermining of the heavy rock. It was noted that the riprap at this location was critical due to the presence of the settling pond on the Allard property which produced a hydraulic pressure through the retaining embankment upon which the riprap was placed providing the potential for leaching of fine materials and consequent degradation of this section of riprap. In addition, this riprap was placed in order to protect the retaining embankment to ensure the continued existence of the settling pond.

In contrast to this, the rock face placed by Jack Cewe Limited was of a general gradation containing multi-sized stone from large to small which minimized the voids and the potential for entry of river water into the protected fill. As the restored area was now filled, there would be no water ponding and consequent hydraulic pressure on the back of the riprap. Further, that as this bank face had been set approximately 50 feet clear of the natural river channel, the water velocities would be considerably less than those at the upstream area and the potential for scour was thereby considerably reduced.

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Co. Res  
12/21/77

ITEM P.W. 3 - Report of Crippen Engineering & Paul Stockstad Limited  
On Remedial Work By Jack Cewe Limited (Cont'd)

It was noted that the difference in appearance resulted from the fact that the riprap at the northern end was placed from a convenient stockpile of clean boulders available for placement by loader whereas the southern area was constructed of boulders scalped from various areas of the Cewe Gravel Pit requiring transportation by truck and the provision of a sand cushion in the bottom of the truck to prevent the large stones from punching through. Consequently, the northern section was of an open, uniform size with a clean appearance and the southern section was mixed with the sand cushion which was dumped together with the boulders at the time of construction.

Mr. Stockstad had advised the Committee that the protection to the restored Park area was, in his opinion, entirely adequate.

Mr. Fennings advised the Committee that the cost of the works required by Council involving the riprapping of the natural watercourses, construction of stilling ponds, and the Park restoration had cost close to \$50,000.00 and that a further expenditure of \$30,000.00 was required to install the discharge pipe from the new stilling pond which remained the only outstanding item of work yet to be completed.

Mr. Prante expressed his concern over the different standards of riprapping and suggested that some form of guarantee be provided by J. Cewe Limited to ensure the stability of the riprap. It was suggested that a normal construction project required the provision of a one (1) year Maintenance Bond and a similar provision could be made in this instance.

The Committee resolved:

"THAT THE REMEDIAL AND RESTORATION WORK UNDERTAKEN BY J. CEWE LIMITED AT THE DIRECTION OF COUNCIL, BE ACCEPTED SUBJECT TO THE INSTALLATION BY J. CEWE LIMITED OF THE DRAINAGE PIPE FROM THE SOUTHERNMOST STILLING POND WITHIN THIRTY (30) WORKING DAYS OF RECEIPT OF THE POLLUTION CONTROL BOARD APPROVAL AND THE PROVISION BY J. CEWE LIMITED OF A ONE (1) YEAR MAINTENANCE BOND COVERING THE PARK RESTORATION WORK;

AND THAT THE ENGINEER BE DIRECTED TO EXTEND THE SOIL REMOVAL PERMIT OF J. CEWE LIMITED TO THE END OF THE CURRENT TWELVE (12) MONTH PERIOD BEING THE 30th. OF APRIL 1978."

The Committee extended their thanks to the P.C.F. & G.C., J. Cewe Limited and Mr. Stockstad for their assistance in resolving this problem.

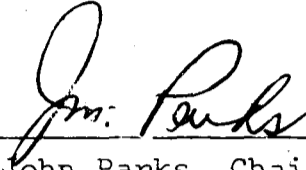
ITEM P.W. 4 - Bylaw Enforcement Officer - Parking Conditions In  
Austin Commercial Centre

The Committee discussed this subject with Mr. Edwards the Bylaw Enforcement Officer and it was noted that there had been a general improvement in the parking violations in this area during the past several weeks. The Committee requested Mr. Edwards to continue with extra surveillance of this area particularly with regard to the parking time limit in the angle parking area and with respect to the violations by loading and unloading vehicles in no parking, no stopping areas. The Committee directed staff to send a letter to all merchants in the area advising them that the Bylaw Enforcement Officer will ticket all vehicles violating the parking restrictions when loading and unloading.

PPID B.D.  
COUNCIL  
RES # 260/77

OTHER BUSINESS

The Committee received a petition dated July 25, 1977 from Mr. & Mrs. Eisner, Mr. & Mrs. E. Gonsalves, Mr. & Mrs. D. Buzza residents in the Como Lake, Montrose area requesting the installation of a traffic light at that intersection. Staff advised that they had already been alerted to the concern of these residents and had initiated a warrant study and would be providing the Committee with an assessment of the situation.



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Alderman John Parks, Chairman,  
Public Works Committee

AP/bb



REPORT OF THE PUBLIC WORKS COMMITTEE TO COUNCIL

A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, August 24, 1977.

PRESENTCOMMITTEE

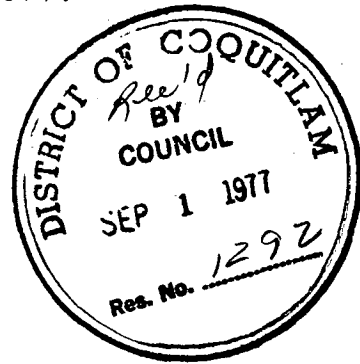
Alderman John Parks, Chairman  
Alderman Sekora

STAFF

A. Phillips  
W. Mechler, Senior Assistant Engineer - G.V.W.D.

VISITORS

Residents from North East Coquitlam

ITEM P.W.1- PROPOSAL FOR DEVELOPMENT OF A MUNICIPAL DRAINAGE SYSTEM

The attached staff report on this subject was received by the Committee. It was decided that, in their opinion, a Municipal Drainage System should be established by the adoption of a specified area bylaw indicated in the attached draft of Bylaw #759, 1977. Further, that this bylaw be adopted in accordance with the requirements of Section 616(4)(c) of the Municipal Act by the initiation of the plan by Council giving notice to the public of their intention to do so as provided in Clause 589 of the said Act. Staff were directed to finalize the bylaw for presentation to Council for three (3) readings through the Public Works Committee.

ITEM P.W. 2 - NORTH EAST COQUITLAM WATER SUPPLY EXTENSION

Staff described the proposed work to be undertaken and discussed, in detail, the proposed pumping arrangements designed to provide water to Zone 4 in the Hazel, Martin, Coy and Highland, Dayton areas. Specifically, it was noted that advantageous prices had been received from a contractor for the construction of pump stations to serve the two (2) areas and the design of the pump stations was such that they would have the capacity to provide peak water demands to twice the number of houses presently existing in these areas. This capacity was provided as pump sizes would not permit a further reduction in capacity. In addition, the pump stations would incorporate a high capacity pump to provide fire flows to the areas to ensure fire protection to the limit of the supply capacity of the six (6") supply main to the area. It was noted that the further expansion of water supply into the area could be accomplished by the replacement of the proposed pumps with larger pumps to the point where the capacity of the six (6") supply main, to provide for domestic consumption, was reached, and at that point it would become necessary to install permanent pumps and reservoir for Zone 4. The investment in temporary works was estimated to be approximately \$40,000.00 out of the total expenditure of approximately 1/2 million dollars. Both pump stations would be constructed below ground to minimize vandalism, maintenance and noise from pump operation, and the chamber be constructed for pump station #1 on Coast Meridian at Harper Road, sized to become the future permanent pump station to supply the future reservoir for Zone 4.

ITEM P.W. 2 - NORTH EAST COQUITLAM WATER SUPPLY EXTENSION

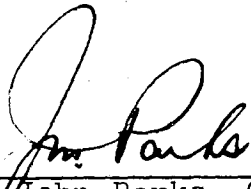
It was emphasized that 90% of the total expenditure would be invested in permanent works and that the temporary pumping facilities would serve the area for some years depending upon the rate of development of new homes requiring water service. At the present rate of development in the Coast Meridian area this period would be in the order of seven to eight years at which time the temporary pumps could be replaced at modest cost off-setting the ultimate need for investment in the second stage development of permanent pumping and reservoir for as long as possible.

The plans and specifications for the work were examined in detail by the residents in the area who discussed their various aspects with staff. The residents expressed their satisfaction with the proposed arrangements.

The Committee directed the Engineer to proceed with the expansion of the water system in the North East Coquitlam area in accordance with these plans, approving the purchase of the two (2) pump stations at the tendered price of \$63,400.00 and further, to proceed with the calling of tenders for the construction of the water mains. Staff indicated that they anticipated that the laterals in the Zone 3 area would be in service before the end of this year and that the watermain extensions served by the pump stations would be activated by about February 1978, the supply to the upper area being predicated upon the delivery dates for the pumps which was estimated to be February 1978. X

Attached is a memorandum of the Consulting Engineer dated August 23, 1977 describing the pumping arrangements and the tender prices bid for the pump stations as received by the G.V.W.D. acting on behalf of the Municipality.

AP/bb

  
Alderman John Parks, Chairman,  
Public Works Committee

REPORT OF THE PUBLIC WORKS COMMITTEE TO COUNCIL

A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, September 7, 1977.

PRESENTCOMMITTEE

Alderman Parks, Chairman  
Alderman Robinson

STAFF

H.F. Hockey  
J.J. Duguid  
E.K. Newson

ITEM P.W. 1 - PROPOSAL FOR DEVELOPMENT OF A MUNICIPAL DRAINAGE SYSTEM

The Deputy Engineer reported to the Committee that the Municipal Council when considering the minutes of the Public Works Committee for August 24, 1977 which contained an item dealing with this subject, agreed to a suggestion by Mayor Tonn that a special meeting be called to deal specifically with this subject, and that this meeting be held after the U.B.C.M. Conference.

Continuing, the Deputy Engineer advised that the Municipal Engineer would not return from vacation until September 22, 1977. Further, there was a regular Council meeting scheduled for September 26th, and Monday, October 3rd appeared to be the earliest date which would be most convenient for the meeting.

Chairman of the Committee, therefore, directed that a meeting be held on Monday, October 3, 1977 at 7:30 p.m. in the Council Chambers for the purpose of dealing with the subject and if the members of Council concurred, three (3) readings could be given at that time to Bylaw #759, 1977 being a bylaw to establish a Municipal Drainage System by the special area process.

ITEM P.W. 2 - BRUNETTE AVENUE OVERPASS

The Deputy Engineer placed before the Committee a memorandum prepared by Mr. John Duguid, Supervisor- Traffic Operations, advising as to recent information received from Mr. E. Goodman, City Engineer for the City of New Westminister regarding certain traffic movement limitations which will be placed into effect in concert with the construction schedule for the Brunette River and railroad overpass.

These limitations which the City of New Westminister will advertise in the news media are as follows:

- a) September 12, 1977. The east bound off ramp from Highway 1 to New Westminister will be closed.
- b) September 15, 1977. Brunette Avenue traffic will be restricted to one lane in each direction between New Westminister and Coquitlam.
- c) September 15, 1977. South bound on ramp from Brunette Avenue to Highway 1 east will be closed.

ITEM P.W. 2 - BRUNETTE AVENUE OVERPASS (Cont'd)

The foregoing condition will be in effect (subject to weather performance) until September 26, 1977.

d) September 26, 1977. Brunette Avenue traffic will be directed to the new overpass providing two (2) lanes in each direction.

ITEM P.W. 3 - MINISTRY OF HIGHWAYS - COST SHARING-CLARKE/CHAPMAN ROBINSON INTERSECTION

The Deputy Engineer advised the Public Works Committee that correspondence had been received from the Ministry of Highways and Public Works that the application which was made by the District of Coquitlam for financial assistance under the provisions of the Secondary Highways Act pertaining to the Chapman/Clarke Road/Thompson Avenue intersection was declined.

The letter of reply from the Highways Department advised that they could not approve our request for cost sharing of this work as they were not in agreement with the design proposed for the subject intersection.

The Chairman of the Public Works Committee advised that in these circumstances it was his intention to direct a letter to the Highways Ministry expressing the concern of the Committee on their decision and request the Ministry to be more explicit as to why the design proposed was unsatisfactory.

ITEM P.W. 4 - PETITION FOR LANE CLOSURE - 1100 BRISBANE

The Public Works Committee considered the report made by the Engineering Department in response to a petition received from the residents in the Brisbane and Tilston Court area for the closure and acquisition of the land which currently comprises a ten (10') foot lane allowance extending from Tilston Court to Lillian Street immediately north of and parallel to Brisbane Avenue.

The Committee recommended that Coquitlam proceed with the closure of the lane allowance and its sale to the adjacent property owners in the normal manner.

ITEM P.W. 5 - REQUEST FOR A TEMPORARY BUILDING PERMIT APPLICATION AT 3216 MARINER WAY

The Committee considered a report by the Chief Building Inspector and agreed with his recommendation that as the application meets the past criteria for temporary buildings, this application be approved.

ITEM P.W. 6 - APPLICATION FOR TEMPORARY BUILDING PERMIT AT 217 SCHOOLHOUSE STREET

The Committee considered the report by the Chief Building Inspector with respect to this application and agreed with his recommendation that as the application meets the past criteria for temporary buildings, the application be approved.

REC'D Co  
RES # 1320/77  
  
REC'D B  
RES # 1321/77  
  
REC'D B  
RES # 1322/77  
  
REC'D B  
RES # 1323/77

ITEM P.W. 7 - CORRESPONDENCE RECEIVED FROM THE CITY OF PORT COQUITLAM  
RE: POLLUTION CONTROL BRANCH - COQUITLAM RIVER -  
JACK CEWE LIMITED

The Deputy Engineer tabled a copy of a letter received from the Corporation of the City of Port Coquitlam addressed to the Director of the Pollution Control Board dated August 25, 1977 advising that the Council of the City of Port Coquitlam passed the following resolution:

"THAT THE POLLUTION CONTROL BOARD BE NOTIFIED IMMEDIATELY THAT THE MUNICIPAL COUNCIL OF THE CITY OF PORT COQUITLAM OBJECTS TO ANY PERMIT BEING ISSUED FOR THE DISCHARGE OF EFFLUENT INTO THE COQUITLAM RIVER UNTIL A PUBLIC HEARING IS HELD AND THAT THE CITY INTENDS TO PREPARE A BRIEF FOR EARLY SUBMISSION TO THE BOARD IN THAT REGARD."

The Committee directed that this correspondence be tabled for information.

ITEM P.W. 8 - STREETING PLANNING - NESTOR OZADA AVENUE

The Committee considered correspondence dated July 30, 1977 to the Planning Director; his reply to Mr. Whitlock dated August 8, 1977; correspondence from Mr. Whitlock to Council dated August 16, 1977; and the memorandum addressed to the Municipal Engineer concerning the same matter from Mr. E. Tiessen, Deputy Planning Director together with comments of the Municipal Supervisor - Traffic Operations, Mr. J. Duguid.

It was concluded by the Committee that they would have no objection to the revisions requested and tabled the correspondence for information purposes.

ITEM P.W. 9 - CENTRE LINE PAINTING OF MUNICIPAL STREETS

The Committee considered the report of the Supervisor-Traffic Operations, concerning the subject of centre line painting on municipal streets particularly as it appertains to areas subject to fog conditions.

The Committee concurred with the recommendation of the Supervisor-Traffic Operations that an additional \$1,500.00 be provided from the General Provision For Operation and Capital Purposes to enable additional centre line painting in those areas which are subject to intense fog conditions as detailed on the plan entitled Areas of Primary Fog Concentration in Coquitlam (Fig. 2) and that the centre line consists of five (5') foot strips separated by intervals of twenty (20') feet.

ITEM P.W. 10 - 1977 ROAD RECONSTRUCTION PROGRAM

At the time Council were giving consideration to the Capital Debenture items for Transportation Services, the Public Works Committee were directed to review all proposed Debenture funded projects and report back to Council with a recommendation with respect to placing a referendum before the electorate on this matter.

Included amongst the Debenture funded projects was the second stage of the Road Reconstruction Program. It will be recalled that this program was implemented in 1976 with actual work commencing in 1977 and consisted of a total base reconstruction and application of a new asphalt surface having a width of 20 feet and a thickness of 2 inches.

See Co. Res #1334/77

W. J. Duguid

See Co. Res #1335/77

See Co. Res #1335/77

ITEM P.W. 10 - 1977 ROAD RECONSTRUCTION PROGRAM (Cont'd)

It was funded on a 5 year (short term borrowing) arrangement.

The 1977 Budget - Transportation Services anticipated a continuation of this program but inasmuch as there could be some conflict with those roads considered for a referendum, the directive as indicated above was made by Council.

The proposed composition of a referendum having now been assembled and to be considered by Council on September 8, it is appropriate for the Council to consider the adoption of a suitable bylaw which will enable the 1977 Road Reconstruction Program to proceed on the basis of short term borrowing excluding, of course, those roads which would conflict with any projects contemplated by the referendum.

In view of the lateness of the year, it is unlikely that the actual construction can be undertaken in 1977 but it would be advised to proceed with the processing of the necessary borrowing bylaw.

The Committee therefore recommend that the Municipal Council give three (3) readings to Bylaw #795 being a Bylaw to authorize the borrowing of money for the purpose of providing funds for road reconstruction in the amount of \$600,000.00 for the reconstruction of the following roads:

- 1) Ranch Park Way - From Spuraway to Norman Avenue  
(1000 feet)
- 2) Norman Avenue - From Ranch Park Way to Dewdney Trunk Road  
(400 feet)
- 3) Foster Avenue - From Linton Street to Poirier Street  
(1300 feet)
- 4) Cottonwood Avenue - From Fairview Street to Robinson Street  
(800 feet)
- 5) Foster Avenue - From Blue Mountain Street to Porter Street  
(1350 feet)
- 6) Foster Avenue - From Gatensbury Street to Schoolhouse Street  
(1350)
- 7) Dewdney Trunk Road - From Scott Creek to Irvine Street  
(750 feet)
- 8) Cape Horn Avenue - From Brunette Avenue to Mundy Street  
(1000 feet)

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7,950 FEET - TOTAL

The Deputy Municipal Engineer has consulted with the Treasurer and determined that the funding which would be authorized by this bylaw is available.

ITEM P.W. 11 - APPLICATION FOR C.M.H.C. GRANT - LANSDOWNE SEWAGE PUMP STATION & FORCE MAIN

The Committee considered a report concerning an application for a C.M.H.C. grant towards the Lansdowne Sewage Pump Station and Force Main.

It will be recalled that in negotiations with B.A.C.M. advantage was to be taken of the grant which is available from Federal sources with such grant being to the credit of B.A.C.M.

It had been intended that B.A.C.M. would apply directly for this grant inasmuch as they were constructing the pump station and force main in accordance with the terms of their agreement with Coquitlam. Internal regulations of C.M.H.C. however require that the application be made by the District of Coquitlam and accordingly the Committee recommend that the Council approve the following resolution:

"THAT THE COUNCIL AUTHORIZE THE SUBMISSION, BY THE DISTRICT OF COQUITLAM, OF THE APPLICATION GRANT C.M.H.C. 1906 4/76 WITH SUPPORTING DOCUMENTS TO C.M.H.C. FOR THE 1/6 GRANT AVAILABLE UNDER SECTION VIII OF THE NATIONAL HOUSING ACT RELATIVE TO THE CONSTRUCTION OF THE LANSDOWNE SEWAGE PUMP STATION AND FORCE MAIN. THE COST OF THE DESIGN AND CONSTRUCTION OF THE PUMP STATION AND FORCE MAIN IS TO BE BORN ENTIRELY BY B.A.C.M. DEVELOPMENT CORP. WITH NO COSTS OR DEBT TO THE DISTRICT OF COQUITLAM. THE TOTAL GRANT RECEIVED FROM C.M.H.C. TO BE TURNED OVER TO B.A.C.M. DEVELOPMENT CORPORATION LIMITED."

This is in accord with the agreement for cost sharing between B.A.C.M. and Coquitlam and merely overcomes the technicality of the District having to make the application.

ITEM P.W. 12 - TRAFFIC MOVEMENTS IN THE VICINITY OF COMO LAKE AVENUE CLARKE ROAD INTERSECTION

The Committee considered the report prepared by the Supervisor of Traffic Operations concerning traffic movements in the vicinity of Como Lake Avenue and Clarke Road and more particularly the inability of traffic exiting from the lane between Clarke Road and Emerson Street (at the rear of Lichee Gardens Restaurant) to cross into the eastbound lane of Como Lake Avenue due to the presence of an extended median strip.


The Committee recommended that the Public Works Department remove approximately 40 feet of the median island at the west leg of Como Lake Avenue and Clarke Road intersection so as to permit southbound access to Como Lake Avenue from the lane east of Elmwood Street.

ITEM P.W. 13 - GATENSBURY STREET - COMO LAKE PARK

The Deputy Engineer tabled a progress report made by the Supervisor of Traffic Operations with respect to some 12 items of concern which were on the agenda of the August 22, 1977 Council meeting.

The contents of the report are incorporated with the literature attached to these minutes.

HFH/bb

  
Alderman John Parks, Chairman,  
Public Works Committee

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EE Co. Res  
# 1337/77

REPORT OF THE PUBLIC WORKS COMMITTEE TO COUNCIL

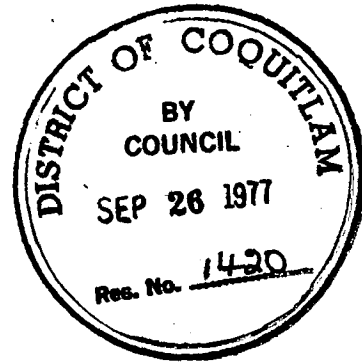
A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, September 21, 1977.

PRESENTCOMMITTEE

Alderman John Parks, Chairman  
Alderman L. Sekora

Staff

H.F. Hockey  
K. Crowe  
D. Williams



ITEM P.W. 1 - Temporary Building Permit Application - 1481 Pipeline Road

The Committee reviewed the report by the Chief Building Inspector dated September 14, 1977 and approved his recommendation that an application for a temporary building at 1481 Pipeline Road be approved.

ITEM P.W. 2 - Temporary Building Permit Application - 1770 Coleman Avenue

The Committee reviewed the report by the Chief Building Inspector dated September 9, 1977 and were of the opinion that further information would be necessary before a decision could be made on this application.

The Committee noted that the report stated an application for five (5) temporary buildings at 1770 Coleman Avenue had been received to replace a recently expired permit for one (1) temporary building. While it was recognized that the letter from Jack Cewe Limited contained some explanation, additional information was desirable, for example - the size of the structure for which the permit recently expired; the size of the proposed building and since, as stated in the letter from Jack Cewe Limited that the construction industry is unstable, and therefore difficult to make permanent decisions, why additional temporary buildings were not contemplated rather than consolidating the needed space into one (1) building.

Essentially the fear of the Committee was the likelihood that the larger temporary buildings as applied for might become a permanent building.

ITEM P.W. 3 - Temporary Building Permit Application - 20 Leeder Avenue

The Public Works Committee reviewed the report of the Chief Building Inspector dated September 9, 1977 and were of the opinion that there was insufficient information on which they could make a recommendation.

For example, it was felt that the application could elaborate on the purpose of the building; why it cannot be made a permanent structure at this time; whether or not it will ever become a permanent structure; size and location with respect to other structures on the site.

The Deputy Engineer was directed to request the Chief Building Inspector to prepare more comprehensive reports with respect to applications received for temporary building permits to include such matters as cited above in the applications presently dealt with together with any other information which he felt would be pertinent for the Committee in reaching a decision on whether or not to make a recommendation for the granting of a temporary building permit.



ITEM P.W. 4 - Tenders - Installation of Green Acres Sewage Pump Station and Force Main

The Committee reviewed the report prepared with respect to this matter dated September 9, 1977 and recommended to Council that the following resolution be passed:

"THAT THE LOWEST TENDER FOR THE INSTALLATION OF THE GREEN ACRES SEWAGE PUMP STATION AND FORCE MAIN AS SUBMITTED BY G.W. LEDINGHAM LIMITED IN THE AMOUNT OF \$87,602.00 BE ACCEPTED AND THAT THE DISTRICT OF COQUITLAM ENTER INTO A CONTRACT WITH G.W. LEDINGHAM LIMITED AND SUCH CONTRACT SHALL BECOME BINDING UPON THE DISTRICT WHEN DULY EXECUTED AND DELIVERED FOR AND ON BEHALF OF THE CORPORATION BY THE MAYOR AND MUNICIPAL CLERK WHO ARE SPECIFICALLY AUTHORIZED TO SIGN THE SAME AND TO AFFIX THE CORPORATE SEAL THERETO, AND TO DELIVER THE SAME AND THAT ALL AS THE ACT AND DEED OF THE DISTRICT OF COQUITLAM."

100 P. 10  
Co. Res 3  
# 1422/77

ITEM P.W. 5 - 1977 Road Reconstruction Program - Revised

In accordance with the directive given by the Municipal Council at their meeting on September 12, 1977 at which time the composition of the 1977 Road Referendum was decided upon, the proposed 1977 Road Reconstruction Program was referred back to the Public Works Committee for further consideration.

The Deputy Engineer submitted a report dated September 14, 1977 recommending that the 1977 Road Reconstruction Program be revised to include the following three (3) projects:

- 1) Ranch Park Way from Spuraway to Norman Avenue (1000) feet
  - 2) Foster Avenue from Linton Street to Poirier Street (1300) feet
  - 3) Como Lake Avenue from Linton Street to Spuraway Avenue (6100) feet
- (8400) feet - TOTAL DISTANCE

\*

The estimated cost of this work including an allowance for Treasury and contingency cost is \$515,000.00.

The Committee noted that only projects number 1 and 2 had not been deleted from the program considered and recommended under date of September 1, 1977. They further noted the added project of Como Lake Avenue and it was explained that this decision was made in view of the fact that Como Lake Avenue had been removed from the Major Roads Referendum and this particular portion was badly in need of repair.

In an effort to confine the total cost to something approximating that which had been originally contemplated, further projects were not possible at this time.

Accordingly the Committee recommended that Council commence the steps necessary to authorize the funds required for this work by giving three (3) readings to Bylaw #795 in the amount of \$515,000.00, being a bylaw to authorize the borrowing of money for the purpose of providing funds for road reconstruction.

\*  
ABLED  
Co. Res 5  
# 1424/77

A financial impact statement is attached for the information of the reader.

ITEM P.W. 6 - Bridge Replacement on Glen Drive Over Hoy Creek

The Committee reviewed the report of the Deputy Engineer dated September 15, 1977 explaining that in accordance with instructions given during budget consideration the financing for this bridge structure was to be obtained from short term borrowing.

Accordingly, a suitable draft bylaw #799 was prepared which will authorize the funds necessary for the construction of the bridge.

The Committee recommends that Council give the first three (3) readings to Bylaw #799, being a bylaw to authorize the borrowing of money for the purpose of providing funds for bridge reconstruction.

The financial impact statement as prepared by the Municipal Treasurer and which accompanied the proposed 1977 Road Reconstruction Program takes this bylaw into consideration and likewise applies to this project.

ITEM P.W. 7 - Policy with Respect to Tendering and Purchase of Equipment by the Equipment Branch

At the request of the Chairman, this subject was placed on the agenda.

The Deputy Engineer, with the assistance of the Service Centre Superintendent Mr. D. Williams and the Purchasing Agent, Mr. K. Crowe, explained that it was the responsibility of the Service Centre Superintendent to prepare the specification of the particular piece of equipment which it is proposed to purchase.

This information is transmitted to the Purchasing Agent who, using appropriate forms which have been developed and up-dated over the years, solicits tenders from suppliers who wish to bid.

There is a closing date established for the receipt of bids and they are opened in the presence of the Municipal Clerk and one other municipal official, frequently the Purchasing Agent. The opening of tenders is public and therefore bidders have the opportunity of attending the opening process.

The tenders are in due course examined by the Purchasing Agent to determine if they have been properly submitted and then referred to the Service Centre Superintendent for his examination to determine which, in his opinion, complies with the specification and takes into consideration the availability of parts, supplier and company reputation, service history on similar equipment and all other factors which in his view are essential when considering the best proposal.

In turn, he makes his recommendation to the Purchasing Agent, recognizing that all other things being equal, it is our desire to purchase at the lowest price. The Purchasing Agent upon receiving the report of the Service Centre Superintendent makes his decision on the purchase and providing the item or items meet with the satisfaction of the Service Centre Superintendent and are within the approved budget appropriation, commences the necessary steps for its purchase.

In the event that the item or items selected exceeds the amount provided in the approved budget and/or is not the lowest bidder, a report is prepared and submitted to the Public Works Committee giving full details with the recommendations of the Engineering Department.

The Committee then considers this report and make their recommendation to the Municipal Council.

The Chairman and Alderman Sekora were fully satisfied that this was a satisfactory and acceptable process and endorsed the procedure in all respects.

1 READING  
20 READ  
1428, 24, 27

ITEM P.W. 8 - Tenders For North East Coquitlam Watermain Extension Project - 1977

A report was received itemizing the tenders received for the supply of material and installation for the watermain in the proposed North East Coquitlam Watermain Extension Project - 1977.

The Public Works Committee recommended that the Municipal Council pass the following resolution:

"THAT THE PROPOSAL SUBMITTED BY GLOBE EXCAVATION LIMITED FOR THE ENGINEERING CONSTRUCTION OF THE NORTH EAST COQUITLAM WATERMAIN EXTENSION PROJECT IN THE AMOUNT OF \$155,923.00 BE ACCEPTED, AND THAT THE DISTRICT OF COQUITLAM ENTER INTO AN APPROPRIATE CONTRACT WITH GLOBE EXCAVATIONS LIMITED AND SUCH AGREEMENT SHALL BECOME BINDING UPON THE DISTRICT WHEN DULY EXECUTED AND DELIVERED FOR AND ON BEHALF OF THE CORPORATION BY THE MAYOR AND MUNICIPAL CLERK WHO ARE SPECIFICALLY AUTHORIZED TO SIGN THE SAME AND TO AFFIX THE CORPORATE SEAL THERETO, AND TO DELIVER THE SAME AND THAT ALL AS THE ACT AND DEED OF THE DISTRICT OF COQUITLAM."

PAID  
CO. REC-5  
# 1428/77

Item P.W. 9 - Myrnam Street Extension

The Deputy Engineer was advised that the Land Use Committee at their meeting on September 20, 1977 requested that the subject of the Myrnam Street extension be considered at the earliest Public Works Committee meeting.

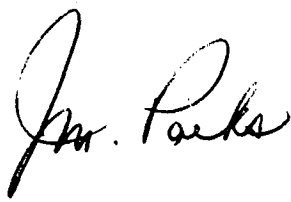
Inasmuch as the next Public Works Committee meeting was to be held on the following day, there was inadequate time to assemble earlier reports which had been prepared on this matter, and it was directed by the Chairman that a report be prepared by the Engineering Department for presentation at the next Public Works Committee meeting on this subject.

Item P.W. 10 - Letter from Crippen Engineering Ltd. to Johnson's Trucking Ltd. - Re: Bylaw #190-Soil Removal Permit #JTW010-77/78

The subject letter was tabled for information.

ITEM P.W. 11 - Report of Crippen Engineering Limited - August 1977

The subject report was tabled for information.



HFH/bb

Alderman John Parks, Chairman,  
Public Works Committee

REPORT OF THE PUBLIC WORKS COMMITTEE TO COUNCIL

A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, August 24, 1977.

PRESENTCOMMITTEE

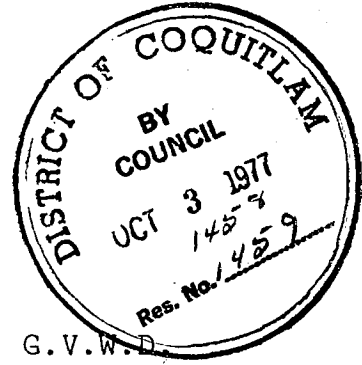
Alderman John Parks, Chairman  
Alderman Sekora

STAFF

A. Phillips  
W. Mechler, Senior Assistant Engineer - G.V.W.D.

VISITORS

Residents from North East Coquitlam

ITEM P.W.1- PROPOSAL FOR DEVELOPMENT OF A MUNICIPAL DRAINAGE SYSTEM

The attached staff report on this subject was received by the Committee. It was decided that, in their opinion, a Municipal Drainage System should be established by the adoption of a specified area bylaw indicated in the attached draft of Bylaw #759, 1977. Further, that this bylaw be adopted in accordance with the requirements of Section 616(4)(c) of the Municipal Act by the initiation of the plan by Council giving notice to the public of their intention to do so as provided in Clause 589 of the said Act. Staff were directed to finalize the bylaw for presentation to Council for three (3) readings through the Public Works Committee.

ITEM P.W. 2 - NORTH EAST COQUITLAM WATER SUPPLY EXTENSION

Staff described the proposed work to be undertaken and discussed, in detail, the proposed pumping arrangements designed to provide water to Zone 4 in the Hazel, Martin, Coy and Highland, Dayton areas. Specifically, it was noted that advantageous prices had been received from a contractor for the construction of pump stations to serve the two (2) areas and the design of the pump stations was such that they would have the capacity to provide peak water demands to twice the number of houses presently existing in these areas. This capacity was provided as pump sizes would not permit a further reduction in capacity. In addition, the pump stations would incorporate a high capacity pump to provide fire flows to the areas to ensure fire protection to the limit of the supply capacity of the six (6") supply main to the area. It was noted that the further expansion of water supply into the area could be accomplished by the replacement of the proposed pumps with larger pumps to the point where the capacity of the six (6") supply main, to provide for domestic consumption, was reached, and at that point it would become necessary to install permanent pumps and reservoir for Zone 4. The investment in temporary works was estimated to be approximately \$40,000.00 out of the total expenditure of approximately 1/2 million dollars. Both pump stations would be constructed below ground to minimize vandalism, maintenance and noise from pump operation, and the chamber be constructed for pump station #1 on Coast Meridian at Harper Road, sized to become the future permanent pump station to supply the future reservoir for Zone 4.

ITEM P.W. 2 - NORTH EAST COQUITLAM WATER SUPPLY EXTENSION

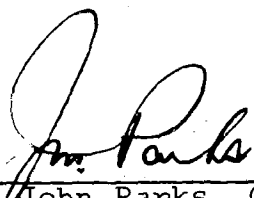
It was emphasized that 90% of the total expenditure would be invested in permanent works and that the temporary pumping facilities would serve the area for some years depending upon the rate of development of new homes requiring water service. At the present rate of development in the Coast Meridian area this period would be in the order of seven to eight years at which time the temporary pumps could be replaced at modest cost off-setting the ultimate need for investment in the second stage development of permanent pumping and reservoir for as long as possible.

The plans and specifications for the work were examined in detail by the residents in the area who discussed their various aspects with staff. The residents expressed their satisfaction with the proposed arrangements.

The Committee directed the Engineer to proceed with the expansion of the water system in the North East Coquitlam area in accordance with these plans, approving the purchase of the two (2) pump stations at the tendered price of \$63,400.00 and further, to proceed with the calling of tenders for the construction of the water mains. Staff indicated that they anticipated that the laterals in the Zone 3 area would be in service before the end of this year and that the watermain extensions served by the pump stations would be activated by about February 1978, the supply to the upper area being predicated upon the delivery dates for the pumps which was estimated to be February 1978.

Attached is a memorandum of the Consulting Engineer dated August 23, 1977 describing the pumping arrangements and the tender prices bid for the pump stations as received by the G.V.W.D. acting on behalf of the Municipality.

AP/bb

  
Alderman John Parks, Chairman,  
Public Works Committee

REPORT OF THE PUBLIC WORKS COMMITTEE TO COUNCIL

A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, October 5, 1977.

PRESENTCOMMITTEE

Alderman J. Parks, Chairman  
Alderman B. Robinson  
Mayor J.L. Tonn

STAFF

A. Phillips  
H.F. Hockey  
E.K. Newson  
J. Duguid

VISITORS

Mr. Ken Jones, B.C. Telephone  
Mr. Insley  
Mr. Hui

ITEM P.W. 1 - Carrier Equipment Manhole - Blue Mountain Street

The Engineer provided the Committee with a letter from B.C. Telephone Company dated October 5, 1977 which makes a request for permission to construct a large manhole approximately 35 feet long by 10 feet wide by 6 feet deep about 100 feet south of Floyd Avenue. It was noted that this proposed construction would require the removal of some of the newly completed improvement work and for that reason Mr. Jones of B.C. Telephone had been asked to attend the meeting to provide the Committee with first hand information on the subject. The original application to construct related to the manhole being located partially under the pavement which would have necessitated the removal of sidewalks, curb, gutter and pavement. In view of the opposition of the Engineer to this proposal, the company had reconsidered their design and moved it west to locate it clear of the pavement under the sidewalk. All costs relating to this work including the restoration of the sidewalks would be borne by the B.C. Telephone Company. The Committee discussed the necessity for this work with Mr. Jones and satisfied themselves that there was no alternative to approving the construction at this location.

ITEM P.W. 2 - Ridgeway Avenue Parking Mall between Nelson Street and Marmont Avenue

The Committee considered the staff report on this subject and discussed the relative merits of the alternative arrangements with staff and resolved that:

"CONCEPT NUMBER 2 AS PROVIDED IN THE REPORT OF THE ENGINEER DATED SEPTEMBER 20, 1977 BE ADOPTED AS THE BASIS FOR THE ULTIMATE DESIGN OF RIDGEWAY AVENUE BETWEEN NELSON AND MARMONT STREETS, SUBJECT TO THE PROVISION OF FUNDS FOR THIS PROJECT BEING APPROVED IN THE 1977 ROADS REFERENDUM."

ITEM P.W. 3 - Report on Policy for the Provision of Culverts at Property Entrances

The Committee received the attached staff report on this subject. The Chairman advised that having discussed this matter in detail with Alderman Sekora, he was of the opinion that the location discussed in the staff report was not that which was of concern to Alderman Sekora. The report was tabled pending further clarification from Alderman Sekora at the next Committee meeting.

ITEM P.W. 4 - Foot Frontage Water Extension Charges - Watermain  
Extension Bylaw #1413/67 - Amending Bylaw #97/72

The Committee received the attached staff report on this subject. It was noted that due to favourable tender prices being received recently for the North East Coquitlam Watermain Extension Project, the proposed increase in rates was minimal, but nevertheless consistent with the costs provided in that tender. The Committee resolved:

"THAT WHEREVER THE SUM STIPULATED IN BYLAW #97, 1972 IS \$13.00, THE SUM OF \$19.00 BE SUBSTITUTED THEREFORE; WHEREVER THE SUM STIPULATED IN THE SAID BYLAW IS \$6.50, THE SUM OF \$9.50 BE SUBSTITUTED THEREFORE; AND WHEREVER THE SUM STIPULATED IN THE SAID BYLAW IS \$5.40, THE SUM OF \$8.00 BE SUBSTITUTED THEREFORE."

ITEM P.W. 5 - Temporary Building Permit Applications - 655 Clarke Road,  
1770 Coleman Avenue, 20 Leeder Avenue

The applications for temporary building permits at 1770 Coleman Avenue and 20 Leeder Avenue received by the Committee at their last meeting were lifted from the table. The Committee advised the Chief Building Inspector that they were concerned that some temporary building permit application renewals appear to create permanent buildings. They requested that they be provided with detailed information as to how many temporary building permit renewals now existed in order to determine for themselves whether the temporary building permit was not being used as a method of getting around the building bylaw for permanent buildings. The Committee wished to satisfy themselves that temporary buildings are indeed temporary. It was stated that a policy was required to guide staff as to the maximum length of time for which temporary building permits would be issued. It was felt desirable to establish such a policy in order that the granting of such permits could be returned to a staff level decision rather than have each application presented to Council for consideration. It was suggested that the temporary building permit fee should be increased in such a way as to provide a deterrent to the abuse presently felt to be existing. Staff were directed to consider a revised fee structure which would differentiate between temporary buildings on residential property and those in commercial and industrial uses, and further that a sliding scale fee structure be considered such as \$100.00 for the first year permit, a \$1,000.00 for the first renewal, and \$5,000 for the second renewal with a mandatory requirement that no temporary building would be permitted to remain for a longer period than 3 years. It was suggested that such a fee structure would be applicable to industrial and commercial temporary building uses, and the scale for residential uses such as for boat building could be 1/10th of these amounts.

The Committee directed staff to give further consideration to this matter and report back to them as soon as possible in order that the bylaw could be revised.

The Committee then reviewed the applications for temporary building permits at 655 Clarke Road, 1770 Coleman Avenue and 20 Leeder Avenue and in each case, after careful consideration, resolved:

"THAT APPLICATIONS FOR TEMPORARY BUILDING PERMITS AT 655 CLARKE ROAD, 1770 COLEMAN AVENUE, 20 LEEDER AVENUE BE DENIED AT THIS TIME, AND FURTHER CONSIDERATION BE GIVEN TO THESE APPLICATIONS WHEN BYLAW REVISIONS TO THE FEE STRUCTURE HAVE BEEN ADOPTED."

PP 19  
1492/77

See  
R-2  
Co.  
1491  
1492  
1494/77

ITEM P.W. 6 - Notice of Motion to Council on Facilities for the Handicapped

The Committee received the attached staff report on this subject, and were advised by staff that Items 2, 3 and 4 were not directly related to engineering considerations. Item 2 was principally a matter of enforcement, and comments on this matter had been provided to the Municipal Solicitor in order that he could formulate his response. Consideration was therefore directed to Item 1 of this motion. After considerable discussion on the subject, the Committee adopted the resolution:

"THAT THE MUNICIPALITY WILL CAUSE TO BE INSTALLED WHEEL CHAIR RAMPS IN ALL COMMERCIAL DEVELOPMENTS AND THE IMMEDIATELY ADJOINING PUBLIC STREETS; AND THAT STAFF BE DIRECTED TO REVIEW THE PRESENT CONDITIONS ON PUBLIC STREETS ADJOINING EXISTING COMMERCIAL ZONED AREAS TO PROVIDE COSTS FOR THE CONSTRUCTION OF RAMPS IN ALL SUCH AREAS WHERE NECESSARY FOR CONSIDERATION IN THE 1978 CAPITAL BUDGET."

ITEM P.W. 7 - Proposal for Extension of Myrnam Street - South of Booth Avenue

The Committee were advised by staff that the major impediment to the extension of Myrnam was the need to provide for a crossing of the creek which cuts across the Myrnam Street right-of-way south of Booth Avenue and also for the relocation of a large drainage ditch which runs south from Booth Avenue on the Myrnam Street alignment into the creek. The Committee were provided with the attached plan showing the proposed extension to a cul-de-sac which was considered by the Committee in their budget discussions of 1976. Staff advised the Committee that the estimated cost of constructing the road extension to the cul-de-sac including the necessary drainage works was \$40,000.00. This amount did not include any land acquisition costs for widening the right-of-way nor the cost of a fully improved street standard (excluding curbs, gutters, pavement widening, street lights etc.) The Committee were of the opinion that in relating to other demands on the tax dollar, they could not recommend the provision of the necessary funds for this extension.

OTHER ITEMS OF DISCUSSION

The Committee received the communication from the Rotary Club of Coquitlam indicating that the Rotary Club were prepared to construct a bus shelter at the Winslow Avenue lay-by area presently under construction. The Committee directed that their thanks be conveyed to the Rotary Club for this generous offer.

After discussions relating to the proposed parking restrictions for the newly completed section of Blue Mountain Street between Austin and Como Lake Avenues, it was agreed that the establishment of a parking restriction on the east curb between 4:00 p.m. and 6:00 p.m. and on the west curb between 7:00 a.m. and 9:00 a.m. was desirable to maximize the efficient movement of traffic on this arterial in the peak hours.

Staff advised the Committee that traffic conditions on Dewdney Trunk Road between Westwood Street and the Lougheed Highway were currently being reviewed, and would be the subject of a future staff report.

Staff advised the Committee that the relocated crosswalk on Blue Mountain at Dansey was functioning extremely well and that the use of the original crossing at Rochester was now very limited. Staff were of the opinion that while this crosswalk would not be repainted in future, its removal was not essential in that it did provide a secondary marked crosswalk to alert drivers to the fact that pedestrians do have crossing rights at intersections. The removal of existing paint marks was difficult to accomplish effectively and for that reason, the markings were to remain until they are worn away by traffic.

Amended  
C. P. S.  
1498/77



OTHER ITEMS OF DISCUSSION (Cont'd)

The Committee reviewed the various resolutions of Council and reports of staff relating to the establishment of the one-way lane south of Austin between Walker and Fairway Street and concluded that the present arrangement provided at the resolution of Council should remain.

The Committee requested that a meeting with the Minister of Highways be arranged to take place immediately after the results of the Roads Referendum became known in order that discussions could be held with a view to obtaining Provincial Government subsidy for the proposed reconstruction of Como Lake Avenue between North Road and Clarke and also for Clarke Road between Como Lake Avenue and the Port Moody boundary.

The Committee considered a request for the provision of a fence along the public walkway between Austin and Charland adjoining 1868 Austin Avenue, and declined the request in keeping with the policy established in relating to previous similar requests. It was noted that the property line on the east side of this walkway had been fenced and hedged by the adjoining private property owner. Staff indicated that municipal crews would be directed to prune back the encroaching hedge on this walkway and also to remove the rocks which appear to have been placed upon it in order to ensure that the walkway was suitable for public use.

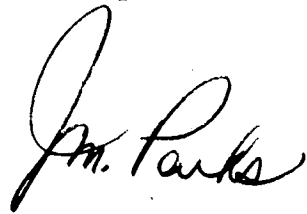
The copy of the attached memorandum from the Engineer to the Treasurer describing the projects to be included in the 1977 Roads Referendum was received by the Committee.

Correspondence from Commercial Truck and Crane Limited and Mr. Elias of 835 Como Lake Avenue was received by the Committee, and referred to staff for their consideration and action as necessary.

The Committee were advised by staff that a traffic signal light would be installed at the intersection of Blue Mountain and Como Lake Avenue as soon as the component parts were available from the manufacturer.

The Committee directed staff to make inquiries as to the scheduling for the further improvement of the traffic signal at Austin and North Road with consideration given to a further letter to the Ministry of Highways to encourage them to expedite this improvement.

The operation of the traffic signal at Marmont and Austin was considered by the Committee who received the attached pamphlet which is to be printed in the local newspaper to advise the public on this matter.



Alderman John Parks, Chairman,  
Public Works Committee

AP/bb

REPORT OF THE PUBLIC WORKS COMMITTEE TO COUNCIL

A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, October 19, 1977.

PRESENTCOMMITTEE

Alderman John Parks, Chairman  
Alderman Sekora  
Alderman Robinson

STAFF

H.F. Hockey  
W. Erwood  
J.J. Duguid  
B. Thomas  
A. Phillips

ITEM P.W. 1 - REPORT ON POLICY FOR PROVISION OF CULVERTS AT PROPERTY ENTRANCES

The previous staff report to the Committee was lifted from the table. Alderman Sekora advised the Committee that his concern related to an entrance in the 3400 block Harper Road to property owned by Mr. Art Ricard. Mr. Erwood advised the Committee that to his knowledge no culverts had been installed in this area prior to commencement of his employment in November 1974. He was aware that a culvert crossing existed in this area but so far as he was aware it had been installed some years ago. Alderman Sekora advised that he had received information that this crossing had been installed in contravention of the Municipal policy and that he had received this information from an unnamed individual who had at one time been hired together with his digger to work for the Municipality. Staff advised that the practice of hiring diggers had ceased in early 1976 as regards Public Works operations.

No positive evidence as to names, dates and locations was presented to the Committee, and the Public Works Superintendent was directed to have a survey crew ascertain the exact location of the crossing on Harper Road in relation to the adjoining property lines and then determine which property the crossing served and who owned that property. It was noted that Alderman Sekora was referring to a parcel of land comprised of four (4) legal lots around the Municipal water tank on Harper Road and could thus be served by a crossing to each of the four (4) lots in compliance with Municipal policy. The Chairman noted that in the absence of specific information relating to this matter, it was difficult, if not impossible, for staff to investigate any alleged wrong doings.

At the conclusion of the meeting Alderman Sekora re-opened discussion on this matter and proposed a resolution:

"THAT THE CULVERT POLICY BE CHANGED TO PROVIDE THE FULL COST OF ALL EXTENSIONS TO CULVERTS BEYOND THE BASIC 16' LENGTH PROVIDED WITHOUT COST, BE PAID FOR IN FULL BY THE PROPERTY OWNER WHOSE PROPERTY WAS BEING SERVED BY THE CULVERT".

This resolution was seconded for discussion. The Committee were concerned that a change in policy at this time might be unfair to those few remaining property owners who applied for this service. The Engineer advised the Committee that since the passing of the Subdivision Control Bylaw in 1973, most new building lots were provided in fully serviced subdivisions without the need for ditches and resulting culverts. The number of applications for culverts had been gradually dwindling in recent years to what might be considered an inconsequential number.

ITEM P.W. 1 - REPORT ON POLICY FOR PROVISION OF CULVERTS AT PROPERTY ENTRANCES (Continued)

The Committee tabled further consideration of this resolution pending receipt of a report from staff on this matter at their next meeting.

ITEM P.W. 2 - Correspondence from L.P. Elias - 835 Como Lake Avenue

The Committee received the letter from Mr. Elias requesting that the District construct a fence along the west side of his property which was a common property line with the Municipal pedestrian walkway between Como Lake Avenue and Stanton Avenue. Staff provided photographs of the walkway which indicated that properties abutting the walkway in other sections had provided fences to their property. The Committee directed that Mr. Elias be advised that funds were not available for the construction of such a fence and that the provision of such by the District would be inconsistent with established policy.

ITEM P.W. 3 - Correspondence from Commercial Truck & Crane - 90 Leeder Avenue

The Engineer advised that this correspondence related to a short section of Leeder Avenue which was a dead end spur from the main route into the industrial developments south of the freeway. It was a gravel surfaced road which warranted an asphalt pavement. Commercial Truck and Crane was an active business generating considerable truck traffic.

The Engineer advised the Committee that as the current paving season was drawing to a close and the staff deadlines for the completion of the 1977 Amended Budget had been passed, he had received prior authorization from the Chairman to include necessary funds in the Amended Budget in order to provide for the paving of the 100 block Leeder Avenue. The Committee agreed with this action.

OTHER BUSINESS

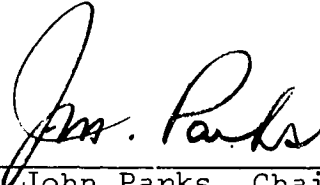
The Committee received the attached letter from staff to the District of Burnaby dated October 13, 1977 relating to traffic signal revisions at Austin/North Road intersection. The Committee directed that a letter be prepared to the Minister of Highways with a copy to Mr. Kerster for the signature of the Chairman requesting that immediate attention be given to the improvement of this signal and further, that a letter be directed to Burnaby Council together with a copy of the letter to the Minister requesting their support for the signal improvement.

The Committee discussed correspondence from Mrs. R. Van Keeken, 2065 Como Lake Avenue. This correspondence related to traffic operational problems on Como Lake Avenue at Montrose. Staff advised the Committee that at the time Mrs. Van Keeken's first letter dated August 11, 1977 was received, a Municipal works crew applied calcium chloride to the gravel shoulder in order to provide some relief to the dust problem of which she complained. At the time Mrs. Van Keeken wrote on this matter a lengthy petition had been received from area property owners expressing several concerns relating to traffic operational problems on Como Lake Avenue between Linton and Montrose. Initial review of this petition by staff indicated that the problems primarily resulted from the need to improve Como Lake Avenue in this section, at least, to Municipal arterial standard. The report to staff on this matter had therefore been delayed pending Council consideration as to whether or not Como Lake Avenue would be included in the Roads Referendum for improvement to arterial standard. The adoption by Council of the Roads Referendum Program on September 26 excluding the improvement of Como Lake Avenue resulted in staff returning to the earlier petition in order to attempt to resolve the problems outlined therein. The principal problem in this section is the delay to thru movement in a westerly direction resulting from cars waiting to make left turn entrances into the shopping centre area and thru traffic therefore turning onto the gravel shoulder on the north side to get around this waiting traffic. The use of the gravel shoulder created several problems not the least of which was dust. The staff report on this subject is almost complete and will be presented to the next meeting of the Public Works Committee..

OTHER BUSINESS (Continued)

In the meantime, several Engineering staff members had been in telephone contact with Mrs. Van Keeken discussing the problem.

AP/bb



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Alderman John Parks, Chairman,  
Public Works Committee

REPORT OF THE PUBLIC WORKS COMMITTEE TO EXECUTIVE COMMITTEE

A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, October 19, 1977.

PRESENT

COMMITTEE

Alderman Parks, Chairman  
Alderman Sekora  
Alderman Robinson

STAFF

H.F. Hockey  
W. Erwood  
J.J. Duguid  
B. Thomas  
A. Phillips




ITEM P.W. 1 - REPORT ON GRAVEL OPERATIONS ADJOINING PIPELINE ROAD

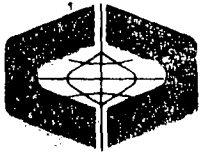
The Committee received the attached report and map prepared by Mr. Thomas of Crippen Engineering Limited. The Engineer explained the need for this matter to be dealt with in camera as the solicitor had advised Council in Executive Committee that the District may become involved in a lawsuit resulting from the recent fatal traffic accident on Pipeline Road. Mr. Thomas was directed to seek the advice of the Municipal Solicitor to ensure that his report did not contain anything which might prejudice the position of the District.

Mr. Thomas advised the Committee that the last paragraph of his report summarizes the position with regard to stock piles. He noted that the third paragraph of his report relates to a condition which existed for one day only. Other than that, the only occasion when gravel encroaches on the road is when it scatters from stock piles during loading operations. It was noted that Mr. Thomas is responsible for administering the regulations of the Soil Removal Bylaw which covers the various areas indicated on the attached map. The responsibility for enforcement of Bylaws in general including misuse of public road allowances rests with the Bylaw Enforcement Officer. As a peace officer the B.L.E.O. has greater power than Mr. Thomas.

It was established that in the event that members of Council receive complaints from the public relating to gravel operations including alleged encroachments on Pipeline Road, they should be referred to Mr. Thomas who is responsible for immediate investigation of such complaints. In the event that an infraction of the Soil Removal Bylaw occurs, then Mr. Thomas is expected to take the necessary action to rectify the matter; in the event that some other infraction of the law occurs, then Mr. Thomas would be expected to direct the matter to the B.L.E.O. in order that necessary action can be taken.

AP/bb

  
Alderman John Parks, Chairman,  
Public Works Committee



# CRIPPEN ENGINEERING LTD.

1605 HAMILTON AVENUE / NORTH VANCOUVER, B.C. / CANADA V7P 2L9  
TELEPHONE: (604) 985-4111 / TELEX: 04-352629 / CABLE: CRIPENG

1186 Pipeline Road, Coquitlam, B.C.

PW  
EXECUTIVE

October 17, 1977

Dist. File 007-024  
C.E. File 13002.04

## REPORT TO THE DISTRICT OF COQUITLAM MUNICIPAL ENGINEER

Reference: Gravel Stockpiling Adjoining Pipeline Road.

The attached map entitled , Gravel Pit Properties - April, 1973, As Designated By The Soil Removal Bylaw, indicates the general location of stockpiles presently in existence on the properties adjoining Pipeline Road and Pine Tree Way, where soil removal operations are in progress. Storage of crushed gravel in the stockpile locations indicated on the Eastern side of Pipeline Road in Area B was allowed prior to the 1973 enactment of the Soil Removal Bylaw, and has continued to date without any objection known to me. Care is taken to ensure that these stockpiles do not encroach or intrude upon the public thoroughfare or private property.

As you are aware, the Soil Removal Bylaw prohibits the removal of soil in all areas of the Municipality other than on the lands described in section 13 of the Bylaw. Although the Bylaw does not specifically state that stockpiling is prohibited on the Eastern side of Pipeline Road, section 7, subsection (d) states that stockpiles of soil shall be confined to the location described in the Permit application, and shall be maintained so that they do not affect or damage adjacent properties.

As explained in my report of September 31, a small amount of processed concrete aggregate was inadvertently placed by J. Cewe employees on property owned by J. Cewe, and located on the East side of Pipeline Road opposite the pit M area on September 28. This operation ceased immediately when it was brought to the attention of Cewe's plant superintendent that stockpiling of gravel in that location was outside the Permit area for pit M, and was therefore not allowed.

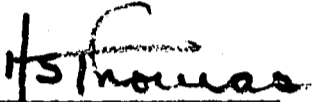
No harm was done to any public or private property by this demeanor. The material in question had been sold as a special order, and is presently being hauled away by the purchaser.

.....2

To my knowledge, there are no stockpiles now affecting or damaging adjacent properties or encroaching upon Pipeline Road.

The Soil Removal Bylaw does not contain regulations to control lands other than those described in section 13 of the Bylaw. Therefore, the use of public street right-of-way is not controlled by the Soil Removal Bylaw. However, I maintain surveillance of all soil removal operations and investigate all alleged or suspected violations of the soil removal Permits and advise the Municipal Engineer whenever a Permit holder fails to comply with my instructions. Cooperation with the Permit holders is, in general, satisfactory, and I find most violations of the Permit are generally of a minor nature and are usually due to a supervisor's ignorance of the conditions imposed by the Permit, or Bylaw regulations.

Crippen Engineering



H.S. Thomas, Manager  
District of Coquitlam  
Soil Removal Bylaw #190

HST/ljt

Attachment: 1

**LEGEND**

- G.V.S. & D.D.
- CONSTRUCTION AGGREGATES
- ALLARD CONSTRUCTION
- J. CEWE LTD.
- COLUMBIA BITHULITHIC
- DEEKS - McBRIDE
- JOHNSON TRUCKING
- KASK BROS.
- MUNICIPAL PIT
- S. & S. GRAVEL

*East side of Pipeline Road not zoned for gravel removal.  
Gravel removal permitted to the northern boundary of  
the S.W. 1/4 of Sec. 25, TWP. 39.*

INDICATES POSTING BY I.P.  
IN 1973, BY BURNETT  
SURVEYS LTD.

INDICATES GRAVEL STOCKS PILES

CITY OF PORT MOODY

CITY OF PORT COQUITLAM



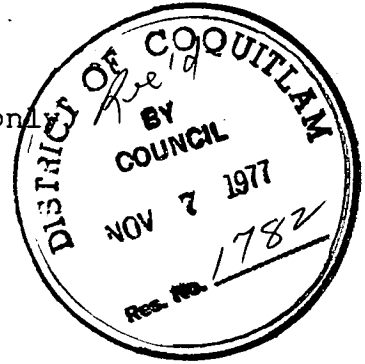
REPORT OF THE PUBLIC WORKS COMMITTEE TO COUNCIL

A meeting of the Public Works Committee was held in the Council Chambers at 3:30 p.m. on Wednesday, November 2nd, 1977.

PRESENT

COMMITTEE

Alderman John Parks, Chairman  
Alderman Robinson  
Mayor Tonn (Attended for Item P.W. 5 on



STAFF

A. Phillips  
J.J. Duguid  
R.W. Rush

VISITORS

11 residents from the area adjoining the Como Lake Shopping Centre

ITEM P.W. 1 - Gatensbury Street, Como Lake Park

The Committee reviewed the attached staff report on this subject and resolved:

"THAT GATENSBURY STREET BE CLOSED TO THROUGH TRAFFIC AT SMITH AVENUE AS INDICATED ON SKETCH ONE OF THE STAFF REPORT DATED OCTOBER 14TH, 1977 WITH COSTS FOR THE NECESSARY ROAD WORKS AMOUNTING TO \$4,900.00 PROVIDED IN THE 1978 ANNUAL BUDGET".

Having reached this decision the Committee reviewed Items 5, 10 and 12 contained in the Staff Report and concluded that with the closure of Gatensbury Street the reduction in traffic volumes would improve the safety aspects for pedestrians and therefore the existing sidewalk on the east side of Gatensbury would be adequate. In relating to Item 10 the closure of Gatensbury Street would permit the reversal of the current stop sign control at the Foster Gatensbury intersection whereby Gatensbury Street would be stopped at Foster while Foster would become the through street. This reversal would be installed when the closure of Gatensbury was completed. Consideration of Item 12 resulted in the conclusion that the installation of delineator posts on the east side of Gatensbury was still desirable and staff were directed to install the posts from funds available in Account No. 232612 in the 1977 Annual Budget. The Committee resolved:

"THAT A SCREENING WALK ON THE WEST SIDE OF GATENSBURY BETWEEN FOSTER AND THE SOUTH PARKING LOT NOT BE CONSTRUCTED; THAT WHEN GATENSBURY STREET IS CLOSED TO THROUGH TRAFFIC THEN STOP SIGNS BE ERECTED ON GATENSBURY AT FOSTER AND THE EXISTING STOP SIGNS ON FOSTER AT GATENSBURY BE REMOVED; AND THAT REFLECTORIZED DELINEATOR POSTS BE INSTALLED ON THE EAST SIDE OF GATENSBURY BETWEEN FOSTER AND REGAN FROM FUNDS AVAILABLE IN THE 1977 ANNUAL BUDGET ACCOUNT NO. 232612 TRAFFIC SIGNS."

ITEM P.W. 2 - Policy for Fencing on Pedestrian Walkways

The Committee received the Staff Report on this subject and noted that it was their practice to review each request for fencing on pedestrian walkways individually before arriving at a decision. Such requests were not refused merely on the basis of an established policy. Nevertheless the Committee felt that the current policy of not providing fences on established pedestrian walkways unless unusual circumstances justify such provision be continued.

ITEM P.W. 3 - Report on policy for the provision of culverts at property entrances

The Committee received the attached Staff Report on this subject and resolved:

"THAT THE EXISTING POLICY PROVIDING A BASIC 16 FOOT CULVERT LENGTH WHERE REQUIRED FOR ACCESS TO PROPERTIES WITHOUT COST TO THE PROPERTY OWNER BE CONTINUED AND THAT THE CHARGE MADE TO PROPERTY OWNERS FOR EXTENSIONS BEYOND THE BASIC 16 FEET TO A MAXIMUM OF 8 ADDITIONAL FEET BE INCREASED FROM \$2.50 TO \$12.50 PER FOOT".

ITEM P.W. 4 - Dewdney Trunk Road East of Lougheed Highway Speed Limits and Road Vibrations

The Committee received the attached Staff Report on this subject and resolved:

"THAT DEWDNEY TRUNK ROAD BE CLOSED TO THROUGH TRAFFIC EAST OF THE LOUGHEED HIGHWAY AS INDICATED IN FIGURES 3 AND 4 OF THE ATTACHED STAFF REPORT DATED OCTOBER 13TH, 1977 AND THAT THE MINISTRY OF HIGHWAYS BE REQUESTED TO UNDERTAKE MODIFICATIONS TO THE INTERSECTION AS INDICATED IN FIGURE 4 AND THAT MR. G. KERSTER, M.L.A., BE ADVISED OF THESE DECISIONS AND THAT FUNDS BE ALLOCATED IN THE 1978 ENGINEERING DEPARTMENT BUDGET IN THE AMOUNT OF \$2,000.00 FOR THE CONSTRUCTION OF A CUL-DE-SAC ON DEWDNEY TRUNK ROAD AS INDICATED ON FIGURE 4 OF THE SAID STAFF REPORT."

ITEM P.W. 5 - Traffic Operational Problems on Como Lake Avenue at Custer Court and Montrose Street.

The Committee received the attached Staff Report on this subject. The Chairman introduced the concerns of the area residents as being conflicts between vehicular traffic on Como Lake Avenue and pedestrians, particularly school children crossing Como Lake Avenue between Linton and Montrose. In addition, property owners on Como Lake Avenue were concerned that turning movements from Como Lake Avenue onto Montrose and Linton impeded through traffic movements which resulted in through traffic using the north gravel shoulder of Como Lake Avenue to bypass the turning traffic which created hazardous conditions and dust problems. Mr. Duguid explained the contents of the Staff Report to the Committee and the area residents attending the Meeting and a general discussion between the Committee and the area residents ensued. It was felt that the principal recommendation of the staff report to provide a third lane in this section of Como Lake Avenue would result in a considerable improvement in traffic operations but the area residents were still concerned with the safety of school children crossing Como Lake Avenue in this area. They indicated their intention to insist upon the provision of an adult crossing patrol at a suitable location and were advised that this requirement should be directed to the School Board. It was noted that the pavement reconstruction proposed in the 1977 Roads Referendum would provide an opportunity to regrade the section of Como Lake Avenue west of Linton where a sharp rise was considered to reduce sight distances undesirably.

It was felt that this problem should be discussed with a larger gathering of area residents. For this reason the Committee tabled the Staff Report in order that a Special Meeting with area residents could be arranged.

ITEM P.W. 6 - Temporary Building Permit Applications

The Committee received the attached Staff Report relating to Temporary Building Permit Procedures and Fees and while they were in agreement

with establishing a time limit for the duration of a temporary building permit they were not satisfied that the retention of the current permit fee schedule would provide an incentive to applicants to consider the justification for their proposal to create a temporary building as against a permanent building complying with established by-laws. It was felt that the use of the word temporary resulted in two differing interpretations wherein the applicant related to a time frame wherein a building was not required for an indefinite period of time and was therefore, in his eyes, not a permanent building whereas the term temporary was used by the Building Department to convey a short term use building which was proposed to be constructed outside the requirements of the building and zoning by-laws. In many cases temporary buildings could be constructed to conform to the by-laws by modest modification of the applicants' proposals but the applicant in attempting to minimize his building costs is not inclined to upgrade the proposed construction to comply with the by-laws. It was felt that there was a clear delineation between proposed buildings which, due to the absence of primary services, could not be constructed to comply with the building and zoning by-laws and those which were to be located in areas where all services were available and could therefore be constructed to comply with the by-laws. It was determined that temporary building permits applications should be assigned to three classifications, namely:

Class One - Buildings to be erected in areas where primary services were not available and could therefore not be constructed to comply with current by-laws relating to standards for permanent buildings.

Class Two - Those applications made for buildings in residential areas specifically for temporary use by amateur boat builders wherein an applicant was proposing to construct a shelter to contain the construction of a boat to be undertaken by the applicant on his own residential property.

Class Three - Those applications for construction of buildings in areas where all services are available and such buildings could be constructed to comply with the prevailing by-laws for permanent building construction.

It was felt that current scale of temporary building permit fees should apply to applications falling into Classes One and Two and that the current scale should apply to the first annual permit issued in Class Three only. The renewal fee for applicants in Class Three should be increased to an amount of \$500.00 for each annual renewal as a fixed sum. Staff would be authorized to issue temporary building permits in the three classes initially and for the first annual renewal applying the fees as stated above. All renewals of temporary building permits beyond a maximum of two years would be referred to council and renewals by them for further periods would be governed by the appropriate fees i.e. the current permit fee scales for renewals in Classes One and Two and the renewal fee of \$500.00 for Class Three.

The Chief Building Inspector was directed to draft the necessary amendments to the By-Law to establish this policy for adoption by Council.

The tabled temporary building permit applications were lifted from the table and dealt with as follows:

West-Lin Gravel, Pine Tree Way: The Committee recommended approval of this temporary building permit application renewal as falling in a Class One category.

1770 Coleman Avenue - This application was approved as falling in a Class Three category.

20 Leeder Avenue - This renewal was approved as falling in a Class Three category.

655 Clarke Road - This application was rejected in accordance with the recommendations of the Chief Building Inspector and it was further noted that an application for renewal of the existing temporary building permit for the original temporary building on this site would be referred to Council as an extension beyond the two year limit falling in a Class Three category.

615 North Road - Approval was granted to the application for a temporary building permit to accommodate a day care centre this application falling in a Class Three category.

12/19/77  
Co. Res.  
#179/77

ITEM P.W. 7 - JUSTIFICATION FOR TRAFFIC ISLANDS AT COMO LAKE AVENUE AND CLARKE ROAD INTERSECTION

The Committee received the attached Staff Report on this subject which provides the record of information reviewed by Councils in 1974 and 1975 which resulted in the installation of the present traffic islands and resolved:

"THAT THE EXISTING TRAFFIC ISLANDS WHICH DENY EAST WEST TRAFFIC MOVEMENT ACROSS CLARKE ROAD AT COMO LAKE AVENUE BE RETAINED."

ITEM P.W. 8 - TRAFFIC OPERATIONAL PROBLEMS IN THE LANE NORTH OF AUSTIN AVENUE AT ITS INTERSECTION WITH THE LANE AND PEDESTRIAN WALKWAY EAST OF HILLCREST.

At the request of the Chairman, the Traffic Operations Supervisor reviewed this problem. The use of the pedestrian walkway between Austin Avenue and the lane north was extremely hazardous to pedestrians particularly children as the walkway discharged into the intersection of the east west and north south lanes. It was felt that the lane construction could be modified by the construction of a pedestrian walkway on the west side of the lane to extend the walkway through to Haversley. This construction would include a pedestrian refuge area which would enable pedestrians to view the east west lane in safety before crossing to the pedestrian walkway. It was estimated that this work would cost \$700.00. The Committee resolved:

"THAT THE LANE EXTENDING SOUTH FROM THE INTERSECTION OF FERRIS AND HAVERSLEY BE MODIFIED TO PROVIDE A PEDESTRIAN WALKWAY AND REFUGE ON THE WEST SIDE AT AN ESTIMATED COST OF \$700.00 THIS AMOUNT BEING PROVIDED FROM FUNDS AVAILABLE IN THE 1977 TRANSPORTATION SERVICES CAPITAL BUDGET ACCOUNT NUMBER 532990 - MISCELLANEOUS."

12/19/77  
Co. Res.  
#179/77

ITEM P.W. 9 - CORRESPONDENCE FROM THE MATHEWSON RATE PAYERS ASSOCIATION RE MEETING ON NOVEMBER 15TH, 1977.

The Committee received the attached correspondence from the Dartmoor Mathewson Ratepayers Association dated November 19th, 1977 and resolved:

"THAT THE MUNICIPAL ENGINEER AND PLANNING DIRECTOR BE AUTHORIZED TO ACCEPT THE INVITATION OF THE DARTMOOR MATHEWSON RATEPAYERS ASSOCIATION TO ATTEND ITS MEETING ON NOVEMBER 15TH, 1977."

12/19/77  
Co. Res.  
#179/77

Alderman John Parks, Chairman,  
Public Works Committee

REPORT OF THE PUBLIC WORKS COMMITTEE TO COUNCIL

A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, November 16, 1977.

PRESENT:COMMITTEE

Alderman John Parks

Mayor Tonn

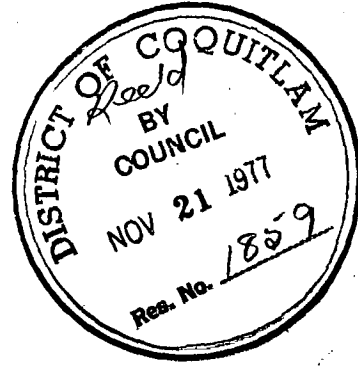
STAFF

A. Phillips

H.F. Hockey

R.W. Rush

B. Thomas

ITEM P.W. 1 - 1978 PROVISIONAL BUDGET

The attached staff report including the 1978 Provisional Budget for the Engineering Department was received by the Committee for information.

ITEM P.W. 2 - TENDERS FOR STANDBY SNOW PLOW EQUIPMENT

The attached staff report was reviewed by the Committee who adopted a resolution:

"THAT THE TENDER SUBMITTED BY STEENS GRADER SERVICE LIMITED, 850 VICTORIA DRIVE, PORT COQUITLAM, B.C. FOR THE SUPPLY OF ONE (1) STANDBY SNOW PLOW UNIT IN ACCORDANCE WITH THE DISTRICT OF COQUITLAM SPECIFICATIONS AT THE RATE OF \$25.00 PER DAY STANDBY RATE, AND \$35.00 PER HOUR OPERATIONAL RATE BE ACCEPTED AND THAT THE DISTRICT OF COQUITLAM ENTER INTO A CONTRACT WITH STEENS GRADER SERVICE LIMITED AND SUCH CONTRACT SHALL BECOME BINDING UPON THE DISTRICT WHEN DULY EXECUTED AND DELIVERED FOR AND ON BEHALF OF THE CORPORATION BY THE MAYOR AND MUNICIPAL CLERK WHO ARE SPECIFICALLY AUTHORIZED TO SIGN THE SAME AND TO AFFIX THE CORPORATE SEAL THERETO, AND TO DELIVER THE SAME AND THAT ALL AS THE ACT AND DEED OF THE DISTRICT OF COQUITLAM."

ITEM P.W. 3 - APPLICATION BY LAFARGE CONCRETE FOR SOIL REMOVAL PERMIT

The attached staff report on the subject was reviewed by the Committee who adopted a resolution:

"THAT THE MUNICIPAL ENGINEER BE AUTHORIZED TO ISSUE A SOIL REMOVAL PERMIT TO LAFARGE CONCRETE LIMITED IN ACCORDANCE WITH THE CONDITIONS OF THEIR APPLICATION FOR THE REMOVAL OF SOIL FROM A PART OF LOT 36 LYING NORTH OF PLAN 45990 AND LOT 37 EXCEPT PLAN 45990, SECTIONS 11 and 14, TOWNSHIP 39, AS SHOWN ON SECOND EDITION OF THE SUBDIVISION OF THE SAID SECTION DATED OTTAWA, SEPTEMBER 4, 1929, GROUP 1, NEW WESTMINSTER DISTRICT."

ITEM P.W. 4 - TEMPORARY BUILDING PERMITS

The Committee reviewed the attached Bylaws #813 and 814, 1977 which are to amend the District of Coquitlam Building Bylaw #73, 1972 and the District of Coquitlam Zoning Bylaw #1928, 1971 respectively. These amending bylaws were drafted by staff to provide for a modification in the processing of temporary building permits as directed by the Committee at their last meeting.

It was noted that applications for temporary building permits were still outstanding as follows:

- 1) West Lynn Gravel - Pinetree Way:

The Committee recommended approval of this temporary building permit application renewal as falling in a Class 1 category.

1860/1977  
 Co. Res. 3  
 1861/77  
 Co. Res. 5  
 1862/77

ITEM P.W. 4 - TEMPORARY BUILDING PERMITS (Cont'd)

2) 1770 Coleman Avenue:

This application was approved as falling in a Class 3 category.

3) 20 Leeder Avenue:

This renewal was approved as falling in a Class 3 category.

655 Clarke Road:

This application was rejected in accordance with the recommendations of the Chief Building Inspector and it was further noted that an application for renewal of the existing temporary building permit for the original temporary building on this site would be referred to Council as an extension beyond the two (2) year limit falling in a Class 3 category.

The Committee resolved:

THAT BYLAW #813 A BYLAW TO AMEND THE DISTRICT OF COQUITLAM BUILDING BYLAW #73, 1972 BE GIVEN THREE READINGS; AND THAT BYLAW #814, 1977 A BYLAW TO AMEND THE DISTRICT OF COQUITLAM ZONING BYLAW #928, 1971 BE REFERRED TO A PUBLIC HEARING."

ITEM P.W. 5 - PETITION FOR STREETLIGHTING ON ARMADA STREET

The Committee received the petition dated November 4, 1977 from residents on Armada Street requesting the installation of streetlights. Staff advised the Committee that resulting from Council resolutions in 1973 streetlighting systems had been designed and costs estimated for the provision of streetlights to Pinnacle, Surf, Fleet, Cove, Starlight, Armada, Daybreak, Cape, and Spuraway. Three alternative programs were devised, the first to provide streetlighting to Municipal standards as one unit over the total area, the second to provide streetlighting to any single street individually within the area, and a third to provide lighting to intersections within the area where none presently existed. This information was summarized and forwarded to the Municipal Treasurer in 1975. This information was received by the Committee together with a memorandum dated November 14, 1977 from the Treasurer to the Engineer which is also attached and was received by the Committee.

The Committee resolved:

"THAT LOCAL IMPROVEMENTS BE INITIATED BY THE MUNICIPALITY FOR THE PROVISION OF STREETLIGHTING TO MUNICIPAL STANDARDS ON A STREET BY STREET BASIS FOR PINNACLE, SURF, FLEET, COVE, STARLIGHT, ARMADA, DAYBREAK, CAPE AND SPURAWAY IN ACCORDANCE WITH THE DESIGNS PREPARED BY THE ENGINEERING DEPARTMENT IN 1975 AND THAT FUNDS FOR THE MUNICIPAL SHARE OF THIS LOCAL IMPROVEMENT BE INCLUDED FOR CONSIDERATION IN THE 1978 ANNUAL BUDGET."

Staff were directed to advise the petitioners of this recommendation.

ITEM P.W. 6 - CORRESPONDENCE FROM B.C. HYDRO TRANSIT RE: DARTMOOR HIGHLANDS TRANSIT PROPOSAL

The attached correspondence from B.C. Hydro Transportation Division dated November 3, 1977 was received by the Committee for information.

APPROVED  
Co. #1872/77  
APPROVED  
Co. #1872/77  
APPROVED  
Co. #1872/77  
RES  
Co. #1872/77

ITEM P.W. 7 - CORRESPONDENCE RE: SOIL CONSERVATION ACT

The attached correspondence from the Soils Branch of the Ministry of Agriculture dated October 31, 1977 forwarded to the Committee by the Municipal Clerk was received for information.

ITEM P.W. 8 - CORRESPONDENCE FROM THE MINISTRY OF HIGHWAYS RE: TRAFFIC SIGNAL NORTH ROAD AND AUSTIN AVENUE

The Committee received the attached letter dated November 2, 1977 from the Director of Traffic Engineering, Ministry of Highways relating to the request for modifications to the traffic control signal at Austin and North Road requested by the Municipality. The Committee were advised that staff were assembling the information requested by the Ministry of Highways and were working with their counterparts in the District of Burnaby in order to prepare a response to this letter. The Committee requested that Alderman Parks be advised when this information was completed and be provided with a copy of the response to the Ministry in order that this matter could be placed before Mr. George Kerster, M.L.A.

ITEM P.W. 9 - REPORT OF CRIPPEN ENGINEERING LIMITED ON SOIL REMOVAL OPERATIONS FOR THE MONTH OF OCTOBER 1977

The Committee received the attached report dated October 31, 1977 prepared by Mr. Thomas for information.

ITEM P.W. 10 - SUBSURFACE DRAINAGE FROM MUNDY PARK AFFECTING PROPERTIES IN THE 2200 BLOCK KING ALBERT

The Committee received the attached staff report on this subject and adopted a resolution:

"THAT FUNDS AMOUNTING TO \$1,000 BE APPROPRIATED FROM THE GENERAL PROVISION FOR OPERATING AND CAPITAL PURPOSES AS CONTAINED IN THE 1977 ANNUAL BUDGET TO PROVIDE FOR THE INSTALLATION OF A TILE DRAIN EXTENDING EASTERLY FROM MUNDY CREEK ON THE SOUTH BOUNDARY OF MUNDY PARK FOR A DISTANCE OF APPROXIMATELY 450' AND THAT THE ENGINEER BE AUTHORIZED TO PROCEED WITH THIS WORK."

ITEM P.W. 11 - COQUITLAM RIVER WATER MANAGEMENT STUDY

The Engineer advised the Committee that he had been receiving draft copies of chapters of the report of the task force on the water management study and had now received a draft of all chapters containing technical input on the subject, but that no recommendations were yet prepared. The Engineer had been advised by the Project Manager for this study that it was intended that recommendations resulting from the study would be prepared after receiving input from all parties relating to the study. For purposes of receiving such input, the Management Study Task Force were meeting in the Coquitlam Municipal Hall on Wednesday, November 23, 1977 commencing at 10:00 a.m. and the Engineer felt that the members of Council might be interested to attend this session. The draft report relating to technical input received thus far was lengthy and complex, but as yet served little practical purpose as the all important recommendations were not yet formulated.

PP 12  
Co. Parks  
10/27/77

AP/bb

John M. Parks p.p.s.  
Alderman John Parks, Chairman,  
Public Works Committee

REPORT OF THE PUBLIC WORKS COMMITTEE TO COUNCIL

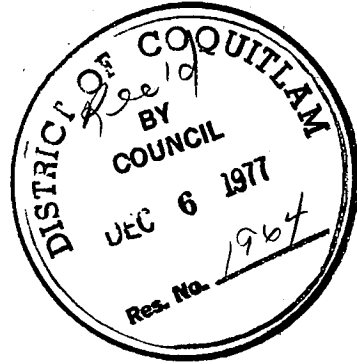
A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, November 30, 1977, with the following persons present:

COMMITTEE

Alderman Parks, Chairman

STAFF

A. Phillips  
E.K. Newson  
J.J. Duguid  
W. Erwood  
Fire Chief Falcon



ITEM P.W. 1 - Correspondence Received From - A.L. Jeffery - 3044 Lazy A Street - Re: Open Ditches

The Committee received the attached correspondence from Mr. Jeffery dated November 16, 1977. It was noted that ditch elimination in the Ranch Park area was the first priority project contained in the proposed Municipal Drainage System. The concerns of the correspondent were recognized and would provide valuable input in the forthcoming further considerations of the proposed Municipal Drainage System by Council.

ITEM P.W. 2 - Dawes Hill Road East of Mundy Street

The attached staff report on this subject was received and the Committee agreed with the staff recommendation that further attempts to define the pedestrian walking area on the north side of Dawes Hill Road east of Mundy Street be discontinued and also that staff continue with their efforts to initiate a bus service for the Dartmoor Highland area that will cater to the needs of school children attending Cape Horn Elementary School.

Staff were directed to include a provision in the proposed 1978 Annual Budget for construction of a suitable sidewalk on Dawes Hill Road east of Mundy Street in order that this expenditure can be reviewed by all members of Council in relation to other required expenditures during their consideration of the Budget.

ITEM P.W. 3 - Correspondence Received From C. Bollman, Re: Extension of Myrnam Street - South of Booth Avenue

The Committee received the attached correspondence dated November 8, 1977 from Mr. Carl Bollman and staff were directed to include a provision for the extension of Myrnam Street south of Booth Avenue in the 1978 Annual Budget for further consideration by Council in their review of proposed expenditures prior to the establishment of the 1978 Budget.

ITEM P.W. 4 - Thompson Avenue Sidewalk

The Committee received the attached staff report on this subject and concurred with the recommendations contained therein adopting a resolution:

"THAT, SINCE THE MAJORITY OF PROPERTY OWNERS ON THOMPSON AVENUE INDICATED THAT THEY WERE NOT IN FAVOUR OF A LOCAL IMPROVEMENT ON THOMPSON AVENUE TO PROVIDE A SIDEWALK, THIS LOCAL IMPROVEMENT INITIATIVE BE DISCONTINUED AND THE PROPERTY OWNERS BE SO NOTIFIED".

*Handwritten notes:*  
1977-12-12  
Co. 12/12/77  
W/m





ITEM P.W. 9 - Correspondence Received From Water Investigations Branch  
Re: Coquitlam River Water Management Study

The attached correspondence dated November 16, 1977 from Mr. L.A. Bergman forwarding the first draft of Chapter 10 "discussion and recommendations" of the Coquitlam River Water Management Study Report was received by the Committee. The Committee directed staff to advise Mr. Bergman that since the sedimentation studies were carried out in 1976 no measure of the beneficial effects of the modifications to the J. Cewe Limited operation imposed by Council in the spring and summer of 1977 had been made. It was felt that the comments and recommendations on gravel operations should be reviewed by the Municipal Solicitor and the Committee adopted a resolution:

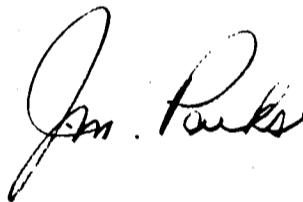
SP: R-3  
1970/177\*

"THAT THE MUNICIPAL SOLICITOR PROVIDE THE MUNICIPAL COUNCIL WITH AN OPINION ON THE RECOMMENDATION OF THE COQUITLAM RIVER WATER MANAGEMENT STUDY AND THE PREAMBLE THERETO THAT 'THE DISTRICT OF COQUITLAM GIVE CONSIDERATION TO DELETING THE RECLAMATION AND CONSERVATION SECTIONS FROM ITS SOIL REMOVAL BYLAW #190 'AS CONTAINED IN DRAFT CHAPTER 10 OF THE COQUITLAM RIVER WATER MANAGEMENT STUDY REPORT".

OTHER BUSINESS

The Engineer provided the Committee with a copy of the questionnaire relating to the proposed closure of Gatensbury Street and Smith Avenue to be distributed to area residents as indicated on the attached map of the area which shows the 219 households to which the questionnaire will be sent.

The Engineer advised the Committee that he had been notified by the Assistant Municipal Solicitor that the probable date for the completion of property acquisitions for the Clarke/Robinson/Chapman/Glenayre reconstruction project would be the end of January 1978.



Alderman John Parks, Chairman  
Public Works Committee

AP/bb

REPORT OF THE PUBLIC WORKS COMMITTEE TO EXECUTIVE COMMITTEE

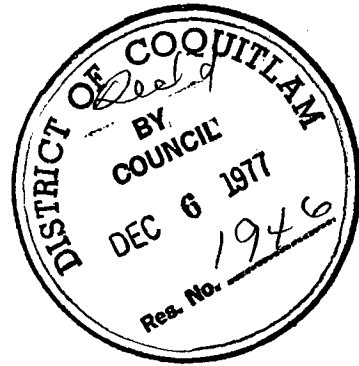
A meeting of the Public Works Committee was held in the Committee Room at 3:30 p.m. on Wednesday, November 30, 1977, with the following persons present:

COMMITTEE

Alderman Parks, CHAIRMAN

STAFF

A. Phillips



ITEM P.W. 1 - GARAGE STAFF REORGANIZATION

The Engineer reminded the Chairman that a matter of unfinished business should perhaps be dealt with by the Committee at its final meeting as the proposed reorganization of garage staff had been considered by the Committee on previous occasions since the fall of 1976. The additional studies requested by the Committee at their last review of this matter on July 20, 1977 had been completed and the results are contained in the attached memo from Mr. Hockey to the Engineer dated November 29, 1977. The contents of the memorandum left little doubt that the introduction of a preventative maintenance program would be of considerable financial benefit to the Municipality introducing minimum net savings of approximately \$27,000.00 annually. The implementation of a preventative maintenance program could be accomplished by the progressive increase in garage staff initiated by the increase in establishment of one (1) Automotive Serviceman position and supplemented in about six months time by an additional Tradesman 1 Mechanic position. The additional staff costs resulting from these increases in establishment were taken into account in considering the net saving potential. It was noted that the gradual increase in staff proposed in Mr. Hockey's memo was considerably more modest than the proposed staff increases contained in earlier reports which recommended an immediate increase in garage staff of several positions. The Committee agreed that the immediate increase by one (1) Automotive Serviceman position as the first step in the introduction of a preventative maintenance program was reasonable. It being noted that the provision of this position would, in affect, provide an additional Tradesman 1 Mechanic by freeing an encumbent in the Mechanic position from the routine tasks which could be assigned to the Serviceman. The Committee resolved:

"THAT THE STAFF OF THE ENGINEERING DEPARTMENT BE INCREASED BY THE INTRODUCTION OF ONE POSITION OF AUTOMOTIVE SERVICEMAN AND THAT FURTHER CONSIDERATION OF THE NECESSARY STAFF INCREASES IN THE GARAGE STAFF TO IMPLEMENT A PREVENTATIVE MAINTENANCE PROGRAM BE CONSIDERED BY THE COUNCIL IN THEIR CONSIDERATION OF THE 1978 ANNUAL BUDGET".

APP'D BY  
Co. RES  
# 1947/77

AP/bb

Alderman John Parks, Chairman,  
Public Works Committee