

File No.: 2026-360

August 14, 2026

s.22(1)

Dear s.22(1)

Re: **Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")**

I am responding to your request of April 23, 2026 under the ***Freedom of Information and Protection of Privacy Act*** for:

Record of correspondence, traffic counts, reports, memos, or other authoritative records from the Transportation Division regarding the City of Vancouver's decision and reasoning to develop green infrastructure (dead-end road) on East Kent Avenue North at the following location:

<https://maps.app.goo.gl/TjBof126dHfbjofm8> (49.205946, -123.054218). Date range: January 1, 1970, to April 22, 2026.

All responsive records are attached.

Under Part 5 of the Act, you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your FOI request by writing to: Office of the Information & Privacy Commissioner, info@oipc.bc.ca or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number (2026-360); 2) a copy of this letter; 3) a copy of your original request; and 4) detailed reasons why you are seeking the review.

Yours truly,

Kevin Tuerlings, FOI Case Manager, for

[Signed by Kevin Tuerlings]

Siân Madsen, MA, MAS
Acting Director, Access to Information & Privacy

If you have any questions, please email us at foi@vancouver.ca and we will respond to you as soon as possible. You may also contact 3-1-1 (604-873-7000) if you require accommodation or do not have access to email.

Encl. (Response package)

:kt

FOI Request 2026-360

Relevant records:

- 1) **Title proper:** Special Council Meeting Minutes : Apr. 28, 1983.

Level of description: File

Reference code: COV-S31-F151.14

Notes:

- **Page 2:** In Report B the City Engineer reported on the future utility and transportation needs. and objectives of the Kent Avenue corridor in the context of the Riverside Neighbourhood Plan
- **Page 3:** The Director of Planning and Development Consultant did not support the foregoing recommendations and instead recommended:
- F. THAT the City reaffirm its position not to develop North/South Kent Avenue within the Riverside area as a continuous roadway and further THAT the City **not open North Kent between Elliott and Jellicoe Streets.**
- **Page 7:** MOVED by Ald. Ford, THAT the City reaffirm its **position not to develop North/South Kent Avenue within the Riverside area as a continuous roadway** but that no land relating to North/South Kent Avenue be disposed of; FURTHER THAT the City not open North Kent between Elliott and Jellicoe Streets. - **CARRIED UNANIMOUSLY**
- **Page 22:** shows E Kent Ave N east of Elliott St not continuous

Manager's Report – April 18, 1983 - Future North/South Kent Avenue With Regard to the Riverside Residential Development

- **Page 23:** While it was clear that Council was concerned with the possibility of **attracting through trips to Kent Avenue**, it was uncertain whether the reference to discontinuity applied, either in the short term or long term, to the diversion of South Kent Avenue, or to the **closure of North Kent Avenue east of Elliott Street**, or to the closure of the whole Kent Avenue corridor in this area.
- **Page 24:** FUTURE TRANSPORTATION REQUIREMENTS Increased Regional and City traffic demands on Marine Drive and local traffic demands generated by the developing Riverside residential and Fraserview industrial areas indicate a necessity to complete the Kent Avenue transportation corridor, **particularly east of Elliott Street**. Appendices 6 and 10 diagram the existing street system overall and in the subject area respectively. Appendix 7 illustrates traffic volumes in the subject area.
- **Page 25:** At present, many local and circulatory trips generated by industry and the residential area south of Marine Drive are inappropriately diverted onto Marine Drive because of discontinuities in the Kent Avenue roadway system. The resulting conflicts are already unbearable as Marine Drive is currently operating with high volumes.
- **Page 26:** Options 1, 2 and 3.
- Option 3: This option would not provide the same level of service to Marine Drive and Kent Avenue as fully continuous Option 2; however, for the immediate future, the residential,

industrial and City-wide problems inherent in fully discontinuous Option 1 would be avoided. The option should be developed as a local improvement as soon as is feasible.

- This option, as illustrated in Appendix 12, retains the existing street system with the exception that two presently incomplete sections of North Kent Avenue – between Victoria and Gladstone Streets, and **between Elliott and Jellicoe Streets – are opened up to traffic.**
- **Page 28: COMMENTS OF THE DIRECTOR OF PLANNING** "The Director of Planning does not share the same uncertainty as to what Council meant when they passed the motion on June 26, 1979: 'THAT the City **not develop North/South Kent Avenue as a continuous roadway.**'
- Regardless of width or right-of-way location any configuration which encourages or accommodates through traffic on Kent Avenue between Argyle Street and Elliott Street is **considered contrary to the above motion.** Both the short-term Option 3 (semi continuous) and the long-term Option 2 (fully continuous industrial/residential collector) are therefore considered inappropriate. However, it should be noted that we have no objection to continuous dual right-of-ways east and west of this sector. We are focussing on this **specific sector (Argyle Street to a point 570 feet east of Elliott Street)** - which has RS-1 development, narrow industrial sites and a public access park of 1400 feet in length, enjoyed by, and easily accessible to the residents of the east end - particularly Fraserview.' The following reasons are presented in support of **the existing non-continuous Kent Avenue configuration between Argyle Street and the point 570 feet east of Elliott Street:**
- A non-continuous Kent Avenue configuration is distinctly more appropriate with respect to the Riverside Concept Plans. A continuous road (including the semi-continuous option) would create a negative barrier between the existing and new residential areas and the waterfront- recreation area of Gladstone Park. The Director of Planning does not agree that the traffic generated on a continuous roadway would "favourably match residential or occupancy patterns and use of Gladstone Park"
- The Riverside Concept Plans have been specifically designed to separate residential from industrial access - Kent Avenue functioning in part as a residential collector is not consistent with the Concept Plans which channel residential traffic directly to S.E. Marine Drive.
- Page 30: As a decision on the future of Kent Avenue is in part dependant upon resolution of the land use strategy for the Riverside area (as discussed in the accompanying Development Consultants report), the **City Engineer** recommends that Council **not make a decision on developing this corridor at this time.** Once a riverside concept plan is adopted, the issue can be brought forward for Council's attention in a future report.
- The Director of Planning and Development Consultant do not support the City Engineer's recommendations and recommend:
- Regarding Kent Avenue as a Transportation Corridor F. THAT the City reaffirm its position not to develop North/South Kent Avenue within the Riverside area as a continuous roadway and further THAT the City **not open North Kent between Elliott and Jellicoe Streets."**

2) **Title proper:** Special Council Meeting Minutes : July 14, 1983

Level of description: File

Reference code: COV-S31-F153.02

Notes:

- Ron Cook, 2025 East North Kent Avenue, circulated a brief (on file) expressing serious reservations about the concept in three major areas: the non-continuous nature and lack of height specification in the draft CD-1 By-law for the acoustic berm; possibility of increased traffic flow past his residence; and the **importance of Kent Avenue remaining discontinuous.**

SPECIAL COUNCIL MEETING

A Special Meeting of the Council of the City of Vancouver was held on Thursday, April 28, 1983, in the Council Chamber commencing at approximately 7:30 p.m.

PRESENT:

Mayor Harcourt
Aldermen Bellamy, Brown, Davies,
Eriksen, Ford, Puil,
Rankin, Yee and Yorke

ABSENT:

Alderman Kennedy

CLERK TO THE COUNCIL:

Mrs. J. Thomas

COMMITTEE OF THE WHOLE

MOVED by Ald. Brown,
SECONDED by Ald. Ford,

THAT this Council resolve itself into Committee of the Whole,
Mayor Harcourt in the Chair.

- CARRIED UNANIMOUSLY

1. Riverside Neighbourhood
Concept Plan

The Council had for consideration the following Manager's Reports,
both dated April 19, 1983:

Report A: Riverside Neighbourhood Concept Plan (Summary
and Departmental Reports)

Report B: Future North/South Kent Avenue with regard to
the Riverside Residential Development

Report A submitted the City's Development Consultants' report seeking Council approval of a concept for the Riverside Neighbourhood (West Precinct) emanating from Council's decision in 1979 to retain the existing housing and industry in this area and develop the vacant City-owned lands for housing. Subsequently, in 1982 when the preliminary concept plan was presented, staff were instructed to do further work on the issues of the industrial/residential interface, parking and traffic. These issues were addressed by the Development Consultant and City staff who put forward a series of recommendations as follows:

The Directors of Planning, Finance and Social Planning, together with the Supervisor of Properties, Medical Health Officer and Development Consultant recommended:

1. That Council approve Concept B and authorize the Development Consultant and staff to undertake the work necessary to refine the concept and prepare the details of zoning, capital budgets and implementation, all for report back to Council.

cont'd.....

Riverside Neighbourhood
Concept Plan (cont'd)

The City Engineer and Development Consultant recommended:

2. That Council instruct the Consultant and staff to pursue solutions to the issues of access, traffic signals and the pedestrian overpass for report back to Council.

The Manager of Economic Development recommended:

3. Not to develop the area between Duff and Elliott Streets for housing and instruct the Director of Planning to prepare a plan that places a park and light industrial zone between the existing residential enclaves and the heavy, marine-oriented industrial zone.
4. Instruct the Director of Finance and the Manager of Economic Development to report back on a marketing/development program for the proposed light industrial zone.

The City Manager recommended approval of recommendations 1 and 2.

In Report B the City Engineer reported on the future utility and transportation needs and objectives of the Kent Avenue corridor in the context of the Riverside Neighbourhood Plan. The report also examined future utility right-of-way requirements and submitted three options for the future role of North/South Kent Avenue for Council's consideration, i.e.

1. Existing fully discontinuous access road
2. Fully continuous industrial/residential collector
3. Semi-continuous access road.

The report also contained the comments of the Director of Finance, the Manager of Economic Development, the Development Consultant and the Director of Planning and recommended as follows:

- A. THAT the City Engineer enter into detailed discussions with appropriate Provincial and Federal officials regarding filling and extending the shoreline in order to determine the feasibility of developing South Kent Avenue as a utility corridor and foreshore public facility between Gladstone and Elliott Streets;
- B. THAT the Director of Planning report to Council on the design possibilities for the foreshore public facility in conjunction with the City Engineer's work on recommendation A above; and
- C. THAT a 33 foot (10 metre) wide strip of City-owned property immediately north of the existing North Kent Avenue right-of-way between Gladstone and Elliott Streets be kept clear of development and be preserved as right-of-way until the feasibility of the South Kent Avenue alignment is determined.

cont'd.....

Riverside Neighbourhood
Concept Plan (cont'd)

- D. THAT no decision be made at this time to develop Kent Avenue in this area but that the right-of-way be preserved to permit a long term continuous option if Council so decides later.

The Director of Planning and Development Consultant did not support the foregoing recommendations and instead recommended:

- E. THAT a utility corridor of sufficient width be contained within North Kent Avenue and the flanking easement as proposed by the Riverside Development Consultant.
- F. THAT the City reaffirm its position not to develop North/South Kent Avenue within the Riverside area as a continuous roadway and further THAT the City not open North Kent between Elliott and Jellicoe Streets.

The City Manager submitted the staff recommendations for Council's consideration, noting that the City Engineer's position was to reserve a right-of-way which in future could be developed as roadway while the Director of Planning and Development Consultant were recommending an easement for utilities only be provided.

The Development Consultant and City officials addressed Council in support of the respective departmental positions.

Mr. J. Moodie, Development Consultant, explained the main elements of the two concept plans discussed in his report and gave reasons why he was recommending concept B. The options were based on the realization that the ultimate acoustic environment of the residential area was the primary concern of the industrial community. As a result, acoustic attenuation had become a central focus of the planning efforts and the two plans had been developed to resolve concerns respecting noise based conflicts. Essentially, concept A provided for an acoustic barrier in the form of a 40 ft. high industrial building, while concept B proposed a buffer zone comprising a 45 ft. berm/park area. Mr. Moodie described acoustic criteria applied to the study of industrial generated noise levels and noted that the consultant's conclusion that an adequate sound environment could be achieved was borne out by the testimony of existing residents of the area who indicated they had no problems. In the past three years, only one noise complaint had been recorded by the City.

Mr. R. R. Youngberg, Associate Director, Area Planning, dealt with aspects of the conflict between residential and industry. He emphasized there was no proposal to displace industry - the zoning was in place, and therefore, there were no grounds for the industrialists' view that they were being threatened or harassed and would eventually have to move their operations with a consequent loss of jobs. Industry and residential had lived in harmony in the past and would continue to do so. Twenty-three years of uncertainty about the future of the area would be removed, the two existing residential pockets would be linked with more housing and the whole area integrated into a viable community.

Mr. S. Fancy, Manager, Economic Development, identified noise as the key issue before Council. Shipyard operations provided the noisiest industrial activity and could not be rated on the same basis as aircraft or traffic noise. Meaningful criteria should be developed. New housing in the area would tend to increase the potential for complaints from the existing 100 households to 500 households. Mr. Fancy believed the answer would be provided by a review of Council's decision of 1979 and a subsequent opting for a solution that would be complementary to existing uses in the area and compatible with both residential and industry.

cont'd....

Riverside Neighbourhood
Concept Plan (cont'd)

Mr. D. Rudberg, Deputy City Engineer, stated it had been the experience of his department that residential and industry were inherently incompatible and it was believed if more housing were introduced, conflicts and complaints could be expected to increase. Dealing with report B, Mr. Rudberg advised Kent Avenue in the future should be a continuous right-of-way available to serve development in the south east sector and resolve possible conflicts with the Marine Drive corridor. While Council was not required to make a decision at this time, the City Engineer strongly recommended the continuous right-of-way be preserved so that future options would not be closed off.

Mr. T. Mulder, Assistant City Engineer, Traffic, dealt with the departmental objections to the proposed vehicular access at Gladstone Street and advised it was felt access to a relatively small pocket of housing should not be off a busy arterial where a traffic light and left turn bay would disrupt two-way synchronized signal progression and introduce delay and increased accidents.

Mr. N. Losito, Health Department, maintained that both concepts A and B addressed the issue of noise, with option B being the department's preferred choice. Answering questions from members of Council on the stringency of the criteria applied for noise attenuation, Mr. Losito stated the consultant's study met the criteria established by C.M.H.C. and public agencies in the United States.

The Mayor noted the presence of a large number of delegations who wished to speak on the matters before Council and the following delegations were heard:

- Mr. Eric Ewart, I.W.A., advised Council he represented 2000 union members who made their living adjacent to the Fraser River, who saw Marine Drive as a natural buffer to the industrial activity located south to the waterfront. He noted complaints from residents living above Marine Drive had forced B.C. Forest Products to install special equipment at a cost of \$100,000.00. Other operators felt threatened by the introduction of more housing into the area and urged that there be no change in the existing zoning.
- Mr. Cecil Cosulich, Rivtow Straits Ltd., expressed his company's genuine concerns noting industry was not being deliberately obstructive but believed if the housing proposal went ahead the shipyards would be slowly driven out, as had already occurred in False Creek. The nature of shipyards work called for 24 hour operations that could not be shut down at night.
- Mr. John Fitzpatrick, Marine Workers and Boilermakers Industrial Union, referred to the loss of marine-oriented operations in False Creek and Coal Harbour due to residential and development pressures and noted the problems currently being experienced by Burrard Dry Dock in North Vancouver with increasing citizen complaints from an ever growing surrounding residential area. Shipyard operations were of necessity, noisy and pollution ridden and it was doubtful if the yards could live with environmental change which would occur with the introduction of Riverside housing. Council was urged to support the recommendations of the Economic Development Manager.

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Riverside Neighbourhood
Concept Plan (cont'd)

- Mr. Al Sutton, R. & S. Machine Works, wondered how Riverside residents would react on summer nights when they were relaxing in their gardens listening to panel beating and sand blasting operations from the plants down by the river. Long ago a decision should have been made to leave the area industrial.

- Mr. Sol Jackson, Killarney Champlain Citizens for Action, felt adoption of concept B would remove the uncertainty that had plagued the area in the past and provide stability for both industry and housing. Kent Avenue should remain discontinuous.

- Mr. W. A. New, Coast Ferries, described his company as one of the False Creek victims and warned Council its decision would have a bearing on the lives of future residents 24 hours a day, seven days a week, due to the round-the-clock nature of industrial operations along the waterfront. A future Council would see the necessity for developing Kent Avenue as a community corridor and, therefore, all options should be left open. Mr. New described the Gladstone Riverside Park as a disaster due to its hidden location by the Knight Street bridge abutments, lack of lighting and recreational facilities.

- Mr. Ken Harford, Harford Kennedy Ltd., acoustic consultant, presented a brief (on file in the City Clerk's Office), submitting that the proposed residential development would experience noise levels sufficient to cause widespread complaints to the industrial property owners and to Council resulting in the eventual need to phase shipbuilding out of the area. He recommended Council seek a land use plan that would complement and enhance the viability of the shipbuilding area in order to preserve and protect jobs, rather than proceed with residential development basically incompatible with heavy industrial activities. Mr. Harford also answered questions from members of Council on criteria, noise measurement procedures and proposed Noise By-law amendments which could have an adverse effect on existing industrial operations on the Fraser.

- Mr. Dave Forsyth, Seamen's Union, stated the Fraser River was the last piece of waterfront available to marine-oriented and shipbuilding industries in the Vancouver area. These facilities were needed by coastal shipping and to provide support services for the Vancouver and New Westminster harbours.

- Ms. Shirley Schmid, Columbia Housing and Advisory Assn., submitted people all over the Province lived in harmony with industry and accepted industrial pollution as the environmental cost of their jobs. The City had very little land left for housing and long lists of families waiting for accommodation. 82% of the families on Columbia's waiting list were wage earners who would have no objection to living in the Riverside development.

- Mr. Ron Cook, resident, felt key issues had not been resolved. He did not approve of the proposals and felt the views of existing residents had been ignored.

- Mr. Jerry Singh, resident, supported concept B.

cont'd.....

Riverside Neighbourhood
Concept Plan (cont'd)

- Mr. Bert Thomas, Northern Building Supply, opposed the continuation of Kent Avenue.
- Mr. Bill Burke, Mr. Clyde Ramsay, Mr. August Kare and Mrs. Isabelle Bougie, residents of the area, all supported concept B.
- Mr. Ian Sanderson, Residents Association, circulated results of a neighbourhood questionnaire (on file), asking residents to list their responses to certain types of noise in order of annoyance. Squealing tires and railway noise were the most offensive with steel plate hammering and sand blasting low on the list on a par with emergency sirens and truck engines.
- Mr. A. Ingre and Mr. J. Gordon, representing Affordable Housing Advisory Association, supported concept B.

During Council's discussion it was suggested the Planning and Development Committee follow up with the Development Consultant, for report to Council if necessary, on the major issues raised this day including

- concerns of the noise consultant relating to noise attenuation criteria and proposed Noise By-law modifications;
- liaison with the unions to discuss the possibility of their members who work on the waterfront becoming residents of the area through home ownership, co-op or non-profit rental housing projects.
- future improvement and expansion of the Gladstone Street-end Park.

Mayor Harcourt noted a number of letters from supporters and opponents of the Riverside plan had been received and circulated to members of Council. Also noted was a petition, bearing 338 signatures in support of the Riverside Neighbourhood plan and discontinuous north/south Kent Avenue.

MOVED by Ald. Bellamy,

THAT concept B be approved and the Development Consultant and staff be authorized to undertake the work necessary to refine the concept and prepare the details of zoning, capital budgets and implementation, all for report back to Council;

FURTHER THAT the Consultant and staff be instructed to pursue solutions to the issues of access, traffic signals and the pedestrian overpass for report back to Council.

- CARRIED

(Alderman Brown opposed.)

cont'd....

Riverside Neighbourhood
Concept Plan (cont'd)

MOVED by Ald. Puil,

THAT recommendations A, B, C and D contained in the Manager's report dated April 18, 1983 (Future North/South Kent Avenue with Regard to the Riverside Residential Development) and previously quoted, be approved.

- LOST

(Aldermen Bellamy, Davies, Eriksen, Ford, Rankin, Yee, Yorke and the Mayor opposed.)

MOVED by Ald. Ford,

THAT the City reaffirm its position not to develop North/South Kent Avenue within the Riverside area as a continuous roadway but that no land relating to North/South Kent Avenue be disposed of;

FURTHER THAT the City not open North Kent between Elliott and Jellicoe Streets.

- CARRIED UNANIMOUSLY

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Ald. Puil,

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

ADOPT REPORT OF COMMITTEE OF THE WHOLE

MOVED by Ald. Puil,

SECONDED by Ald. Bellamy,

THAT the report of the Committee of the Whole be adopted.

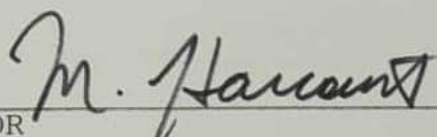
- CARRIED UNANIMOUSLY

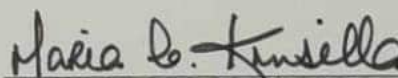
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The Special Council adjourned at 10:30 p.m.

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The foregoing are Minutes of the Special Council Meeting (Riverside Neighbourhood Concept Plan) of April 28, 1983, including addendum, adopted by Council on May 10, 1983.


MAYOR


DEPUTY CITY CLERK

DISTRIBUTED TUESDAY

ADDENDUM TO THE MINUTES OF THE SPECIAL COUNCIL MEETING OF

APRIL 28, 1983

RIVERSIDE NEIGHBOURHOOD CONCEPT PLAN

The following also addressed the Special Council and should be added to the list of delegations:

- Mr. Carl Jenner, B.C. Forests Products, advised his company at the bottom of Heather Street on both sides of Kent Avenue had been at that location since the late 1800's. The plant employed up to 750 workers, had very few complaints about its operations and had never felt threatened until recently. \$8million had been spent over the past few years on modernization upgrading in compliance with W.C.B. regulations and which met most City requirements. Further modifications to bring noise levels within 65 decibels took place following citizen complaints to the Mayor and subsequent meetings with representatives of the Health Department and Economic Development Office. Mr. Jenner asked what assurance did industry have that the decibel levels would not be lower still further. Industry doubted if it could live with a major change in the environment and cautioned Council about going ahead with the residential development.

18th April, 1983

TO: Vancouver City Council

SUBJECT: RIVERSIDE NEIGHBOURHOOD CONCEPT PLAN - SUMMARY REPORT

CLASSIFICATION: RECOMMENDATION

The City's Development Consultant reports as follows:

"Purpose

The purpose of the attached Manager's report is to obtain Council approval of a concept for the Riverside Neighbourhood. This approval will be the first step in the implementation of a development that will resolve the uncertainty that has existed in this area for several years. Staff are in agreement on the need to begin the implementation and resolution process.

Introduction

In 1979, Council resolved to retain the existing housing and industry and develop the vacant City lands for housing in the Riverside (West Precinct) area. In 1982, when a preliminary concept plan was presented, Council instructed staff to do additional work on the issues of the industrial/residential interface, parking and traffic. That additional work has now been completed.

Alternative concepts

Based upon a realization that the acoustic environment of the proposed residential area was a primary concern of the industrial community, two plans have been developed to resolve concerns about noise based conflicts. Both plans provided a level of protection that meets the very stringent standards that have been established for this development. The principal differences in the two concepts are that Concept A provides less housing and uses an industrial building as an acoustic buffer, whereas Concept B provides more housing, incorporates a park/berm as an acoustic buffer and provides a better financial return to the City.

Recommendations:

The Director of Planning, Director of Finance, Supervisor of Properties, Director of Social Planning, Medical Health Officer and Development Consultant recommend that Council:

1. Approve Concept B and authorize the Development Consultant and staff to undertake the work necessary to refine the concept and prepare the details of zoning, capital budgets and implementation, all for report back to Council.

The City Engineer and Development Consultant recommend:

2. That Council instruct the Consultant and staff to pursue solutions to the issues of access, traffic signals and the pedestrian overpass for report back to Council.

The Manager of Economic Development recommends:

3. Not to develop the area between Duff and Elliott Streets for housing and instruct the Director of Planning to prepare a plan that places a park and light industrial zone between the existing residential enclaves and the heavy, marine-oriented industrial zone.
4. Instruct the Director of Finance and the Manager of Economic Development to report back on a marketing/development program for the proposed light industrial zone".

18th April, 1983

1063

TO: City Manager (for Vancouver City Council)

SUBJECT: RIVERSIDE NEIGHBOURHOOD CONCEPT PLAN

CLASSIFICATION: Recommendation

The City's Development Consultant reports as follows:

"Background

In light of the concern that surrounds the proposed development of the Riverside neighbourhood, it is important that the context within which this decision is being made is kept in mind and the need for a decision is recognized.

To begin, a situation exists whereby approximately 100 residences and a heavy industrial sector are situated side by side. While this mix of land-use has not caused serious problems for either the industrial or residential components of the community, it has created some uncertainty in terms of what the future of the area will be. This uncertainty has been exacerbated by the existence of substantial City-owned vacant land in the centre of the area. The purpose of the planning and development exercise that Council initiated in 1982 was to resolve the uncertainty by implementing a land-use strategy that would facilitate the preservation of both the existing residential and industrial sectors. The work that has gone on over the last year has focused on detailed land-use solutions to the mixed-use situation. However, those solutions have often been criticized by persons who did not accept the original premise that the area could or should be a mixed-use community. In order to provide a context for the recommendations contained in this report, it is perhaps worth briefly reviewing the logic that went into Council's original solution that the area would be a mixture of uses.

From the perspective of the industrial users, the ultimate solution would be to remove the existing residences and convert the area to an all industrial precinct. Conversely, from the residential perspective, an all residential solution might be preferred. However, neither of these extreme options are necessary, reasonable, feasible or tenable. Either would impose unacceptably high social, economic and financial costs upon the City. Faced with the realization that both of the extreme solutions were unacceptable and likely impossible, Council resolved that the mixed-use nature of the area should be legitimized and safeguarded through the preparation and implementation of a land-use plan that met the needs of both sectors and provided for an acceptable industrial/residential interface.

However, attempts to implement this decision have met with controversy. A possible reaction to this apparent conflict might be to simply leave the area as it is. However, it must be recognized that this will not satisfy the real long term needs of either the residential or industrial sectors. Both require assurances that they have a reasonably secure future. Both the industrial and residential property owners in the area have suffered because of the uncertainty as neither group has been able to make or implement any long range plans without some assurance of future tenure. That assurance cannot be provided by choosing either of the impossible extreme solutions or retaining the status quo. It can only be provided through a carefully structured land-use plan that respects the concerns of all parties and meets their reasonable needs as well.

The planning process that has been undertaken over the last year has focused on such a solution; it is a solution which we believe best satisfies all concerns and, when implemented, will demonstrate that the

difficulties were solvable and that the area can in fact be a model for the resolution of complex problems.

Introduction

In 1979, Council invited public input and considered a comprehensive report dealing with the future of the Riverside (West Precinct) neighbourhood. At that time, Council resolved to retain the existing housing and industry and develop the vacant City land for housing. That decision established the industrial-residential boundary at Kent Avenue in this area in order to facilitate the preservation of the existing residential and industrial areas.

Council again considered this area in 1981 when dealing with future housing sites and again resolved that the City owned lands be developed for residential uses to support the existing houses in the area. This area was dealt with as a 'priority 1' housing site.

In August 1982 when a preliminary concept plan was presented, Council expressed concern with regard to the industrial/residential interface, parking and traffic, and requested that additional analysis be undertaken to resolve these concerns. That additional work has now been completed. During this process, a number of new concept plans were considered and evaluated.

Purpose

The purpose of this report is to obtain Council approval of a concept plan in order that we can begin the rezoning and development process that will eventually enable the construction of approximately 300 - 400 market and non-market housing units.

Two concepts are presented for Council's consideration.

Approval of a plan will enable City staff and Consultants to move onto the next step in the process, which is to refine the design, prepare the zoning by-law for a public hearing, prepare the engineering design and develop the capital budgets. This will provide a framework for the development.

All of these subjects will be dealt with in detail in subsequent Council reports, at which time Council will have the opportunity to revise, amend and refine various components. As noted at the outset, the request before Council now is for approval of the concept plan only.

The need to proceed with development in an expeditious manner is in part due to the fact that we have been successful in securing a sponsor and a 1983 non-market unit allocation from C.M.H.C. to undertake a 75 unit rental development in the Riverside Neighbourhood. This first project will be a very important catalyst to the overall development, both in terms of revenue generation and establishment of the Riverside neighbourhood as a reality.

Review Process

When Council considered the August 10th 1982 concept plan, there was a concern about the effectiveness of the industrial/residential interface and especially about the impact of industrial noise on the new residential area and the implications this could have on the future of the industrial sector. In response to these concerns and the clear recognition that the futures of both the existing industrial area and the new residential area must be secure, a series of meetings with the industrialists, City staff and the Development Consultant have been co-ordinated by the City Manager's Office. These meetings allowed exploration of a broad range

of concerns and for full discussion of the proposed solutions. It has been a productive process in that it has provided a good opportunity to explore the basis of the concerns of the industrial community and to develop land-use plans that respond to those concerns.

As a part of the process, a variety of land-use options have been developed and evaluated. Two have been presented in this report for Council's consideration. In addition, in an effort to resolve the concerns of the industrialists about noise, a considerable amount of additional acoustic analysis has also been undertaken. The acoustic work has included the development of stringent acoustic standards and attenuation procedures to achieve those standards. Finally, an independent acoustic consultant (Towne, Richards and Chaudiere Inc.) was retained to verify the acoustic quality of the proposed new housing.

Alternative Concepts

Both of the concepts that are outlined in this report are significantly different from the concept plan presented in August 1982. That concept contained approximately 500 housing units oriented around a series of north-south cul-de-sacs feeding off a collector road which was proposed to connect Nanaimo to Victoria Drive. In addition, that plan proposed closing a portion of North Kent to deter through traffic and opening another portion to facilitate a loop road system. The City Engineer had serious concerns about some of the features contained in that plan and especially the downhill cul-de-sacs and the proposed permanent closure of North Kent. The revised concepts resolve these concerns.

By far the most significant changes have been made in response to acoustic considerations. The two options have evolved based upon a realization that the ultimate acoustic environment of the residential area is the primary concern of the industrial community. As a result of their concern, acoustic attenuation has become a central focus of the planning efforts. The two plans that are presented in this report have been developed to resolve concerns about noise based conflicts. Both provide acoustic protection through the creation of a noise barrier. Both plans provide a level of protection that meets the very stringent standards that were agreed to for this development. In Option A, the barrier is a 40ft. high industrial building. In Option B, it is a 45ft. berm/park area. Both plans have substantially fewer units than was proposed in the August 1982 concept. The attached site plans provide an indication of the extent of similarities and differences in the two plans.

As is evident in the site plans, Concepts A and B are very similar. However, the difference - i.e. industrial building vs berm/park - is a significant one. The following briefly summarizes the features of the two current concepts:

	<u>Plan A</u>	<u>Plan B</u>
Description	Mixture of housing and industry with industrial building serving as acoustic barrier.	Housing with berm/park acoustic barrier.
Land-Uses	- 295 housing units - 1.5 acres of local neighbourhood commercial - 4.0 acres of industrial - 3.5 acres of buffer/park	- 385 housing units - 1.5 acres of local neighbourhood commercial - 4.5 acres of park/berm
Acoustic Considerations	Satisfies noise criteria	Satisfies noise criteria

Transportation	- North Kent opened between Gladstone and Victoria to facilitate access to new industrial area. - Access to/from central residential area via proposed light (pedestrian) at Gladstone and Marine Drive. Note: City Engineer's comments with respect to access.	- North Kent remains closed between Gladstone and Victoria but right-of-way is protected to enable opening at a later date. - Access to/from central residential area via proposed light at Gladstone and Marine Drive. Note: City Engineer's comments with respect to access. - Alternate access route (down-hill) provided to meet winter needs.
Utilities	- Additional 33ft. utility corridor between Gladstone and Elliott reserved to meet long terms needs of City.	- Additional 33ft. utility corridor between Gladstone and Elliott reserved to meet long term needs.
Parks and Walkways	- Primarily serve as a visual buffer - Limited access to riverfront due to industrial barrier.	- Park/berm occupies much of park and provides good opportunities for viewpoints. - Supplements Gladstone Park. - Good access to Riverfront Park area.
Financial return	Generates positive net return to the City of approx. \$1.5M+. (Based upon "order to magnitude" estimates of revenues and expenditures).	Generates positive net return to the City of approximately \$3.0M+ (Based upon "orders of magnitude" estimates of revenues and expenditures).

In summary, the principal differences in the two concepts are that A provides less housing and uses an industrial building as an acoustic buffer whereas B provides more housing and incorporates a park/berm as an acoustic buffer. In addition, Concept B provides a better financial return to the City.

The City Engineer has a concern with one particular aspect of both Concepts A and B. He is of the opinion that a traffic light at Gladstone is not warranted and that the plan should incorporate a pedestrian overpass at this location.

Individual departmental comments regarding the alternatives are contained in the following section.

Departmental Comments

The City Engineer comments as follows:

"The Development Consultant's report has presented to Council a decision only on the basic land-use arrangement within the boundaries of the site and on the basic traffic concept to provide access to Marine Drive. The City Engineer believes that despite buffering features included in both concept plans residential development will undoubtedly increase conflicts between industry and the adjacent residential neighbourhood in this precinct. However, given Council's decision to have a substantial residential component in this area, these latest concepts appear to have mitigated acoustical and visual problems wherever possible. Further work is required before roadway alignments and geometry are finalized. The future of the Kent Avenues and the temporary foreshore public walkway between Gladstone and Elliott Streets are discussed in the companion report.

The City Engineer disagrees with the City's Development Consultant's latest traffic concept (see diagrams for both Options A and B) in which vehicular access to a relatively small number of residential units is provided by way of a new signal and left turn bay on Marine Drive at

Gladstone Street. The signal, if installed, would disrupt two-way synchronized signal progression on Marine Drive and introduce considerable long-term user costs - delay and increased accidents - to both the local and overall Vancouver traffic into the new Riverside neighbourhood and, in future, could cause infiltration of Marine Drive through traffic onto local streets.

As agreed to during discussions on the original concept plan in early 1982, vehicular access to Marine Drive and to the north should be provided via the existing signal at Victoria Drive. This could be achieved by acquiring property and establishing a street connection between Victoria Drive and the new neighbourhood. Many alignments are feasible. The initial capital outlay would be comparable to that for the Consultant's Gladstone signal and left-turn bay proposal.

Regarding pedestrian access across Marine Drive to schools, seniors housing, parks, bus stops, the proposed new commercial area, etc., two alternatives - a pedestrian actuated signal (as proposed by the Consultants) or an overpass - are available. The City Engineer recommends the latter as representing a beneficial long term investment in pedestrian safety and user satisfaction. An overpass offers significant advantages over a signal: pedestrian and vehicular traffic is separated; signal delay is removed (for both pedestrians and vehicles); and, especially, for older pedestrians, an overpass allows a less stressful crossing that avoids the extremely steep (20%) grade immediately north of Marine Drive. Though the capital expenditure is significant (up to \$300,000), it is predicted that the structure would be highly used (unlike many pedestrian overpass locations in flat areas) given the grade condition, high traffic volumes and distance to other signalized crossings.

With respect to the foregoing, the City Engineer recommends:

- a. That the main vehicular access for the western portion of the new Riverside development to Marine Drive be provided by way of a roadway connection to Victoria Drive, rather than a traffic signal at Gladstone Street on Marine Drive.
- b. That pedestrian access across Marine Drive be accommodated by a pedestrian overpass rather than a pedestrian actuated signal at Gladstone Street."

The Director of Planning comments as follows:

"In the interests of comprehensively addressing the residential-industrial interface issue, the consultants have provided two concept plans which meet acoustical standards which are more stringent than those which the City has required with respect to other developments. In meeting these stringent standards, the two concept plans compromise a number of other site planning objectives which should be acknowledged.

The units which are closest to North Kent have lost the view potential to the south due to the noise barrier configurations. Furthermore, many of these units have been reoriented in an east-west direction which decreases the opportunities for direct sun exposure from the south. These trade-offs have been made in order to provide an acceptable acoustical environment. A further trade-off is the significant reduction in the number of residential units from approximately 500 to between 300 and 400 units.

With respect to the two Concept Plans presented, the Director of Planning supports Concept B and finds Concept A to be totally unacceptable. Concept B:

- provides a linear park between the existing residential area to the west and Gladstone Park.
- Creates opportunities for new viewpoints to the south.
- Does not introduce an incompatible land use north of North Kent Avenue.

- Provides an aesthetically more acceptable edge to the residential environment when compared with an industrial building.
- Does not encourage more industrial related traffic, including trucks, to enter the area.
- Creates approximately 90 more residential units than Concept A.

Apart from the conflicting land-use and interface problems related to a new industrial building, the Director of Planning questions whether there is in fact sufficient demand to justify the City becoming involved in such a scheme. Due to the proximity of residential land, the zoning would be restricted to light industrial. Would the private sector respond to this type of restrictive zoning or would the City be left with a vacant building or alternatively have to resort to costly subsidies to ensure occupancy?

The Director of Planning does not support a continuous or semi-continuous Kent Avenue within the Riverside area. Detailed comments on this are provided in the City Engineer's North/South Kent Avenue report. With respect to the intersection at Gladstone and S.E. Marine Drive, there should be a safe pedestrian crossing provided. If this cannot be provided at grade in conjunction with the proposed signal lights and left turn bay configuration, then a pedestrian overpass should be considered.

In conclusion, the Director of Planning notes there has been considerable importance attached to the continued viability of industrial operations in the Riverside area. While this is an important objective, it should also be noted that there are over 100 home owners in the area who also have a considerable stake in the future of the community and whose continued existence has been reaffirmed by Council on a number of occasions. To this end, Concept B represents not only a solution which addresses the noise attenuation problem but also a solution which meets the needs of existing and future residents. Further, it incorporates the positive components identified in the previous Concept Plan presented to Council which include provision of a variety of market and non-market housing types well integrated into the existing residential area, accommodation of the option for "garden-cottage" infill units on existing single-family sites, provision of a small retail node, and provision of a pedestrian walkway network which links Riverside to the residential community north of Marine Drive and to Gladstone Park to the south."

The Health Department comments as follows:

"The Health Department is satisfied that, in a general way, both Concept Plans A and B appropriately and satisfactorily address the issue of noise as it impacts on future residential use and existing industrial uses. As to any preference between A or B, the Department leans more favourably towards Option B (berm) for several reasons:

- a) It lends itself to possible refinements or additions.
- b) It is more effective acoustically at the barrier's edges because it can be turned up (or down) hill as needed.
- c) The building and its eventual uses may generate noise activity of its own.

Our satisfaction with the resolution of the noise issue is based on a number of factors:

1. The criteria established for outdoor and indoor noise levels are stringent. This is supported by Towne, Richards and Chaudiere's consultants in the report dated April 12th 1983.
2. The noise attenuation methods are adequate to meet the criteria. As suggested by Towne Richards, some refinements on a general or site-specific basis will serve to improve the situation and further minimize the chance of complaints.

3. Recognition that industry may be required to comply with the Noise By-law and that this would not be an unusual or onerous requirement.
4. The requirements of the Noise By-law are not overly restrictive as compared to neighbouring municipalities or the Washington State and King County regulations.
5. Towne Richards concludes that "an adequate sound environment with few noise complaints" will result. Although this statement may be interpreted to suit one's views, it is clear from local noise experience that:
 - a) An "adequate" sound environment is all we normally expect from other urban residential developments.
 - b) A "few" noise complaints do not jeopardize the viability of an industry.

The specifics of attenuation methods (other than the berm or building) will be formulated and finalized at the next step of the planning process and should be based on designs already proposed with refinements as required. Further, site specific, noise predictions should be carried out to firm up the specific (building) attenuation measures.

With respect to railway noise, specific actions to resolve the potential problem should be dealt with during the next stage of the process and should include:

1. Crossing protection and an anti-whistling by-law.
2. Specific design criteria for residences close to the railway track."

The Director of Social Planning comments as follows:

"The Director of Social Planning strongly supports Plan B for the Riverside Neighbourhood Concept Plan. The positive attributes of Plan B are convincingly described in this report. The differences of 90 housing units between Plan A (295 units) and Plan B (385 units) is significant. The size and sense of neighbourhood are strengthened by more housing, particularly family housing which will serve people with a range of incomes.

The separation of industrial and residential uses appears to be a comfortable one with the proposed berm satisfying noise criteria and creating a more pleasing, park-like, visual screen than the industrial development that is proposed in Plan A.

The presence of Gladstone Park is a major public amenity for the neighbourhood and completes the proposal nicely.

While concerns have been raised about the proximity of industry, it is my view that Marine Drive presents as great an issue which I understand will be alleviated with proper fencing and other acoustic protection.

Council approval of Plan B will represent a positive addition to the City's development".

The Manager of Economic Development reports as follows:

"Shipbuilding is one of the noisiest industrial operations in existence. In normal economic times up to 400 people are employed in the heavy, marine-oriented industrial area that adjoins the proposed Riverside development. Over the past decade, because of public and private initiatives, Vancouver's marine-oriented industries have been forced out of False Creek and the western portion of Vancouver's Burrard waterfront. If the Riverside noise attenuation proposals are not sufficiently effective the resulting complaints from the Riverside residents could cause the shipbuilding activities to leave this area also. This may be acceptable to some but it would be contrary to the goals expressed in various city documents during the past several years. Also, it should be noted that over the past 15 years about 400 acres of industrially-zoned land in the City has been converted to non-industrial, mainly residential, zoning. The amount of industrial land in the City is now approximately 2,300 acres. In my opinion it is important that the City's Riverside residential project not prejudice the future of the Riverside shipbuilding area.

For several months the City's staff and development consultant have been investigating how the noise, created by the existing shipbuilding industries, might be attenuated. The principal concern was to create a residential environment that would be relatively free of significant complaints about shipyard noise. This task was made more difficult because there has been little research done, in North America or elsewhere, on people's reaction to impulsive industrial noise. The studies that are available relate to traffic and aircraft noise which are acknowledged by both Rivtow's noise consultant and the City's noise consultant to be less annoying than impulsive industrial noise. That basic problem has been complicated by the noise consultants' inability to cite examples of similar problems that were satisfactorily resolved elsewhere.

Furthermore, both of the consultants engaged by the City advance criteria, based on experience in the U.S.A., that are less stringent than that recommended by C.M.H.C. Thus, the criteria considered 'stringent' by the City's development consultant actually fall into the least stringent part of C.M.H.C.'s 'acceptable' range for traffic and aircraft noise. As a consequence I have considerable difficulty in accepting the statement that the criteria are 'stringent'. It should also be noted that Rivtow's noise consultant, and therefore Rivtow, did not endorse the criteria chosen by the City's development consultant.

In order to meet the chosen criteria it will be necessary to rely on distance attenuation, noise buffers (a berm or building) and architectural treatment (double-glazed windows, insulation, window orientation, etc.). The plans presented to Council as Option A and Option B achieve essentially the same amount of noise attenuation; but, both represent a maximum in architectural treatment, and require closed bedroom windows plus internally generated noise (e.g. from a ventilating fan) to be effective. If these measures, which are usually reserved for 'last resort' situations, are not sufficient there is virtually nothing more that can be done to improve the noise environment, except move the shipyards.

The 400 industrial jobs linked with the shipbuilding area are threatened by this project; and, since there are no reasonable assurances that the proposed noise attenuation program will be effective, I believe that Council should instead consider a plan that retains the existing residential enclaves, and places a park and light industrial zone between them and the existing heavy industrial zone. While additional housing (especially social housing) is an important City goal, there are a number of other areas in the City where this goal can be achieved; but, there is very little marine-oriented industrial land available. Consequently, I believe that the preservation of the shipbuilding area should take precedence in this instance.

Therefore, I recommend that Council:

- a. not develop the area between Duff and Elliot Streets for housing and instruct the Director of Planning to prepare a plan, that places a park and light industrial zone between the existing residential enclaves and the heavy, marine-oriented industrial zone,
- b. instruct the Director of Finance and the Manager of Economic Development to report back on a marketing/development program for the proposed light industrial zone."

The Supervisor of Properties comments as follows:

"At Council's request, many options for development of Riverside have been reviewed and two have been taken to a more detailed stage. It appears that both options are about equal in their achievement of noise attenuation. The noise issue has been the central issue for the main industrial user south of Riverside (RivTow). However, the measure of success of the plan will be the number of complaints generated from the new residential development. This is very difficult to judge beforehand as it very much depends on the individuals who reside there.

With respect to encouraging industry, the difference in the two options presented to Council is mainly psychological. Industry may derive some comfort from the presence of an industrial buffer and tenants of the rental housing to the north would be more forcibly reminded of the presence of industry. However, the all-residential plan should achieve the same noise levels and would not intrude industry into the new residential area.

Rough estimates indicate that there is a substantial difference to be expected in the net revenues to the City from the two options with the residential being higher.

Industrial land has been hard to market in the nearby Fraserview development. If the development of the industrial must precede the residential, then Option A could significantly delay the production of residential units. On the whole it is preferable to diversify the City's land offerings and therefore the all residential option is preferred since the City is still attempting to market Fraserview Industrial Park directly to the east of this development.

The Supervisor of Properties recommends the adoption of Option B.

The Director of Finance comments as follows:

The Director of Finance acknowledges the concerns of the Manager of Economic Development. However, Council dealt with the issue of industrial use of the City-owned lands in the West Precinct in 1981 and decided to opt for residential use. Concerns which have been raised by industry since that time are legitimate but the development proposal has now gone as far as possible to alleviate those concerns. There seems to be at least as much evidence that the residential/industrial interface will work as there is that it will not. Since the options presented are about equal in noise attenuation and since the financial return is expected to be higher with the all residential option, I recommend the selection of Option B for development of the Riverside Community.

The Development Consultant comments as follows:

"In considering the issues surrounding the decision on the Riverside Neighbourhood, it is important that Council keep in mind its positive features as well. These include:

Preservation of existing community - In a social context, there is an opportunity to create a viable residential community and thereby protect an existing residential neighbourhood.

Preservation of industrial jobs - In terms of Council's objective of protecting and preserving industrial jobs, the plans as proposed enable the implementation of the protections such that the existing industrial precinct can remain in the long term.

Access to the river - The development provides a very real opportunity to facilitate and encourage river access for the South East sector of the City.

Tax revenues - From a fiscal perspective, development of these City-owned lands will also put into productive use a valuable asset of the City and generate new tax revenues.

Provision of housing - In terms of the City's housing objective, the development of this land provides the opportunity to build both market and non-market housing units.

Land lease revenues - From a financial perspective, the development of this land will generate net revenues to the City of several million dollars.

In summary therefore, while there is considerable concern associated with the decision, the benefits that will result from that decision must also be considered.

With regard to the two concept plans, the Development Consultant supports Concept B and strongly recommends against Concept A. In the opinion of the Development Consultant, the inclusion of an industrial building as a buffer is not feasible/viable economically, introduces a land-use that is incompatible, cuts off both this area and the South East sector from a potential inviting means of access to Gladstone Park and the Fraser River and eliminates the opportunity to create an attractive park/berm/viewing area to support the existing Gladstone Park.

In our opinion, Concept Plan B provides the necessary acoustic protection for the industrial and residential precincts, establishes a viable residential area, creates an attractive residential environment, facilitates the construction of a significant amount of market and non-market housing and generates considerable revenues to the City.

With respect to the issue of the proposed traffic signal at Marine Drive and Gladstone, it is noted that the critical need is to provide a safe means of pedestrian access across Marine Drive. It is felt that the use of a light at Gladstone would provide this access and would also facilitate vehicular movements into and out of the Riverside Neighbourhood. It also avoids the costs of property acquisitions and a pedestrian overpass.

Related Issues

In a companion report, the City Engineer has outlined three options for North/South Kent Avenues. These reports are presented together in the interests of continuity. It should be noted that neither of the land-use options precludes any of the Kent Avenue options.

As noted earlier, parking for the industrial sector is a concern. The proposed solution is to use a portion of the rail right-of-way. C.P. Rail have been contacted and established the framework within which this could be undertaken. Negotiations will continue.

Conclusions

Approval of a concept plan is a difficult stage for any large project. It is a time when concerns must be registered in order that problems can be identified and the opportunity for solutions can be built into the process. It is often a time when the focus is on problems and not opportunities. Because of this, it is often a time when projects can get side-tracked and delayed. The City's experience in the early days of False Creek and Champlain Heights are examples of this. Council will recall the amount of time that was required to obtain approvals of the initial plans for these projects. Problem solving in these projects was an on-going process that involved Council and the community and saw solutions determined or refined as the project advanced. As the Riverside project advances, the benefits - affordable and attractive new housing, preservation of an existing residential neighbourhood and retention of an existing industrial area, creation of parks and walkways, enhancement of access to the river and generation of several million dollars in revenues - will become more apparent as the solutions become more firmly established.

At this time, Council is asked to consider two alternative development concepts for the Riverside area. Approval of one of these concepts will enable the detailed implementation process to begin.

It should be noted that staff are in agreement on the importance of resolving the uncertainty of the property owners in the area and the need to begin the implementation if we are to start the resolution process.

Recommendations:

The Director of Planning, Director of Finance, Supervisor of Properties, Director of Social Planning, Medical Health Officer and Development Consultant recommend that Council:

1. Approve Concept B and authorize the Development Consultant and staff to undertake the work necessary to refine the concept and prepare the details of zoning, capital budgets and implementation, all for report back to Council.

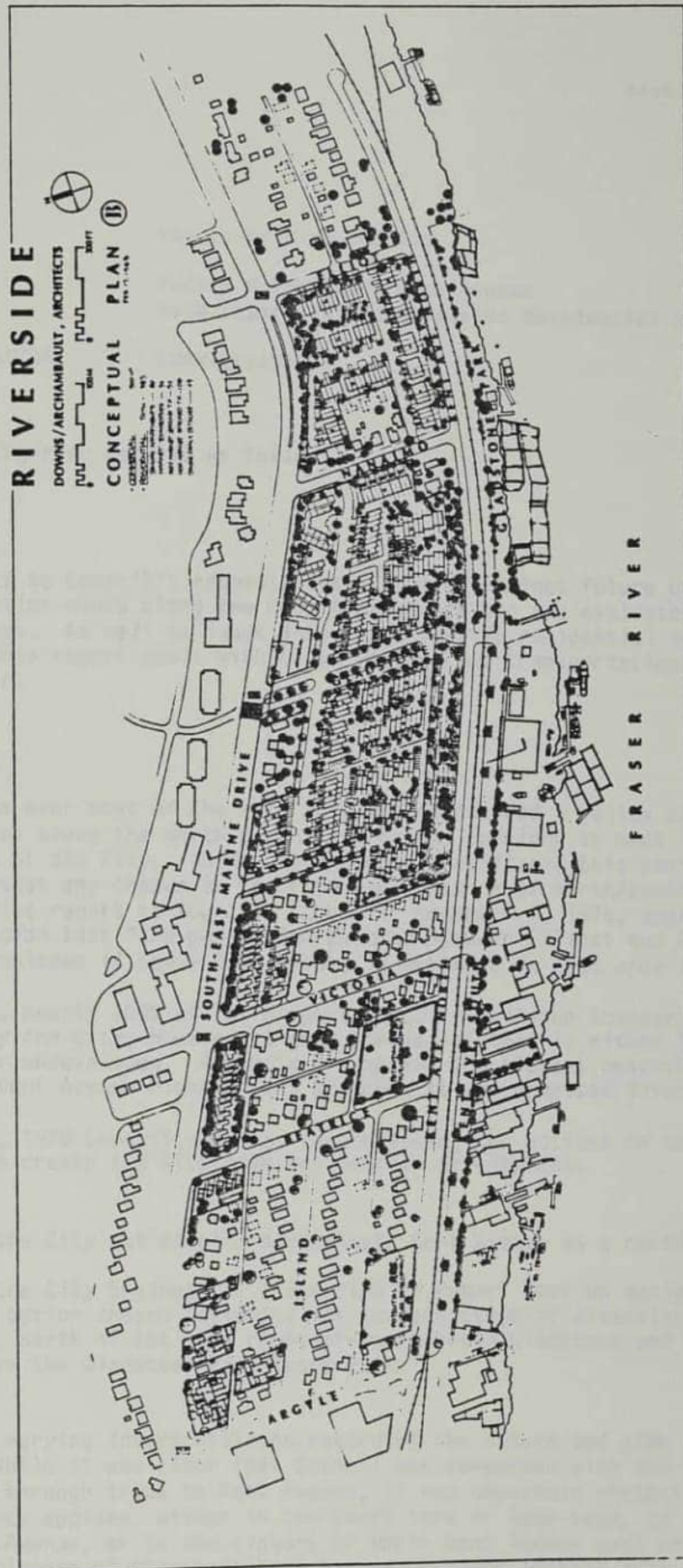
The City Engineer and Development Consultant recommend:

2. That Council instruct the Consultant and staff to pursue solutions to the issues of access, traffic signals and the pedestrian overpass for report back to Council.

The Manager of Economic Development recommends:

3. Not to develop the area between Duff and Elliott Streets for housing and instruct the Director of Planning to prepare a plan, that places a park and light industrial zone between the existing residential enclaves and the heavy, marine-oriented industrial zone; and,
4. Instruct the Director of Finance and the Manager of Economic Development to report back on a marketing/development program for the proposed light industrial zone".





April 18, 1983

TO: Vancouver City Council

SUBJECT: Future North/South Kent Avenue
With Regard to the Riverside Residential Development

CLASSIFICATION: CONSIDERATION

The City Engineer reports as follows:

"PURPOSE

In response to Council's requests, this report examines future utility and transportation needs along the Kent Avenue corridor and evaluates several planning alternatives. As well as input into the Riverside residential development planning process, this report deals with broad utility and transportation objectives for this sector.

BACKGROUND

Council has over most of the last 20 years maintained a policy of acquiring right-of-way along the North/South Kent Avenue corridor to meet long term objectives of the City. In May 1977 Council reaffirmed this position while requiring that any change in the role and function of North/South Kent require a comprehensive report to Council. Council, December 7, 1976, approved a recommendation that "the pedestrian pathway between Elliott and Gladstone Streets is to be replaced if South Kent Avenue is extended in that area in the future".

At present, nearly 100% of the property required between Boundary and Oak Streets is owned by the City; however, a good portion of this is either leased out to industry or undeveloped. Appendix 1 diagrams the present ownership of the North and South Kent Avenue right-of-way adjacent to the proposed Riverside development.

On June 26, 1979 Council approved the following two motions in the context of their decision to create the Riverside residential development:

'THAT the City not develop North/South Kent Avenue as a continuous roadway'; and

'THAT the City Engineer be instructed to report back on design matters affected by the option chosen including the investigation of diverting North/South Kent Avenue, north of the rail right-of-way between Gladstone and Elliott Streets to preserve the Gladstone Riverfront Park.'

There were varying interpretations regarding the nature and time span of these two motions. While it was clear that Council was concerned with the possibility of attracting through trips to Kent Avenue, it was uncertain whether the reference to discontinuity applied, either in the short term or long term, to the diversion of South Kent Avenue, or to the closure of North Kent Avenue east of Elliott Street, or to the closure of the whole Kent Avenue corridor in this area.

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More recently, Council on August 10, 1982 considered and referred a Riverside Concept Plan to staff for further consideration and report back to the Planning and Development Committee because of staff, industry and residential concerns that included "the conflict between industrial and residential uses" and "traffic and the future of Kent". The emphasis of this report is on the latter concern though, in this context, the need for the residential development to coexist with industry's transportation and utility needs is also discussed.

FUTURE UTILITY RIGHT-OF-WAY REQUIREMENTS

The Kent Avenue corridor requires a minimum 66 foot (20 metres) wide right-of-way [33 feet (10 metres) North Kent; 33 feet (10 metres) South Kent] to facilitate the economical establishment of new utilities needed to serve the developing residential and industrial areas south of Marine Drive, as well as other parts of the City and Region. Future demands for traditional utilities (some of which are illustrated in Appendix 2) as well as innovative new ones generated by changing technology must be accommodated. This is of particular concern in the Riverside area where, as can be seen in Appendix 3, North Kent Avenue is already highly used and where generally there is a lack of east to west utility capacity due to the Fraserview Golf Course, and traffic and grade problems on Marine Drive. Kent Avenue is a particularly viable utility corridor as it is flat, direct, at the base of the south slope and relatively free of traffic.

At present, this required minimum right-of-way is not provided between Gladstone and Elliott Streets because the 33 foot (10 metres) wide South Kent Avenue corridor is essentially cut off by grade differences and the North Fraser River. There are two alternatives to provide the full right-of-way. The first would be to develop a 33 foot right-of-way on City property south of the C.P. Rail right-of-way (see Appendix 4). This could be accomplished by filling and creating a new shoreline and possibly a new foreshore park facility depending upon the amount of encroachment into the river. The second alternative (see Appendix 5) would be to divert the South Kent Avenue corridor by providing an extra 33 feet (10 metres) of right-of-way north of the rail right-of-way.

The first alternative is more desirable as it provides a continuous utility corridor and creates more useable City land. However, the feasibility of this option is uncertain and must be investigated in more detail, given cost considerations and problems in obtaining permission from senior governments to acquire and fill shoreline and submarine property. It is recommended that the City Engineer and Director of Planning report back on the feasibility of this alternative and design possibilities for the foreshore public facility, respectively. In the meantime until the feasibility of the first alternative is determined, sufficient right-of-way for the second alternative must be retained rather than developed as part of the Riverside complex.

FUTURE TRANSPORTATION REQUIREMENTS

Increased Regional and City traffic demands on Marine Drive and local traffic demands generated by the developing Riverside residential and Fraserview industrial areas indicate a necessity to complete the Kent Avenue transportation corridor, particularly east of Elliott Street. Appendices 6 and 10 diagram the existing street system overall and in the subject area respectively. Appendix 7 illustrates traffic volumes in the subject area.

Marine Drive

Marine Drive which currently handles about 30,000 vehicles per day is the major east-west arterial for the southern slope. It is also one of the fastest growing arterials in the city and rapidly approaching peak practical capacity. As can be seen in Appendices 8 and 9, the arterial is experiencing rapid growth, currently

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3 - 4% a year, and will be under increased pressure upon completion of the Marine Way connection in Burnaby, the proposed Annacis Island crossing and development of the Riverside residential and East Precinct industrial areas (which will add an estimated 7,000 trips per day). In addition, several of the Regional Town Centres now being developed are on or close to the Marine Drive corridor.

At present, many local and circulatory trips generated by industry and the residential area south of Marine Drive are inappropriately diverted onto Marine Drive because of discontinuities in the Kent Avenue roadway system. The resulting conflicts are already unbearable as Marine Drive is currently operating with high volumes. However, over the next 5 to 15 years traffic in this sector will have increased beyond the point where extra "friction" created by local traffic turning on and off the arterial can be accommodated without intolerable extra congestion, delay and accident costs. Congestion on Marine Drive forces undesirable through traffic (including trucking) on the residential streets above Marine Drive.

Industrial Access

Developing industry in the area south of Marine Drive is very well located. It has direct access via Marine Drive and various bridges to all areas of the region. It is adjacent to river transport and serviced by rail. However, the area lacks a satisfactory collector and service road for intra-industrial, transit and emergency vehicle trips and access to Marine Drive. It is important that this collector be developed otherwise the potential for industrial development will be seriously reduced.

A fully developed East Precinct industrial area east of Elliott could eventually generate an estimated 9,000 to 14,000 vehicle trips per day, of which approximately 1,200 trips would be to and from industry west of Elliott Street. A large portion of these trips, as well as other trips necessary to access Marine Drive, would logically use Kent Avenue in the vicinity of Elliott Street to avoid the delay, extra distance, risk, and associated costs involved in diverting onto Marine Drive.

Furthermore, steep grades south of Marine Drive between Borden and Kinross Streets preclude access for large trucks to and from Marine Drive. The discontinuity of Kent Avenue at Elliott would result in costly detours for these trucks.

Residential Access

The existing and proposed Riverside residential area will generate 3,000 - 6,000 trips per day, a portion of which will be work trips to and from local industry and other local trips that would logically use Kent Avenue. Many of these resident work trips would be diverted onto Marine Drive if Kent Avenue is not developed.

Emergency Access

Route flexibility provided by a continuous Kent Avenue is also a requirement for emergency vehicles, especially under winter ice and snow conditions. Heavy fire trucks, which also have difficulty with steep grades, must have alternate access routes to the traditionally hazardous industrial areas. Kent Avenue with twin continuous roadways would provide optimal access for all emergency vehicles by allowing access from all directions, free of grades. In addition, if a railway crossing were blocked by a train, either moving or loading at a spur line, emergency vehicles could still get access from an adjacent crossing.

Transit

Council's March 1980 direction to implement transit service for the industrial area and also for the residential area would be facilitated by a continuous Kent Avenue. Future transit routes could be more easily designed to avoid problems of steep grades south of Marine Drive, and of crossing transit vehicles and trolley lines over Marine Drive.

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FUTURE KENT AVENUE CORRIDOR OPTIONS

At this time, there are basically three future Kent Avenue roadway options to consider adjacent to the planned Riverside residential development.

Option 1 - Existing Fully Discontinuous Access Road

This option, as illustrated schematically in Appendix 10, retains the existing Kent Avenue system currently impassable east of Elliott. For the reasons outlined in the previous section, this option is not recommended as it would create an exclusive residential enclave at the expense of future Regional, City and local industrial transportation needs.

Option 2 - Fully Continuous Industrial/Residential Collector

A major long term option as illustrated in Appendix 11, would be to develop Kent Avenue as a one-way couplet comprised of two 24 foot roadways straddling the C.P. Rail right-of-way. North Kent Avenue would be for westbound traffic, South Kent Avenue for eastbound. Development would likely take at least several decades given the considerable time and capital required to complete the remaining property acquisition and construction.

With regard to public access to the foreshore area between Gladstone and Elliott Streets, either a new waterfront public facility could be introduced south of South Kent Avenue to replace the existing temporary foreshore pathway or South Kent Avenue could be diverted north of the pathway. The feasibility of both these alternatives is uncertain given, in the case of the former, difficulties in obtaining a railway crossing agreement and, in the case of the latter, obtaining permission to extend the shoreline from Senior Government officials which is also a condition to constructing the roadway (and utility corridor as discussed previously). Both of these options could be explored further if and when a fully continuous roadway were developed in the future.

Given a fully developed Fraser River industrial area, it is estimated that 5,000 to 7,000 vehicles a day, essentially all industrially generated, would be attracted to this route; however, with appropriate intersection treatment, parking prohibitions and other traffic management measures, additional local traffic could be accommodated as necessary in which case volumes as high as 15,000 vehicles per day might be expected. Through traffic on Marine Drive would be discouraged from using Kent Avenue because of the extra distance and turning delays at intersections on Marine Drive and Kent Avenue.

This option is superior from the standpoint of providing for long term local, City and Regional needs by facilitating Marine Drive traffic and by providing efficient ingress and egress to industry and the residential area. Travel times and costs would be minimized on both Marine Drive and Kent Avenue, and the required flexibility is available for future transit and emergency vehicles, and for winter access. For these reasons, this roadway scheme should be a long term transportation option for the City as it has been for most of the past 20 years. Abandonment of this policy at this late date would negate many years of careful planning and will cause future problems as transportation needs evolve.

In terms of the Riverside development, additional residential buffering eventually may be necessary beyond that required for industrial and rail traffic noise attenuation; however, since essentially all traffic would be industrial traffic, the street would be little used after 5 p.m. and on weekends which favourably matches residential occupancy patterns and use of Gladstone Park.

Option 3 - Semi Continuous Access Road

This option, as illustrated in Appendix 12, retains the existing street system with the exception that two presently incomplete sections of North Kent Avenue - between Victoria and Gladstone Streets, and between Elliott and Jellicoe Streets - are opened up to traffic. In terms of property acquisition North Kent Avenue between

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Victoria and Gladstone is already fully dedicated; however, a 33 foot (10 metre) strip from one undeveloped privately owned property (Lot A, Plan 670A, Block 69, D.L. 258, see Appendix 1) would be required to extend North Kent Avenue between Elliott and Jellicoe.

This system is labeled "semi continuous" as many sections of North and South Kent Avenue are undeveloped and, though traffic can progress from east to west through the area, it must be diverted at two locations across rail tracks. Travel times on Kent Avenue would be significantly slower than on Marine Drive due to uncontrolled intersections, stop signs, on-street parking and truck manoeuvring, and the jogged nature of the trip; thus, the road would have little attraction to Marine Drive through traffic. When the East Precinct industrial and Riverside residential areas are fully developed it is estimated that approximately 1,000 trips a day might use Kent Avenue near Elliott Street.

This option would not provide the same level of service to Marine Drive and Kent Avenue as fully continuous Option 2; however, for the immediate future, the residential, industrial and City-wide problems inherent in fully discontinuous Option 1 would be avoided. The option should be developed as a local improvement as soon as is feasible.

This option would likely have a minimal impact on the residential area given much lower traffic volumes and the daytime weekday time period; however, in view of the additional noise from industry and from the rail line, the residential area should still be thoroughly buffered from the industrial corridor.

FINANCE DEPARTMENT COMMENTS

The Director of Finance and the Manager of Economic Development are of the opinion that the transportation links within the southernmost part of the City will significantly influence the way in which nearby industrial areas evolve.

At present, industries in the area have few links with each other. However, in the future this could change as these centrally located and generally under-utilized properties become more intensely developed. This denser development would likely give rise to greater intra-industry links within the area thereby increasing the need for the efficient east-west movement of industrial traffic. Since the City Engineer advises that Marine Drive is "rapidly approaching peak practical capacity" we believe that Council should preserve the option of developing Kent Avenue as an east-west industrial service road.

COMMENTS OF THE DEVELOPMENT CONSULTANT

In preparing the Riverside Concept Plan, care has been taken to preserve options for the future of Kent Avenue(s). The existing right-of-way has been protected and an additional setback has been established to preserve an expanded utility corridor. However, in considering the three options, the impact on the existing residents must be considered.

In the opinion of the Development Consultant, the fully continuous industrial/residential collector through the Riverside Neighbourhood is not needed and need not be pursued as a long term option. In the event that continuous access is necessary, this could be more than adequately provided by the semi-continuous option (Option 3). Moreover, in the interests of providing the highest possible quality environment for the existing residents, the Development Consultant recommends that Council retain the existing fully discontinuous option (Option 1).

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COMMENTS OF THE DIRECTOR OF PLANNING

"The Director of Planning does not share the same uncertainty as to what Council meant when they passed the motion on June 26, 1979:

'THAT the City not develop North/South Kent Avenue as a continuous roadway.'

Regardless of width or right-of-way location any configuration which encourages or accommodates through traffic on Kent Avenue between Argyle Street and Elliott Street is considered contrary to the above motion. Both the short-term Option 3 (semi continuous) and the long-term Option 2 (fully continuous industrial/residential collector) are therefore considered inappropriate. However, it should be noted that we have no objection to continuous dual right-of-ways east and west of this sector. We are focussing on this specific sector (Argyle Street to a point 570 feet east of Elliott Street) - which has RS-1 development, narrow industrial sites and a public access park of 1400 feet in length, enjoyed by, and easily accessible to the residents of the east end - particularly Fraserview.'

The following reasons are presented in support of the existing non-continuous Kent Avenue configuration between Argyle Street and the point 570 feet east of Elliott Street:

Local Context

1. Historically South Kent Avenue has represented more than a local road for industrial uses - it has also functioned as a staging area - Riv-Tow, for instance, transports partially completed ships from one part of their operation to another via South Kent Avenue. Many trucks have to back onto Kent Avenue in order to successfully maneuver through a site. This is in part, due to shallow depth of these industrial sites. With increased industrial activity, as has been predicted, these kinds of maneuvers will likely increase. However, with the introduction of a continuous road encouraging higher volumes of through moving traffic, local industrial related vehicle movements would be restricted.
2. A non-continuous Kent Avenue configuration is distinctly more appropriate with respect to the Riverside Concept Plans. A continuous road (including the semi-continuous option) would create a negative barrier between the existing and new residential areas and the waterfront recreation area of Gladstone Park. The Director of Planning does not agree that the traffic generated on a continuous roadway would "favourably match residential or occupancy patterns and use of Gladstone Park". The majority of the housing will be ground-oriented, family housing with a further component of seniors housing - this suggests that pedestrian activity will not be concentrated until after 5:00 p.m. and on weekends.
3. The City Engineer states that additional residential buffering may be necessary beyond that required for industrial and rail traffic noise attenuation - this further indicates incompatibility with residential uses.
4. The Riverside Concept Plans have been specifically designed to separate residential from industrial access - Kent Avenue functioning in part as a residential collector is not consistent with the Concept Plans which channel residential traffic directly to S.E. Marine Drive.

Regional Context

5. The Director of Planning is not convinced a through route will be required on Kent Avenue in the future. Very few vehicle trips both originate and terminate south of S.E. Marine. Therefore it appears logical to provide direct access to S.E. Marine. Furthermore, the East Precinct Plan (1980) noted that "Marine Drive and Boundary Road provide arterial access to the East Precinct. These roads are presently being upgraded, and when completed in 1980 will provide excellent road access to this area." (p.11)

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We do not accept the argument that good and efficient access requires a continuous dual roadway five miles in length. Very good access can be provided by developing local collectors of shorter continuous lengths.

The only argument that the City Engineer provides which Council should consider is the one related to developing a parallel arterial to S.E. Marine Drive to relieve future unknown projections of traffic volumes. Our view however, is that a continuous roadway that encourages through traffic will be a deterrent to the activities of local industry and residents.

RECOMMENDATIONS

Regarding Kent Avenue as a Utility Corridor

A minimum 66 foot (20 metre) wide right-of-way [N. Kent 33 feet (10 metres)/S. Kent 33 feet (10 metres)] is required, but not provided between Gladstone and Elliott Streets because South Kent Avenue is essentially cut off by the North Fraser River. Accordingly, the City Engineer recommends:

- A. THAT the City Engineer enter into detailed discussions with appropriate Provincial and Federal officials regarding filling and extending the shoreline in order to determine the feasibility of developing South Kent Avenue as a utility corridor and foreshore public facility between Gladstone and Elliott Streets;
- B. THAT the Director of Planning report to Council on the design possibilities for the foreshore public facility in conjunction with the City Engineer's work on recommendation A above; and
- C. THAT a 33 foot (10 metre) wide strip of City-owned property immediately north of the existing North Kent Avenue right-of-way between Gladstone and Elliott Streets be kept clear of development and be preserved as right-of-way until the feasibility of the South Kent Avenue alignment is determined.

Regarding Kent Avenue as a Transportation Corridor:

Long term growth for Marine Drive combined with the requirement for good circulation and access to preserve industry south of Marine Drive point out an eventual need to complete North and South Kent Avenue as a fully continuous collector (Option 2, Appendix 11). Thus, this roadway scheme should be a long term transportation option for the City as it has been for most of the past 20 years. Abandonment of this policy at this late date would negate many years of careful planning and will cause future problems as transportation needs evolve. A semi continuous access roadway system (Option 3, Appendix 12) as exists at present would likely meet transportation needs for the immediate future, provided North Kent Avenue is opened east of Elliott Street. In future, Council can review traffic requirements again to determine whether the fully continuous option is required. In the meantime, the lands acquired by the City should not be lost nor should options for their use be precluded.

The existing fully discontinuous Kent Avenue system (Option 1, Appendix 10), presented in the latest Riverside Concept Plans, does not address transportation needs for the Region, City and Fraser River industrial area, and thus cannot be supported.

As a decision on the future of Kent Avenue is in part dependant upon resolution of the land use strategy for the Riverside area (as discussed in the accompanying Development Consultants report), the City Engineer recommends that Council not make a decision on developing this corridor at this time. Once a riverside concept plan is adopted, the issue can be brought forward for Council's attention in a future report.

. . . 8/

In recognition of existing industrial activity and the need for a utility corridor in this area and the potential for industrial and goods movement growth in the S.E. Sector, the City Engineer recommends:

- D. THAT no decision be made at this time to develop Kent Avenue in this area but that the right-of-way be preserved to permit a long term continuous option if Council so decides later.

The Director of Planning and Development Consultant do not support the City Engineer's recommendations and recommend:

"Regarding Kent Avenue as a Utility Corridor

- E. THAT a utility corridor of sufficient width be contained within North Kent Avenue and the flanking easement as proposed by the Riverside Development Consultant.

Regarding Kent Avenue as a Transportation Corridor

- F. THAT the City reaffirm its position not to develop North/South Kent Avenue within the Riverside area as a continuous roadway and further THAT the City not open North Kent between Elliott and Jellicoe Streets."

The City Manager notes that the distinction between the positions on the role of Kent Avenue as a utility corridor is not clear. The City Engineer is recommending (in "C") a right-of-way be reserved, which could in future be developed as roadway. The Director of Planning and Development Consultant are recommending (in "F") an easement for utilities only be provided.

The City Manager submits the choice of A, B, C and D (essentially providing for a continuous Kent Avenue)

OR

E and F (maintaining the discontinuous roadway position)
for CONSIDERATION.

CITY OF VANCOUVERSPECIAL COUNCIL - PUBLIC HEARING

July 14, 1983

A Special Meeting of the Council of the City of Vancouver was held on Thursday, July 14, 1983 at 7:30 p.m. in the Council Chamber, Third Floor, City Hall, for the purpose of holding a Public Hearing to amend the Zoning and Development By-law.

PRESENT:

Mayor Harcourt
Aldermen Bellamy, Brown, Davies, Eriksen,
Ford, Kennedy, Rankin, Yee and
Yorke

ABSENT:

Alderman Puil

CLERK TO THE COUNCIL:

Mrs. J. Thomas

COMMITTEE OF THE WHOLE

MOVED by Ald. Rankin,
SECONDED by Ald. Davies,

THAT this Council resolve itself into Committee of the Whole, Mayor Harcourt in the Chair, to consider proposed amendments to the Zoning and Development, Sign and Official Development Plan By-laws.

- CARRIED UNANIMOUSLY

1. Grandview-Woodland Britannia Area

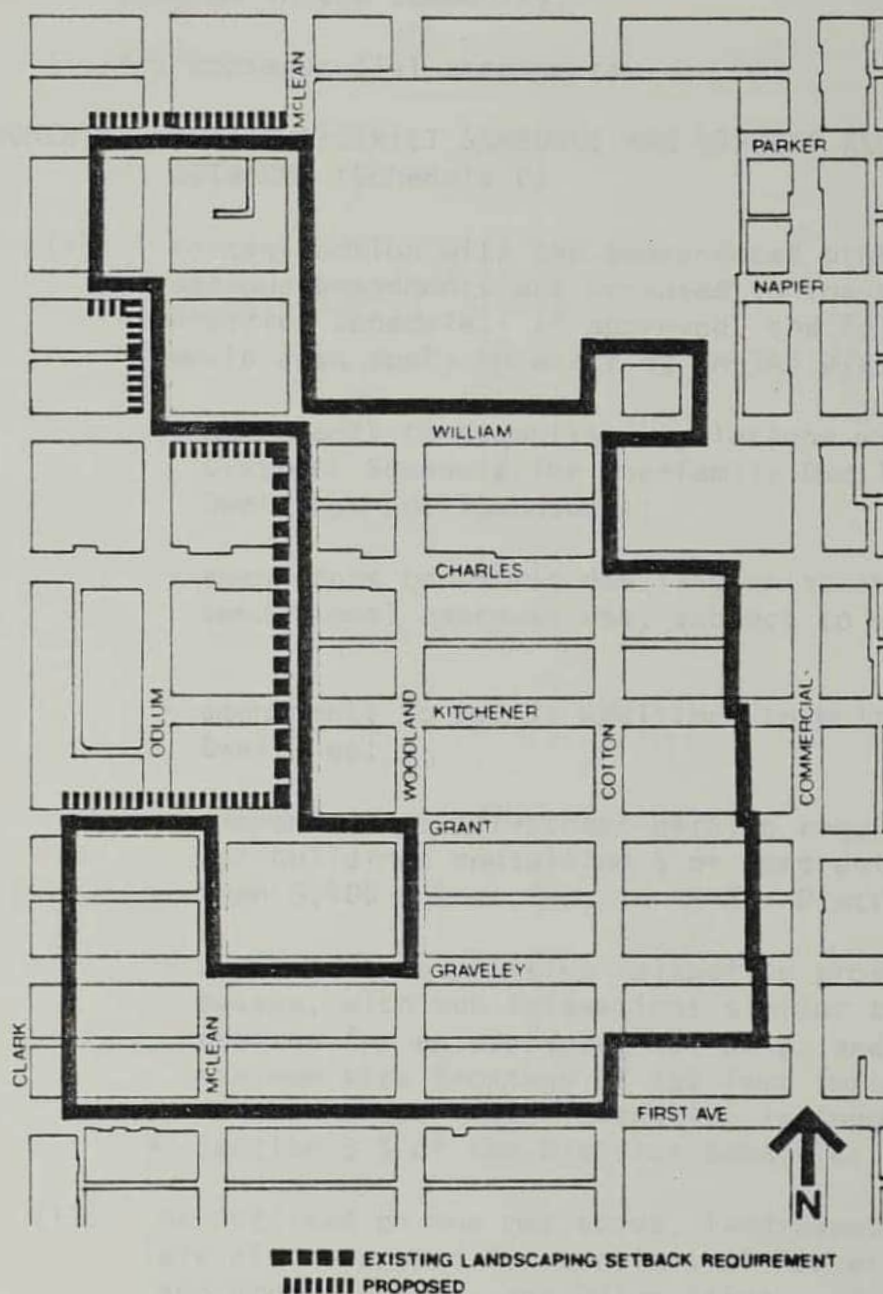
The Special Council considered an application by the Director of Planning as follows:

Cont'd.....

Special Council (Public Hearing), July 14, 1983. 2

Grandview-Woodland Britannia Area (cont'd)

- A. LOCATION: GRANDVIEW-WOODLAND BRITANNIA AREA (Lands within the area outlined by the solid black line on the map below)



Present Zoning: RM-3 Multiple Dwelling District

Requested Zoning: RM-3A1 Multiple Dwelling District

Cont'd.....

Special Council (Public Hearing), July 14, 1983. 3

Grandview-Woodland Britannia Area (cont'd)

(i) if approved, the proposed rezoning would implement several of the policies contained within the Britannia Area Plan which was endorsed by Council following a neighbourhood planning program in the community;

(ii) Any consequential amendments.

B. TEXT AMENDMENTS: RM-3A1 DISTRICT SCHEDULE AND STREETS REQUIRING LANDSCAPED SETBACKS (Schedule C)

(i) In conjunction with the above-noted proposed rezoning, various amendments are proposed to the text of the RM-3A1 District Schedule. If approved, the following amendments would also apply to existing RM-3A1 Districts (e.g. Kitsilano).

- amendments to establish regulations within the RM-3A1 District Schedule for One-family Dwellings, Two-family Dwellings and Townhouses;
- amendments to permit dwelling units in a basement, as a conditional approval use, subject to certain conditions;
- amendments to permit additions to Multiple Conversion Dwellings;
- amendments to off-street parking requirements (Section 12) for buildings containing 3 or more units on sites less than 5,400 square feet in RM-3A1 Districts.
- amendments to existing relaxation provisions for townhouses, with new relaxations similar to those which may be granted for an apartment building, and to establish a maximum site frontage of 150 feet for apartment buildings or townhouses where relaxation is sought pursuant to
- Section 5.3 of the District Schedule;

(ii) As outlined on the map above, landscaped setback requirements are also proposed for portions of Parker, Napier, William and Grant Streets, and Odlum Drive. If approved, all affected properties would be required to provide a 6.0 ft. landscaped setback, measured from the property line, as a condition of development;

(iii) Any consequential amendments.

cont'd.....

Special Council (Public Hearing), July 14, 1983. 4

Grandview-Woodland Britannia Area (cont'd)

It was noted also before Council for approval in principle by resolution were draft design guidelines for the Britannia area. Following enactment of the rezoning and text amendments to the RM-3A1 District Schedule, these guidelines will be formally presented to Council for adoption by resolution.

Ms. Ronda Howard, Grandview-Woodland Area Planner, narrated a slide presentation which illustrated highlights of the Britannia Area Plan Policies and depicted the design flexibility for a wider variety of housing to be achieved by the proposed rezoning. While the area would remain zoned for medium density residential development, there would be increased opportunity for apartments, townhouses, infill housing, conversions, additions to conversions, larger one-family and two-family dwellings and basement suites. A six foot landscaped set back requirement would improve appearance of the industrial/residential boundary.

A number of members of the public present indicated support for the proposal. There were no speakers opposed.

MOVED by Ald. Bellamy,

THAT the applications of the Director of Planning respecting rezoning and text amendments be approved;

FURTHER THAT the draft design guidelines for the Britannia Area be approved in principle.

- CARRIED UNANIMOUSLY

2. Riverside Neighbourhood

The Special Council considered the following application of the Director of Planning:

A. TEXT AMENDMENT: PROPOSED RS-1B ONE-FAMILY DWELLING DISTRICT SCHEDULE

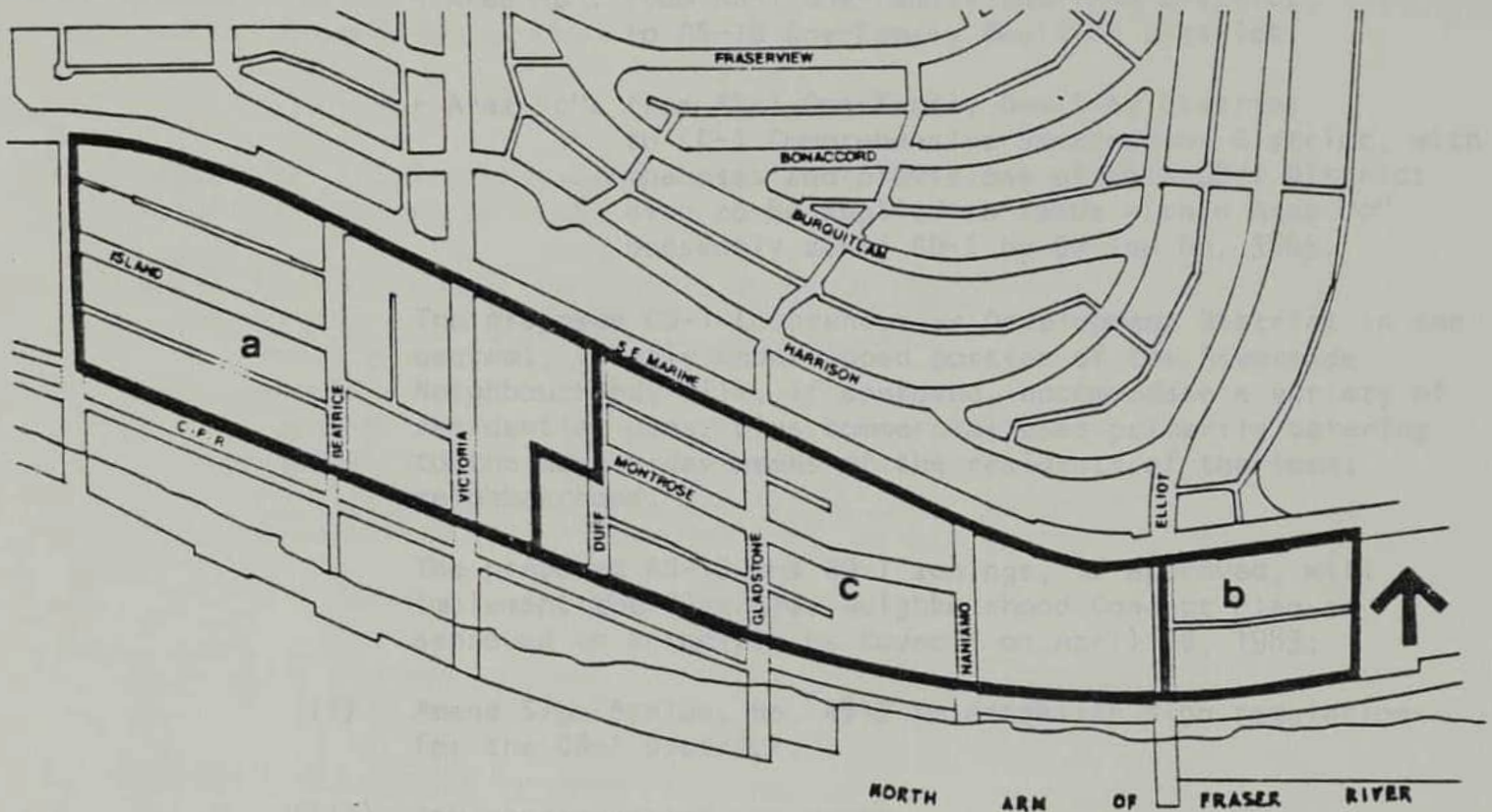
- (i) The proposed RS-1B District Schedule, if approved, will contain uses and regulations presently in the RS-1 District Schedule and will also allow on some sites, as a conditional approval use, a second One-Family Dwelling.
- (ii) Any consequential amendments.

Cont'd.....

Special Council (Public Hearing), July 14, 1983. 5

Riverside Neighbourhood (cont'd)

- B. LOCATION: RIVERSIDE NEIGHBOURHOOD (Lands Between Southeast Marine Drive, the Canadian Pacific Railway, Argyle Street, and a Line Parallel to and Approximately 174 m (570 ft.) East of Elliott Street, Being those Lands within the area outlined by the solid black line on the map below)



Present Zoning:

RS-1 One-Family Dwelling District and
CD-1 Comprehensive Development District

Requested Zoning:

RS-1B One-Family Dwelling District and
CD-1 Comprehensive Development District

Cont'd.....

Special Council (Public Hearing), July 14, 1983. 6

Riverside Neighbourhood (cont'd)

- (i) If approved, the three areas identified by the letters "a", "b" and "c" on the map above would be rezoned as follows:
- Area "a": from RS-1 One-Family Dwelling District and CD-1 Comprehensive Development District to RS-1B One-Family Dwelling District
 - Area "b": from RS-1 One-Family Dwelling District to RS-1B One-Family Dwelling District
 - Area "c": from RS-1 One-Family Dwelling District to CD-1 Comprehensive Development District, with the uses and provisions of this CD-1 District also to be applied to lands within Area "c" presently zoned CD-1 by By-law No. 3865.
- The proposed CD-1 Comprehensive Development District in the central, largely undeveloped portion of the Riverside Neighbourhood, will, if approved, accommodate a variety of residential uses, plus commercial uses primarily catering to the day-to-day needs of the residents of the local neighbourhood.
- The proposed RS-1B and CD-1 zonings, if approved, will implement the Riverside Neighbourhood Concept Plan as approved in principle by Council on April 28, 1983;
- (ii) Amend Sign By-law, No. 4810 to establish sign regulations for the CD-1 District;
- (iii) Any consequential amendments.

The Director of Planning recommended approval subject to the following conditions proposed for adoption by resolution of Council pertaining to the CD-1 zoned site:

- (a) Any development approved is to be in accordance with the Riverside Neighbourhood Concept Plan (illustrated as Conceptual Plan B, prepared by Downs-Archambault Architects), as approved in principle by Council on April 28, 1983; and
- (b) Any development is to be first approved by the Director of Planning under a Development Permit Application. In considering such application, the Director of Planning shall, after having received advice from the Urban Design Panel, have due regard to the overall design, the Concept Plan and any other conditions of development as Council may by resolution prescribe.

Cont'd.....

Special Council (Public Hearing), July 14, 1983. 7

Riverside Neighbourhood (cont'd)

It was noted also before council for approval in principle by resolution were draft design guidelines for both the proposed RS-1B and CD-1 zoned portions of the Riverside Neighbourhood. Following enactment of the proposed RS-1B and CD-1 Districts, these guidelines will be formally presented to Council for adoption by resolution.

In his review of the applications, Mr. R. Scobie, Zoning Division, made reference to a memorandum dated July 7, 1983 (on file) also before the Council, in which the Director of Planning recommended the following amendments to the draft RS-1B District Schedule and the draft CD-1 District. The amendments would have the effect of clarifying intent and improving administration:

"RS-1B

1. In section 3.2.5, the new use description "Secondary dwelling" should be amended to read:

3.2.5 Secondary dwelling, being an additional one-family dwelling to the principal one-family dwelling, provided that the registered owner or registered owner under agreement of the property has entered into an agreement, in a form satisfactory to the Director of Legal Services, registered against the property covenanting that an owner of a dwelling unit on the site shall occupy that dwelling unit. Any development permit granted shall be subject to the following:

- (a) (as per draft By-law)
- (b) The additional dwelling shall have a minimum floor area of 400 square feet.

2. Section 4.3.3 should be amended to read:

4.3.3 Notwithstanding sections 4.3.1 and 4.3.2, the maximum height of both the principal one-family dwelling and the secondary dwelling shall not exceed lines described by vertical angles of 30 degrees subtended above the base surface at and perpendicular to all exterior walls which face the opposite secondary or principal dwelling.

3. Section 4.3.4 should be amended to indicate that the line is described by a vertical angle of 60 degrees subtended above the horizontal.

4. Section 4.3.5 should be amended to read:

4.3.5 For the purpose of calculating half-storey in sections 4.3.1 and 4.3.2, the floor area of the storey immediately below shall include any area used for parking within the outermost walls of the building unless the parking is located in a basement or cellar.

Cont'd.....

Special Council (Public Hearing), July 14, 1983. 8

Riverside Neighbourhood (cont'd)

5. Section 4.5.2 should be amended to read:

4.5.2 The other side yard shall have a minimum width of 10 percent of the width of the site, but need not be more than 5 feet in width.

6. Section 4.7.1 should be amended to include recent amendments regarding narrow lots, with the amended section reading:

4.7.1 The total floor space ratio shall not exceed 0.60 and the area of any secondary dwelling shall not exceed 40 percent of the total floor area, except that where an existing lot is less than 7.315 m (24 ft.) in width the floor space ratio shall not exceed 0.45.

7. Section 4.7.3(c) should be amended as follows to reflect recent By-law amendments concerning floor space ratio exclusion of certain off-street parking areas:

4.7.3(c) where a portion of a floor is used for off-street parking and loading, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, that area of the floor so used, where it:

- (i) is at or below the lowest official established building grade; and
- (ii) on a sloping site, has a ceiling, measured to the lowest point, at or below the base surface.

8. Section 4.8.1 should also be amended as follows to reflect recent By-law amendments regarding narrow lots:

4.8.1 The maximum site coverage for buildings shall be 45 percent of the site area, except that where an existing lot is less than 7.315 m (24 ft.) in width the maximum site coverage for buildings shall be 35 percent of the site area.

Cont'd.....

Special Council (Public Hearing), July 14, 1983. 9

Riverside Neighbourhood (Cont'd)

CD-1

Also for the purpose of clarification and consistency, the following amendments are proposed to the draft CD-1 District:

1. In Table 2, the maximum site coverage specified for the various sub-areas should be expressed as percentages (e.g., 0.50 should read 50%).
2. In section 5.4.2(d), the word "reduce" should be replaced by the word "relax".

In addition, the first sentence in Section 5.6.1 pertaining to acoustics is non-regulatory in nature and should be deleted; however, given the political sensitivity of the acoustic environment regarding residential development in this area, deletion of this sentence, while recommended, is not critical."

Mr. J. Moodie, the City's Development Consultant reviewed the two zonings proposed, namely the RS-1B zone designed to allow some densification of the existing residential area while preserving its single-family character; and the CD-1 zone which would permit development of a medium-density neighbourhood comprising a mix of market and non-market family housing with a seniors and commercial component. Mr. Moodie also commented on a number of specific concerns identified by Council members including acoustic protection, berms and ground lease covenants to ensure peaceful co-existence between industry on the waterfront and the residents of the Riverside neighbourhood. The intent of the RS-1B zoning was also discussed.

The Mayor called for speakers for or against the proposal and representations were made by the following:

Don Jantzen, I.W.A. Local 1-217, opposed the application and referred to the probability that co-existence between industry located on the Fraser River and the new Riverside residents would be far from peaceful with the result that industrial operations would be driven out.

Harold Jaeck, I.W.A. and a long time Canadian White Pine worker/resident, advised lumber workers were opposed to the project, feeling it would eventually threaten their livelihood. He submitted the location presented hazards for the young children who would live in the Riverside community.

Sandor Gyarmati, Canadian Hungarian Seniors Housing Society spoke in support and requested allocation of a site for the Society's Seniors housing project.

Adolph Welk, 8383 Elliott, opposed the application.

Gordon McRay, Plant Foreman, MacMillan Bloedel, opposed. He noted that his plant was over a mile from the Riverside site but he could foresee future problems from the residential community as he already received many complaints from Champlain Heights about smoke generated by the MacMillan Bloedel operation.

Special Council (Public Hearing), July 14, 1983. 10

Riverside Neighbourhood (Cont'd)

Ron Cook, 2025 East North Kent Avenue, circulated a brief (on file) expressing serious reservations about the concept in three major areas: the non-continuous nature and lack of height specification in the draft CD-1 By-law for the acoustic berm; possibility of increased traffic flow past his residence; and the importance of Kent Avenue remaining discontinuous.

Paddy Neale, Vancouver and District Labour Council, opposed.

Norman Cosulich, Rivtow Straits, spoke to brief (on file) and advised he was not appearing in the hope of reversing Council's decision on the Riverside Neighbourhood proposal but to urge the absolute necessity for an effective system of sound barriers. He was pleased the "hole" in the berm at Gladstone would be plugged but noted no noise barriers were suggested for the new infill housing and given the sensitivity of this issue, it was questionable whether Riverside was the appropriate site for this housing experiment.

John Gordon & Adolph Ingre, Affordable Housing Association, expressed their belief that compatibility between industry and housing was possible.

Rosemary VanGaalén, 8431 Duff, requested information on the boundaries of the proposed rezonings as they impinged on her property.

Mr. Moodie and Mr. Scobie responded.

Isabell Bougie, 8367 Beatrice, urged Council to approve the rezoning so the Plan could proceed, thus ending neighbourhood uncertainty.

Christopher Richardson, Champlain Heights Recreation Advisory Committee and Killarney Community Centre, advised it was the desire of the two organizations to become involved in a review of the site specifics for recreational opportunities in the new community of Riverside. Park Board had had no opportunity to officially comment on the Plan. The isolation of the site made it imperative that some study be initiated of park needs and access requirements to community facilities and schools north of Marine Drive. A neighbourhood pathway system should link each of the residential parcels with Kent Avenue, the neighbourhood parks to the north and potential parks to the east and west, similar to those in Champlain areas E and F.

It was also suggested the existing Gladstone Park be dedicated.

The staff members present advised that Park Board staff had been involved in the planning process but the Plan had not yet been formally considered by the Board.

Essie Sanderson, 8367 Beatrice, supported the rezoning.

Ian Sanderson, 8367 Beatrice, spoke on behalf of area residents who supported the rezoning. Mr. Sanderson requested consideration be given to certain amendments to the draft by-laws.

Cont'd.....

Special Council (Public Hearing), July 14, 1983. 11

Riverside Neighbourhood (Cont'd)

Cec Cosulich, Rivtow Straits Ltd., felt the problems of noise and traffic access had not been adequately addressed. He urged all possible steps be taken to avoid possible conflict between industry on the Fraser and the Riverside residential community and urged some commitment by Council to ensure the continuation of the industrial uses in the future.

Shirely Schmid, Columbia Housing, supported the proposal.

Mr. Scobie referred to the concern expressed by a member of Council that the minimum lot size of 3,600 sq. ft. required in the RS-1B by-law was inadequate. He noted the vast majority of lots were in excess of that figure. A suitable amendment could be accomplished through the subdivision by-law and this would be the subject of a report to Council prior to enactment. Prior notice had been obtained of the amendments proposed by Mr. Sanderson respecting compatibility with adjacent industrial operations. Copies of the proposed by-law amendments were circulated to members of Council.

A member of Council referred to the concerns expressed by the Fraser River industry representatives who felt threatened by the encroachment of residential development, and requested the Vancouver Economic Advisory Commission be asked to study and report on means whereby the existing woodworking, shipbuilding and associated industrial operations can be retained in that area. The Mayor so directed.

MOVED by Ald. Brown, Authority Building or use essential in this district.

THAT the RS-1B zoning be deferred at the present time in order that a zoning, specifically tailored for this area, can be introduced.

3.2.5 Secondary dwelling, being an additional one-family dwelling, to the principal one-family dwelling, provided that the registered owner of the property, or a person acting on behalf of the registered owner, has entered into a written agreement, in a form satisfactory to the Director of Legal Services, registered against the property covenanting that the secondary dwelling shall be subject to the following:

(Aldermen Bellamy, Davies, Eriksen, Ford, Kennedy, Rankin, Yee, Yorke and the Mayor opposed)

MOVED by Ald. Bellamy, THAT the application be approved subject to following:

- (i) the conditions proposed by the Director of Planning;
- (ii) the clarifying amendments proposed by the Director of Planning in his memorandum dated July 7, 1983;
- (iii) the further amendments outlined below as introduced at the Public Hearing this day:

RS-1B

Add the following words to the Intent Statement:

"in a manner compatible with the adjacent industrial zone".

Cont'd.....

Riverside Neighbourhood (Cont'd)

Delete from Conditional Approval Uses all uses except:

- 3.2.A Accessory Buildings and accessory uses customarily ancillary to any of the uses listed in this Section, subject to the same provisions as Subsection 2.2.A.

Accessory Buildings and accessory uses not in compliance with the provisions of Subsection 2.2.A.

- 3.2.B Boarding House or Rooming House resulting from the conversion of a building where the conversion took place prior to June 18, 1956 and the use has been continual since that time, provided that any development permit granted shall be limited in time.

- 3.2.D Deposition or extraction of material so as to alter the configuration of the land.

Dwelling Unit or Housekeeping Unit which existed prior to June 18, 1956, provided that any development permit granted shall be limited in time.

- 3.2.P Park or Playground.

Public Authority Building or use essential in this district.

Public Utility.

- 3.2.S Secondary dwelling, being an additional one-family dwelling, to the principle one-family dwelling, provided that the registered owner or registered owner under agreement of the property has entered into an agreement, in a form satisfactory to the Director of Legal Services, registered against the property covenanting that an owner of a dwelling unit on the site shall occupy that dwelling unit. Any Development Permit granted shall be subject to the following:

(a) The site has a secondary access, namely a lane or a flanking street.

(b) The additional dwelling shall have a minimum floor area of 400 square feet.

Social Service Centre operated by a non-profit Society.

Special Needs Residential Facility, subject to the provisions of Section 11.9

Cont'd.....

Special Council (Public Hearing), July 14, 1983. 13

Riverside Neighbourhood (Cont'd)

Add the following section 4.12 to the regulations:

4.12 Acoustics

- 4.12.1 All development permit applications for residential uses listed in Section 3 shall be accompanied by evidence, prepared by persons trained in acoustics and current techniques of noise measurement, demonstrating that the ultimate acoustic environment will be satisfactory. In evaluating the application, the Development Permit Board shall be guided by the recommendations of the Medical Health Officer.
- 4.12.2 Acoustic criteria established by Canada Mortgage and Housing Corporation shall be used to evaluate the ultimate residential acoustic environment with respect to traffic and rail noise.
- 4.12.3 The following acoustic criteria shall be used to evaluate the ultimate residential acoustic environment with respect to industrial noise:
- (a) DAYTIME - The maximum "fast response" noise levels from externally generated noise shall not exceed 60 dBA L-1 (over 1 hour) as measured or predicted in the designated outdoor space at the facade of the unit.
- (b) NIGHTTIME - The maximum "fast response" noise levels from externally generated noise shall not exceed the background noise levels as measured or predicted within bedrooms, given a baseline background level of 32 dBA.

CD-1

Amend section 5.6 of the CD-1 By-law to read as follows:

5.6 Acoustics

- 5.6.1 All development permit applications shall be accompanied by evidence, prepared by persons trained in acoustics and current techniques of noise measurement, demonstrating that the ultimate acoustic environment will be satisfactory. In evaluating the application, the Development Permit Board shall be guided by the recommendations of the Medical Health Officer.

Cont'd.....

Special Council (Public Hearing), July 14, 1983. 14

Riverside Neighbourhood (Cont'd)

5.6.2 Acoustic criteria established by Canada Mortgage and Housing Corporation shall be used to evaluate the ultimate residential acoustic environment with respect to traffic and rail noise.

5.6.3 The following acoustic criteria shall be used to evaluate the ultimate residential acoustic environment with respect to industrial noise:

- (a) DAYTIME - The maximum "fast response" noise levels from externally generated noise shall not exceed 60 dBA L-1 (over 1 hour) as measured or predicted in the designated outdoor space at the facade of the unit.
- (b) NIGHTTIME - The maximum "fast response" noise levels from externally generated noise shall not exceed the background noise levels as measured or predicted within bedrooms, given a baseline background level of 32 dBA.

FURTHER THAT the draft design guidelines be approved in principle.

- CARRIED

(Aldermen Brown and Kennedy opposed)

MOVED by Ald. Bellamy,

THAT staff be instructed to report back on

- (i) Acoustic berm treatment and berm height requirements
- (ii) Park requirements

- CARRIED

(Aldermen Brown and Kennedy opposed)

AMENDED
SEE PAGE 1744

Special Council (Public Hearing), July 14, 1983. 15

3. Text Amendment - Downtown District (DD)
Official Development Plan, By-law No. 4912

The Council considered an application by Mr. M. Zajac, Pacific Palisades Management Ltd., for a text amendment as follows:

TEXT AMENDMENT: DOWNTOWN DISTRICT (DD) OFFICIAL DEVELOPMENT PLAN, BY-LAW
 NO. 4912

- (i) The proposed amendment to the Official Development Plan, if approved, would amend Section 3 "Density" and related Map 2 by establishing a new density area pertaining to the Pacific Palisades, being those lands within the block bounded by Robson, Jervis, Alberni, and Bute Streets, except for lands south and east of the existing lane (Blue Horizon Town & Country Inn).

The density area would allow a maximum floor space ratio of 3.00, of which a maximum of 2.00 may be non-residential uses, distributed as follows:

- a maximum floor space ratio for office of 0.355;
- a maximum floor space ratio for retail of 0.045; and
- a maximum floor space ratio for hotel, including accessory uses customarily ancillary such as restaurants, of 1.600.

The proposed amendment would permit development permit consideration of minor alterations/additions to the existing hotel and conversion of the westerly residential tower to hotel use.

- (ii) Any consequential amendments.

The Director of Planning recommended approval, subject to the following conditions proposed for adoption by resolution of Council:

- (a) That Pacific Palisades Management Ltd. agree to limit facilities ancillary to the hotel (i.e., lounge) to a scale which would cater predominantly to hotel clientele as opposed to the general public and, further, that such facilities be compatible with the adjoining West End District;
- (b) That Pacific Palisades Management Ltd. first agree to undertake modifications to the present underground residential parking garage in order to provide adequate parking security for residents of the easterly residential tower, hotel guests and employees, such modifications to be to the satisfaction of the Director of Planning and considered as part of a development permit application for the proposed hotel alteration/expansion.

cont'd.....

Special Council (Public Hearing), July 14, 1983. 16

Text Amendment - Downtown District (DD) Official
Development Plan, By-law No. 4912 (Cont'd)

- (c) That Pacific Palisades Management Ltd. cease present non-residential uses operating in the easterly residential tower in contravention of existing development permit approval;
- (d) That existing tenants relocated from the westerly to the easterly tower not be subject to rent increases as a consequence of the relocation;
- (e) That Pacific Palisades Management Ltd. pay moving expenses associated with relocation of tenants from the westerly to the easterly tower; and
- (f) That tenants in the westerly tower wishing to remain in their present suites be allowed to do so (i.e., not be forced to relocate to the easterly tower as and when possible).

MOVED by Ald. Bellamy,

THAT the application be approved subject to the conditions proposed by the Director of Planning.

- CARRIED UNANIMOUSLY

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy,

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

ADOPT REPORT OF COMMITTEE OF THE WHOLE

MOVED by Ald. Bellamy,

SECONDED by Ald. Rankin,

THAT the Report of the Committee of the Whole be adopted and the Director of Legal Services be instructed to prepare and bring forward the necessary by-law amendments.

- CARRIED UNANIMOUSLY

* * * * *

The Special Council adjourned at approximately 10:50 p.m.

* * * * *

The foregoing are minutes of the Special Council Meeting (Public Hearing) of July 14, 1983, adopted by Council, after amendment, on July 26, 1983.

M. Harcourt
MAYOR

R. Henry
CITY CLERK

Records from GEO 1975-77 838181 Kent General file folder. Highlighted are

FOI Request – 2026-360 – E Kent Ave North – Jan 1 1970 to April 22, 2026

Pg. 19 to pg 22 - GEO 1975-77 838181 Kent General file folder. Highlighted areas of interest on pg 19.

Access to Recreational Areas

In August, 1976, the Director of Planning reported to Council on design and funding for the development of parks at street ends adjacent to the Fraser River. Initial proposals were for implementation at Shaughnessy, Gladstone and Elliott Street ends. A further report from the Director of Planning in December, 1976, recommended the additional construction of a footpath connecting Gladstone and Elliott Street ends as an 'interim use of City-owned lands until such time as the ultimate use of this area is fully resolved and developed accordingly'. Proposals for the implementation of the projects and joint funding with the North Fraser Harbour Commission and Federal Government were approved by Council.

To date, interim approvals have been obtained from the various regulatory agencies for the implementation of the aforementioned projects. These approvals are conditional and impose limitations on some aspects of the proposed development. The major reduction in the scope of the project has occurred at Elliott Street where restrictions on filling of the foreshore have been imposed by the Ministry of the Environment.

Construction of the street-end projects commenced in January, 1977 with a L.I.P. crew supervised by Parks Board staff. Work is progressing satisfactorily at the Shaughnessy and Gladstone Street ends at this time and the footpath connecting Gladstone and Elliott Streets is virtually complete.

Development Agreements & program – pg 20 to 22.

838181

KENT

GENERAL

1 8 1 3 8

DIRECTOR OF LEGAL SERVICES

CHARLES S. FLEMING

ASSISTANT DIRECTORS

JOHN A. COWLEY
JOHN L. MULBERRY
TERRANCE R. BLAND

SOLICITORS

ROBERT G. JACKSON IAN G. HENLEY
P. A. GILBERT JOE STUBBS
ROBERT C. P. WALKER MAUREEN RYAN



FILE #	GENERAL REGISTER DOCUMENT
OUR FILE NO.	270758 (Elliott) 838 181 (Kent)
CITY HALL 453 WEST 12TH AVENUE VANCOUVER, B.C. V5Y 1V4	

TELEPHONE 873-7507

December 21, 1977

Canadian Transport Commission
Bentall One
1710 - 505 Burrard Street
Vancouver, B.C.
V7X 1M6

Attention: Mr. J. J. Eisler, Regional Manager
Railway Transport Committee

Dear Sirs

re: Your file No. 27073.681
Pedestrian crossing over CPR track at Kent and
Elliott Streets - Mile 3.55, V. & L.I., New
Westminster Branch

On August 16, 1977, we forwarded our reply to the answer of
Canadian Pacific Limited with respect to our application
for a pedestrian crossing.

I have now been asked by the City Engineer to ascertain
when we might expect to receive an order pursuant to our
application.

Yours very truly

Ian G. Henley

ENGINEERING
CENTRAL
REGISTRY

DEC 27 1977

ROUTING	IGH: EG
CE/SD/ cc	Mr. J. d'Avignon, C.T.C. Ottawa Mr. D. Holloway, City Engineer ✓
INFORMAL	
CR	
RELEASED FOR FILING	
INITIAL	

CPRail

Ste. 700 Granville Square
200 Granville Street
Vancouver, B. C.
V6C 2R3

November 29, 1977

FILE # H 334 -11	CENTRAL REGISTRY DOCUMENT
RECEIVED BY PROPERTIES DIVISION	CENTRAL REGISTRY DOCUMENT
NOV 30 1977	
Ref'd to <i>JF</i>	

File: WVL.1.93 P-2

The Corporation of the City of
Vancouver
City Hall
453 West 12th Avenue
Vancouver, B. C.
V5Y 1V4

Dear Sirs:

Further to our letter of October 17th advising you that there is an outstanding sum of \$5.00 owing by you to cover rental for Sewer Crossing located at Mile 1.93 Westminster Branch, V & L.I. Railway.

Please forward a cheque or money order in the amount of \$5.00 to this office at your earliest possible convenience.

Yours truly,

H. L. MacAulay
H. L. MacAulay
Superintendent

ENGINEERING
CENTRAL
REGISTRY

DEC 2 1977

ROUTING <i>SE/501</i>
INFORMATION
CROSS REFERENCE <i>838 181 (Kent Ave.)</i>
RELEASED FOR FILING
INITIAL <i>SH</i>

PAYMENT MADE TO MONTREAL
SEE ATTACHED
CALLED CPR VAN
THEY HAVE NOTED THEIR FILE
~~77~~ 77/12/15

Doc 321

FILE #

CENTRAL
REGISTRY
DOCUMENT

H334-11

CP Rail

Sta. 700 Granville Square
200 Granville Street
Vancouver, B. C.
V6C 2R3

October 17, 1977

File: WVL.1.93 P-2

The Corporation of the City
of Vancouver
City Hall
453 West 12th Avenue
Vancouver, B. C.
V5Y 1V4

Dear Sirs:

Advice has been received from our Montreal Office that there is an outstanding sum of \$5.00 owing by you to cover rental for sewer crossing located at Mile 1.93 Westminster Branch V & L.I. Railway, copy of invoice is attached for your perusal.

Please forward a cheque or money order in the amount of \$5.00 to this office at your earliest possible convenience.

Yours truly,

H. L. MacAulay
H. L. MacAulay
Superintendent

ENGINEERING
CENTRAL
REGISTRY

OCT 28 1977

ROUTING CE/DSYS/
INFORMATION
CROSS-REFERENCE 838 181 (tentative) ✓
RELEASED FOR FILING
INITIAL

Enclosure

CENTRAL
REGISTRY
DOCUMENT

FILE #

838 121
(Kent)

D. E. Beaton

e 037 630

1977-10-14

Chercover Engineering Ltd.
1281 West Georgia Street
Vancouver, B. C.

Dear Sirs:

SEWER CONNECTION
MARINE DRIVE INDUSTRIAL PARK

John Denney in the City's Collection Branch has advised that you have requested a breakdown of the cost for the sewer connections to the City's sewer on Kent Street.

As you may be aware, the installation of these connections was complicated by a 10" B. C. Hydro gas main which obstructed the route of the sewer connection and it was necessary to have the B. C. Hydro main raised. This work added to the cost of our installation, consequently the costs far exceeded the estimate and deposit.

The costs are as follows:

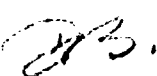
....2

- 2 -

Labour	\$ 1,872.13
Fringe Benefits	542.89
	2,415.02
Material City	754.82
Material Outside	573.18
Equipment City	591.86
Equipment Hired	556.70
Shops	7.02
Dump	2.00
Pavement Repairs	643.89
Sub Total	\$ 5,544.49
Engineering	831.67
Total Sewers	\$ 6,376.16
B. C. Hydro	7,947.17
Total	\$ 14,323.33

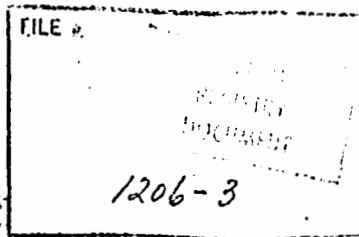
Yours truly,


Acting Sewers Engineer


DEB/dw

c.c. John Denney, Collections

CONFIDENTIAL



Oct. 13, 1977.

CITY ENGINEERING DEPARTMENT

MEMO TO: Deputy City Engineer

FROM: ACE Water, Sanitation & Materials.

SUBJECT: WATERMAIN CONSTRUCTION - PROJECT 701

RE: Possible delay, awaiting right-of-ways
and relation to MacMillan Bloedel plywood mills.

TO BE OPENED ONLY BY: DCE/AGENSEN

X REF: 1203
320 577 (1000) Boundary Rd.
830 184 S.E. Marine Dr.
838 181 Kent Ave.
302 770 Kerr
824 185 64th Ave. E.

FILE #	CENTRAL REGISTRY DOCUMENT
037 630 (Highbury)	
✓ 838 181 (Kent)	
770 275 (Kingsway)	

2.R

CITY ENGINEERING DEPARTMENT

File # c 770 275

1977-10-14

MEMO TO: John Denney
Collections

FROM: Sewer Engineer

SUBJECT: SEWER CONNECTION CHARGES

With reference to your memo of June 23, 1977, and copy received September 23, 1977, we reply with the following:

- (1) Kent Street Marine Drive Industrial Park Account #8987D
A breakdown of costs will be forwarded to Chercover Engineering Ltd.
- (2) 3136 Kingsway Account #9203D Cowan & Co.
The costs exceeded the estimate. However, this is the responsibility of the applicant.
- (3) 4126 Highbury Street Account #9499D.
Date Construction. Mr. Pat Connolly had recommended cancellation of the amount of \$1,128.41. This was the cost of the work over the estimate of \$4,500.00. This property subdivision was subject to three flat fees in addition to the charge for extending the sewer and these have been paid.


Acting Sewers Engineer

D.E. Beaton/dw

CENTRAL
REGISTRY
DOCUMENT

SC 0977

FILE # D. Boston.
037630 (Highbury)
✓ 838181 (Kent)
AL 770275 (Kingsway)
June 23/77

P.A. Connolly Engineering Service & Sewer Branch

John Denney

Block Bros. Realty, Cowan & Co., Late Construction

Block Bros. Realty
SC 0977

Sewer connection - Kent Street
Have you sent a breakdown to Chercover Engineering?

Cowan & Co.
SC 0726

Relocate sewer - 3136 Kingsway
Should I send this account to the Law Department? I
would have to issue a writ before July 1, 1977. The
statute of limitation has been changed from 6 years to
2 years.

Date Construction
SC 1756

Extending sewer in lane - 4126 Highbury Street
Is this account to be cancelled?

ENGINEERING
CENTRAL
REGISTRY

SEP 23 1977

ROUTING CE/DSds/
INFORMATION
CROSS-REFERENCE
RELEASED FOR FILING INITIAL

CENTRAL REGISTRY
CH2M HILL
 engineers
 planners
 economists
 scientists

FILE A

838181 (Kant)

12 September 1977

V180.80

Mr. R. C. Brown, P.E.
 Department City Engineer
 City of Vancouver
 City Hall
 453 West 12 Avenue
 Vancouver, British Columbia
 CANADA V5Y 1V4

Dear Mr. Brown:

Subject: Corrosion Consulting Services
 Kent Avenue Feed Main

In my letter dated 6 December 1976, it was stated that work on the above project would be assigned to CH2M HILL Canada Ltd. upon receipt of permission to conduct business in Canada.

This permission has now been received and that clause of the contract is now in effect. This project has been assigned to CH2M HILL Canada Ltd.

However, since we do not yet have qualified corrosion control engineering personnel in our Canadian office, the actual engineer services for this project will continue to be provided out of our Seattle Regional office, with as much work as possible performed by employees of CH2M HILL Canada Ltd. under my direction.

ENGINEERING
 CENTRAL
 REGISTRY

SEP 22 1977

ROUTING

27/000/WS9M

INFORMATION

REFERENCE

1765-2

PLEASED

BY FILING

TITLE

Seattle Office

1500 114th Avenue S.E. Bellevue, Washington 98004 206/453-5000

City of Vancouver



Collections Branch: City Hall, 453 West 12 Avenue, Vancouver, British Columbia, Canada

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 181 Kent Ave

V5Y 1V4, (604) 873-7641

August 24, 1976.

Engineering Department,
Sewers Branch,
City Hall
ATTN: MR. DOUG BEATON.

Dear Doug:

RE: BLOCK BROS. REALTY - CHARGES FOR SEWER CONNECTION - KEAT STREET
AND MARINE DRIVE INDUSTRIAL PARK - AMOUNT OUTSTANDING - \$11,053.48

We have had several conversations with Block Brother's Mr. Graham, and
a Mr. Merv Chercover of Chercover Engineering, and it appears that
there is some confusion as to the amount outstanding.

Mr. Chercover explained to me that Block Brothers have put up a further
deposit of \$25,000.00 for this project. I am unable to find any
accounting of this amount of money.

Would you please advise me if the original bill has been paid or is
still outstanding.

Yours truly,

ENGINEERING
CENTRAL
REGISTRY
J.H. DENNEY
Supervisor of Collections.

AUG 25 1976

JHD/mf
Attachments.

08/25/76

ly

H351

aug 28/73

8987D

\$3200 Deposit

\$14,054.84

\$6107.67 sur cost
7947.17 BC Hydro
\$14054.84

2685 C \$18,140

2-6"
4-8"
1-12"
2-15"
M.H.



MacMillan Bloedel Limited

CENTRAL
REGISTRY
DOCUMENT

P.O. Box 340, Postal Station "A"
Vancouver, B.C. V6C 2N1
Area Code: 604 Telephone: 435-1481

Vancouver Plywood Division

FILE #
August 9, 1977

838181 (Kent)

REC'D AUG 12 1977

Mr. Brian Wallace,
City Engineer, Traffic Division,
City Hall,
453 West 12th Avenue,
Vancouver, B. C.
V5Y 1V4

Dear Sir:

Re: North & South Kent Avenue

We wish to refer to our Brief presented at the Public Hearing on Thursday, May 12, 1977.

As stated in this Brief, we fully support the general thrust of the proposal as laid out in Recommendation #11 which was carried in the May 12th meeting.

However, we take this opportunity to note that several important industrial enterprises, including MacMillan Bloedel Limited, lease portions of South Kent for internal operations. One-way traffic on this portion of South Kent would seriously interfere with our operations.

In our area, North Kent is a two-way street and we respectfully suggest, as we did in our Brief (page 4, paragraph 3), "that the North Kent right of way might be widened by acquisition of extra land on a long term planning basis". In our particular area this may not even be necessary, but it may apply in certain sections West of our location.

Thus it would seem the City should be selective in running North-South Kent as a two-way couplet. In certain areas it may be required to have two-way traffic on North or South Kent.

Yours truly,

R. G. Bondue

R. G. BONDUE -
General Manufacturing Manager,
Mainland, Panelboards.

RGB/cl

ENGINEERING
CENTRAL
REGISTRY

AUG 11 1977

ROUTING <i>CS/TB</i>
INFORMATION
REFERENCE
INITIAL <i>Bmm</i>

CENTRAL REGISTRY



DAMES & MOORE

CONSULTING ENGINEERS

FILE

838181(Kent)

1484 MAIN STREET

NORTH VANCOUVER, BRITISH COLUMBIA

(604) 905-9176

July 26, 1977

City of Vancouver
City Engineering Department
453 West 12th Avenue
Vancouver, B. C. V5Y 1V4

Attention: Mr. G. Bratton, P. Eng.

Dear Sir:

Additional Settlement Analyses
Watermain Route
Kent Avenue, Vancouver, British Columbia
for the City of Vancouver

Further to discussions with Mr. Steve Sywulich of the City Engineering Department, Dames & Moore has completed additional settlement analyses for the watermain route along Kent Avenue in Vancouver, B. C. This letter confirms the results transmitted by telephone to Mr. Sywulich on July 21 and 25, 1977.

We understand that during excavation for the watermain trench several hundred feet west of the intersection of Kerr Road and Kent Avenue pockets of highly organic soils were encountered. We also understand that when the trench backfill consisting of river sand was placed and compacted in these areas, large settlements of the top of the backfill were observed.

ENGINEERING
CENTRAL
REGISTRY

JUL 27 1977

ROUTING

DCE/WSAM

INFORMATION

CROSS-REFERENCE

RELEASED
FOR FILING
INITIAL

In our report "Soils Investigation and Recommendations for Watermain Thrust Blocks and Watermain Route, Kent Avenue, Vancouver, B. C." dated May 28, 1977, we identified the possibility of encountering soft, compressible organic soils along this particular section of the watermain route. Borings B-6, B-7 and B-8A were completed along this section and the logs of these borings are included with the above referenced report. In the event of compressible organic soils occurring in the watermain trench, we recommended that the total weight of backfill should be reduced by placing one to two feet of "hog fuel" in the lower section of the trench.

TORONTO - CALGARY - VANCOUVER

OFFICES IN PRINCIPAL CITIES AROUND THE WORLD

City of Vancouver



Collections Branch: City Hall, 453 West 12 Avenue, Vancouver, British Columbia, Canada V5Y 1V4, (604) 873-7641

Inter-Office Correspondence

FILE #

037630 (Highbury)

838181 (Kent)

770275 (Kingsway)

V5Y 1V4, (604) 873-7641

June 23/77

COLLECTIONS DEPARTMENT

MEMO TO: P.A. Connolly Engineering Service & Sewer Branch

FROM: John Denney

SUBJECT: Block Bros. Realty, Cowan & Co., Date Construction

Block Bros. Realty

Sewer connection - Kent Street
Have you sent a breakdown to Chercover Engineering?

Cowan & Co.

Relocate sewer - 3136 Kingsway
Should I send this account to the Law Department? I would have to issue a writ before July 1, 1977. The statute of limitation has been changed from 6 years to 2 years.

Date Construction

Extending sewer in lane - 4126 Highbury Street
Is this account to be cancelled?

John Denney
J.H. DENNEY

ENGINEERING
CENTRAL
REGISTERED/pk
JUN 24 1977

ROUTING CE/DS&S/
INFORMATION
CONFERENCE
RELEASED FOR FILING INITIAL

CITY OF VANCOUVER
MEMORANDUM

CENTRAL
REGISTRY
DOCUMENT

From: CITY CLERK

Date: May 25, 1977

REFER FILE NO. 6101-1

To: City Manager
City Engineer
Director of Planning
Supervisor of Properties
Clerk, Property Endowment Fund Board
Policy Book

838 181 (Kent Ave)

Subject:

North and South Kent Avenue

I wish to inform you that the Vancouver City Council at its meeting on May 24, 1977, approved the recommendations of the Standing Committees of Council on Transportation and Planning and Development contained in their attached report dated May 12, 1977.

R. Henry
DEPUTY CITY CLERK

JThomas:do
Att.
Also sent to:

Mr. Arnold Abramson
Legal Department
MacMillan Bloedel Limited
1075 West Georgia Street
Vancouver, B.C.

ENGINEERING
CENTRAL R. Johnson
REGISTERED
2215 Commissioner Street
Vancouver, B.C.
MAY 26 1977

ROUTED
<i>CE/</i>
<i>TL</i>
<i>du</i>
INITIAL

REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL ON TRANSPORTATION
AND
STANDING COMMITTEE OF COUNCIL ON PLANNING AND DEVELOPMENT

May 12, 1977

A joint meeting of the Standing Committees of Council on Transportation and Planning and Development was held on Thursday, May 12, 1977, at 7:30 p.m. in the Auditorium, Sir James Douglas School, 7550 Victoria Drive.

PRESENT: Alderman W. Kennedy, Chairman
Alderman D. Bellamy
Alderman M. Brown
Alderman M. Ford
Alderman G. Puil
Alderman H. Rankin

ABSENT: Alderman W. Gibson
Alderman M. Harcourt

COMMITTEE
CLERK: J. Thomas

RECOMMENDATION:

1. North and South Kent Avenue

City Council on February 10, 1976, when considering a report of the Standing Committee on Planning and Development dated January 22, 1976, dealing with truck transportation in Vancouver, resolved as follows:

"That the City Engineer's recommendation No. 11 contained in the report of the City Manager dated November 5, 1975, be deferred for consideration at an evening meeting of the Standing Committee on Planning and Development in the area at which residents in the vicinity of the foot of Victoria Drive will be invited to attend; at that time detailed information and costs to be available on which points on Kent Avenue would require access to the recreation areas as well as costs and timing for implementing North and South Kent Avenues as an arterial route to Marine Drive.

That in the interim, instructions be given officials not to release the land acquired by the City in the North and South Kent Avenues area between Knight Street and Boundary Road."

The Joint Committee considered a memorandum from the Acting City Manager dated May 12, 1977, referring to a Manager's Report dated May 5, 1977 (on file in the City Clerk's Office), which had been circulated with the agenda material. The Acting City Manager reported as follows:

"Following the distribution of the report, dated May 5, 1977, further discussions have taken place between Planning and Engineering to clarify the intent of the report relative to decisions being asked of Council.

In these further discussions, it has been agreed that although there will be some continued traffic growth (cars/trucks), there is no proposed program to develop North/South Kent into a relief bypass truck route at this time. This is a long term option. It is agreed, however, that provision of a 33-foot street allowance on each side of the railway is desirable to preserve future options. Such right-of-way may be used for a number of purposes including street, walkway, leases for industrial purposes until such time as a permanent arrangement is adopted for the use of the street allowance.

Therefore, there is concurrence in the fact that it is clearly appropriate and desirable as a long term objective

Cont'd . . .

Report to Council
Standing Committee of Council on Transportation
and Standing Committee of Council on Planning and
Development
May 12, 1977 V - 2

Clause 1 Cont'd

for the City to move toward acquisition of street allowance for North/South Kent. This is the basic decision required from Council at this time.

The specific use, role and function of North/South Kent in the future is another issue to be discussed by Council. When any such changes in the role and function are proposed, a comprehensive report on the needs, as seen at that time, would be presented to Council.

The Director of Planning concurs with the foregoing.

Accordingly, based on the above, it is recommended that the Committees consider the following amended Recommendation No. 11:

That a program of property acquisition for street allowance for North/South Kent be re-established to meet long term objectives of the City;

Further, that changes in the function of North/South Kent or changes in use of the street allowance would be the subject of a report to Council."

Acting City Manager, Mr. K. Dobell, advised the Manager's Report of May 5, 1977, gave a detailed analysis of the development of a truck route south of Marine Drive and while presenting opposing views, did not stress the common ground that existed between Engineering and Planning departments.

Mr. R. C. Boyes, Acting City Engineer and Mr. B. Wallace, Transportation Engineer, outlined, with the aid of a map, the route of the right-of-way and indicated the ownership status of adjacent properties. North and South Kent Avenue presently comprised two 33 foot rights-of-way separated by a 66 foot C.P.R. railroad right-of-way. Eighty percent of the street allowance was available.

Mr. R.R. Youngberg, Associate Director of Planning, stated some of his Department's initial concerns had been removed as a result of further discussions with the Engineering Department. Uncertainty existed on future projections of truck and traffic movement, particularly in relation to a proposed Annacis Island crossing; however, the Planning Department felt Council should continue to preserve and acquire a right-of-way to keep options open in the future. One option could involve park use in line with Council's policy to open up public access to the Fraser River waterfront.

The Committee received presentations from the following:

Mr. A.M. Abramson, MacMillan & Bloedel Ltd., in a brief (on file in the City Clerk's Office) referred to the Company's interest in development, zoning and planning matters relating to the area south of Marine Drive and supported the future development of North and South Kent as a truck route. This would assist in decreasing noise on Marine Drive and give alternate access and egress routes to industry located south of Marine Drive. Experimental street and mini parks should be closely watched to determine the public's use and acceptance and it was conceivable that several high bank areas owned by the City between Kent and Marine Drive would be ideal for park development.

Mr. N. Davidowicz contended industry, not citizens, should pay for provision of routes for truck movement. The City's priorities should be relief of 41st, 45th and 49th Avenues.

Cont'd . . .

Report to Council
Standing Committee of Council on Transportation
and Standing Committee of Council on Planning and
Development
May 12, 1977 V - 3

Clause 1 Cont'd

Mr. W. Burke, 1717 Kent, inquired whether existing residents on Kent Avenue would be required to give up portions of their properties for street allowance.

Mr. Sanderson sought some indication of how long residents on Kent Avenue could expect to stay in their homes. Would it be five years or ten years?

Mr. V. Snijders, a local resident and City Planning employee, supported establishment of 'outlook' parks, on the hillside south of Marine Drive to take full advantage of the sunny south slope exposure and magnificent view.

Mr. R. Johnson, Rivtow Straits Ltd., spoke in favour of the acquisition of property whether it was for future industrial, residential or recreational uses.

Mr. S. Jackson questioned whether the City should be considering a truck route south of Marine Drive in isolation from the overall picture involving Boundary Road.

Staff response to some of the inquiries made by residents in the area indicated further street allowance involving acquisition from adjacent properties was not anticipated and the pockets of residential development south of Marine Drive were not expected to be affected for many years in view of the long-term aspects of the truck route proposal.

Following further discussion it was

RECOMMENDED,

- A. THAT a program of property acquisition for street allowance for North/South Kent be re-established to meet long-term objectives of the City.
- B. THAT changes in the function of North/South Kent or changes in use of the street allowance be the subject of a report to Council.

(Alderman G. Puil opposed.)

The meeting adjourned at approximately 8:45 p.m.

* * *

TO: City Manager for Standing Committees on Transportation and Planning & Development
SUBJECT: North and South Kent Avenue
CLASSIFICATION: INFORMATION & CONSIDERATION

ENGINEERING
DEPARTMENT

DATE May 5, 1977

FILE #

838 181 (Kent Ave)

CENTRAL
REGISTRY
DOCUMENT

The City Engineer reports as follows:

"During consideration of the report on 'Truck Transportation in Vancouver' Council adopted the following resolution relative to North and South Kent Avenue.

'That the City Engineer's recommendation No. 11 'North and South Kent should be developed as an industrial street and relief of South East Marine Drive. If so, the recent decision that South Kent should now be a discontinuous street will require changing and a program of property acquisition (presently 80 percent complete) should be continued' contained in the report of the City Manager dated November 5, 1975, be deferred for consideration at an evening meeting of the Standing Committee on Planning and Development in the area at which residents in the vicinity of the foot of Victoria Drive will be invited to attend; at which time detailed information and costs to be available on which points on Kent Avenue would require access to the recreation areas as well as costs and timing for implementing North and South Kent Avenues as an arterial route to Marine Drive.'

INTRODUCTION

At the present time, lands adjacent the North Arm of the Fraser River are largely industrial. We are having considerable difficulty in servicing this important industrial land from the transportation point of view. Marine Drive is a very important arterial for both cars and trucks which is already experiencing congestion. The Marine Drive corridor is a desirable truck corridor because there is substantially less adverse impact on residential neighbourhoods than would occur on many other arterials. The ability of this corridor to carry more truck traffic in future (diverted from streets on the South Slopes, etc.) and to better serve existing volumes is related to the role and function of North and South Kent Avenues located south of Marine Drive and generally located within an industrial area. South and North Kent are the only alternatives to Marine Drive for servicing this area.

On numerous occasions, Council have reiterated their desire to have industry and its associated trucking located such that it would be close to rail, close to water access and remote from residential use. The North Arm of the Fraser River is one of the few areas in Vancouver that meets these criteria. Furthermore, it lies in the corridor between the Big Bend Industrial Area in Burnaby and growing industrial uses in Richmond. Already, Marine Drive is one of the most important truck corridors in the City. The continuity of North and South Kent couplet and its use as an industrial arterial are essential to the servicing of the industrial lands and the relief of Marine Drive.

Access to Recreational Areas

In August, 1976, the Director of Planning reported to Council on design and funding for the development of parks at street ends adjacent to the Fraser River. Initial proposals were for implementation at Shaughnessy, Gladstone and Elliott Street ends. A further report from the Director of Planning in December, 1976, recommended the additional construction of a footpath connecting Gladstone and Elliott Street ends as an 'interim use of City-owned lands until such time as the ultimate use of this area is fully resolved and developed accordingly'. Proposals for the implementation of the projects and joint funding with the North Fraser Harbour Commission and Federal Government were approved by Council.

To date, interim approvals have been obtained from the various regulatory agencies for the implementation of the aforementioned projects. These approvals are conditional and impose limitations on some aspects of the proposed development. The major reduction in the scope of the project has occurred at Elliott Street where restrictions on filling of the foreshore have been imposed by the Ministry of the Environment.

Construction of the street-end projects commenced in January, 1977 with a L.I.P. crew supervised by Parks Board staff. Work is progressing satisfactorily at the Shaughnessy and Gladstone Street ends at this time and the footpath connecting Gladstone and Elliott Streets is virtually complete.

NORTH AND SOUTH KENT AVENUES

Background

From approximately Oak Street to Boundary Road, Kent is virtually the only east-west street serving the industrial area between Marine Drive and the Fraser River. Marine Drive (the northern boundary of the industrial area) is a primary arterial fully developed from Granville to Victoria with six lanes plus left turn bays and carries daily traffic volumes ranging from 20,000 vehicles to 38,000 vehicles. Because of the perimeter nature of Marine Drive, the industrial area to the south and the bridge connections across the Fraser, Marine Drive is among the arterials with the highest volume of truck traffic, (see Appendix B). Marine Drive, in a number of locations, is very near capacity.

Because of Kent Avenue's location within the industrial area, trucking activity creates no significant environmental impacts. Accordingly, the 'Truck Route Report' proposed to confirm North/South Kent as a truck route to provide relief to Marine Drive.

Physical Development at Present

There exist two 33-foot rights-of-way for North and South Kent Avenues separated by a 66-foot CPR railroad right-of-way. Presently, traffic travels in both directions on each of the avenues.

Approximately 80% of the street allowance is available and approximately 70% of the street is open and in use. Of the 70% of the street now being used, about 20% is developed with curb and gutter and permanent pavement.

Over a long period of time, it is proposed to develop the streets as a one-way couplet; the roadways to be improved with permanent pavement, curb and gutter and when appropriate, provide full level of service to industry by regulating the streets for one-way westbound and eastbound.

Development Program

A specific development program has not been established for North/South Kent up to this point in time.

A very preliminary cost estimate for property acquisition, building demolition, grading, paving, street lighting, etc. is \$6,500,000 (Oak to Boundary). Because of current financial limitations and the long-term nature of the need for the additional roadway improvements, a 'staged' development taking place over a number of years would be reasonable. It appears unlikely that funds would be needed during this current 5-year plan for property acquisition.

If Council adopts recommendation No. 11, then a formal funding program would be proposed in the next 5-year program for an appropriate first stage section of the facility.

During the past months, discussions have been held with industrial representatives presently located along the North Arm of the Fraser. It is their firm contention that North/South Kent should be developed as an industrial couplet over the long period of time.

SUMMARY

It is the City Engineer's opinion that North/South Kent should be developed as a truck route to relieve Marine Drive and to service the North Fraser industrial area. Kent Avenue, developed as a continuous truck route, would still have traffic volumes (both cars and trucks) far less than those volumes currently using Marine Drive. Appreciating the volumes will be less than those using Marine Drive, the two 33-foot rights-of-way for Kent Avenue north and south of the CPR railroad line are adequate to accommodate the anticipated traffic volumes and to provide the necessary access to present and future industries. Over a long period of time, it is proposed to develop the streets as a one-way couplet, when appropriate measures will be taken to provide for full level of service to industry by regulating the streets for one-way westbound and eastbound. In effecting this system, an increase in safety will occur as a result of the reduction in vehicle-pedestrian conflicts at intersections and also by preventing pedestrians from being trapped between opposing streams of traffic. Sufficient property can be obtained to develop a roadway system which would offer adequate capacity and safety. As noted previously, 80% of the street allowance is available, with one property in the vicinity of Knight Street recently sold.

Due to the limited real estate available south of the railroad between Gladstone and Elliott, two options are available to provide the required road allowance. Agreement could be negotiated from senior Governments to convert water areas beyond the high water mark into real land, or additional right-of-way could be acquired north of the tracks to provide for the future continuous roadway.

Marine Drive is almost at capacity at a number of locations. Truck traffic has been observed on City streets. In the peak a.m. travel period for automobile traffic (7:00 to 9:00 a.m.), high volumes of truck activity also take place. For example, the data indicate that about 80% of the peak truck volumes are occurring by 8:30 a.m.

The development of the Kent Avenue roadway would provide for traffic coming from, or destined to the Oak Bridge and the Knight Bridge. This would be achieved by adequately and properly signing a truck route.

Good transportation service would not be provided to industry because there is not adequate capacity along Marine Drive. Without the development of Kent Avenue, these industries would seriously suffer from lack of roadway access. In addition, all vehicular traffic along Marine Drive would be drastically affected as its capacity deteriorated in the future. Traffic would also continue to permeate the south slope of Vancouver at an increasing rate if Kent Avenue were not developed as a continuous arterial.

The possibility of a third crossing via Annacis Island is uncertain at this time. Nevertheless, if it were developed, there would still be a need for the Kent Avenue roadway system. If this crossing were constructed, satisfactory connections would be made between it and Kent Avenue.

The Director of Planning reports as follows:

The proposed continuous extension of N - S Kent couplet is of considerable planning concern in that the provision of service to industry and relief of S. E. Marine Drive are mutually exclusive. The City can, in fact, provide good service access to industry located south of S. E. Marine Drive without also providing an additional E - W arterial route.

It is considered that the appropriate function of N - S Kent Avenue must also take into consideration the constraints of Kent Avenue right-of-way, other city-wide objectives, and the long-term traffic movement patterns.

1. Constraints of Kent Avenue right-of-way

With increased traffic volume the narrow right-of-way may not adequately serve as an E - W arterial connector and could impede accessibility to industry. The narrow right-of-way affords limited space for truck maneuvering, impedes through traffic, and raises some concerns for safety. These standards cannot be improved without substantial capital costs to the City. Further, there are additional problems in securing the required rights-of-way by purchasing land - some of which was recently sold - and securing required agreement from senior governments to convert water areas beyond the high water mark into real land.

Traffic volumes and the capacity of S. E. Marine Drive must be related to the nature of truck movement: there is evidence suggesting that most truck movement does not occur during the morning and afternoon peak periods in order to avoid traffic congestion. Hence, the need for an additional E. W. arterial to serve most truck traffic is questioned.

The proposed E. W. Kent couplet would also have limited value for truck and auto movement because the Oak and Knight Street bridgeheads (eg. entrance/exist ramps) were not designed to link up with Kent Street.

2. City-wide Objectives

The City also has a responsibility to:

- (a) Provide good service to industry located south of Marine Drive. This can be achieved without a continuous north-south Kent connector.
- (b) Maintain a balance between environment and service in recognition of the fact that lands along the river foreshore have a multiple-use function: industry, recreation and residential uses. At present, approximately 90 houses are located in two residential pockets south of S. E. Marine Drive between Argyle Street and approximately 400 feet east of Elliott Street; of which 21 are private houses abutting Kent Avenue north.
- (c) To uphold existing City Policy to provide public access to the river foreshore for a variety of recreational uses.

3. Long-term Traffic Patterns

In the event that a third crossing was constructed via Annacis Island, it would provide a more direct and quicker route to the industrial areas in Burnaby with consequent reduction in truck movement over the Oak and Knight Street bridges and along S. E. Marine Drive.

The projected net increase in industrial establishments south of S. E. Marine Drive (although not quantified in detail) might not be substantial suggesting that a continuous N - S Kent couplet is not required to service these firms.

In summary, the Director of Planning is of the opinion that recommendation Number 11 contained in the Report of the City Manager dated November 5, 1975 proposing development of a continuous North and South Kent Avenues as an industrial street and relief of S. E. Marine Drive not be approved.

The City Engineer submits the foregoing report for INFORMATION and requests the Committee to CONSIDER the City Engineer's recommendation No. 11 contained in the City Manager's report 'Truck Transportation in Vancouver' dated November 5, 1975."

The City Manager submits the foregoing report of the City Engineer for INFORMATION and CONSIDERATION.

City Manager to complete:

Approved _____
Officials to be present _____

Report Reference _____

RCB/RCG/BWW/cm

Report Dated May 5, 1977

Department Head [Signature]
City Engineer

Author's Initials _____

Concurrence of other
involved Departments: _____

Officials recommended to be
present _____

CENTRAL REGISTRY

CITY OF VANCOUVER
MEMORANDUM

FILE #

✓ 838 181 (Kent St)

Date: April 6, 1977

From: CITY CLERK

To: Chairman and Members -
Standing Committee on Transportation
Standing Committee on Planning and Development

Subject: Public Information Meeting:
North and South Kent Development as an
Industrial Street and Relief of South-
East Marine Drive

DATE: Thursday, May 5, 1977
TIME: 7:30 p.m.
PLACE: Douglas Elementary School,
7550 Victoria Drive (at 59th Avenue)

Council on February 10, 1976, when considering a report of the Standing Committee on Planning and Development dated January 22, 1976, on truck transportation in Vancouver, heard representations from the Killarney-Champlain Citizens for Action and resolved that the City Engineer's recommendation relating to the proposed development of North and South Kent Avenue be deferred for consideration at an evening meeting in the area. Council instructed that residents in the vicinity of the foot of Victoria Drive be invited to attend and detailed information and costs be available on which points on Kent Avenue would require access to the recreation areas, as well as costs and timing for implementing North and South Kent Avenues as an arterial route to Marine Drive.

The City Engineer's proposal - Recommendation (11) contained in the Manager's Report, dated November 5, 1975, on Truck Transportation in Vancouver - is as follows:

11. North and South Kent should be developed as an industrial street and relief of South East Marine Drive. If so, the recent decision that South Kent should now be a discontinuous street will require changing and a program of property acquisition (presently 80 percent complete) should be continued.

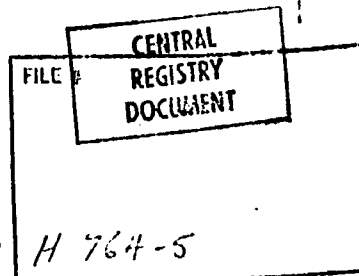
The City Engineer has indicated his report on this matter will be available later this month and therefore preliminary arrangements have been made for the joint meeting of the Transportation and Planning and Development Committees as outlined above. In view of the fact May 5 comes during a skip week, I would appreciate knowing before arrangements are finalised whether this date is convenient to you.

Joyce Thomas
(Mrs.) Joyce Thomas, Clerk
Standing Committee on Transportation

ENGINEERING
CENTRAL
REGISTRY

APR 7 1977 Public Information Meeting: May 5, 1977

ROUTING	Alderman _____ Yes [] No []
CE/	cc: Mayor City Manager City Engineer Director of Planning Project Manager, Champlain Heights
INFORMATION	
TD	
CROSS-REFERENCE	
830 184 (S.E. Marine Dr)	
FILED FOR FILING	



CITY ENGINEERING DEPARTMENT

April 5, 1977

MEMO TO: City Manager

FROM: Deputy City Engineer

COPY TO: P. S. Herring

SUBJECT: WATERMAIN CONSTRUCTION - KENT AVENUE
CONTRACT NO. 7610

Tenders for the labour portion only of the installation of approximately 9,800 feet of watermain were requested in compliance with the terms of our C.M.B.C. grant approval. Materials for this project have previously been purchased as part of the City's normal tender for water pipe and fittings.

The low bid of \$216,034.79 was submitted by Globe Excavation Ltd., of North Vancouver. The City's bid for this work was \$248,287.25, approximately \$32,000.00 greater.

A comparison of the City's and Globe Excavation's unit price bids shows that the City's prices were approximately the same as Globe Excavation's on all major items except excavation and backfill. On this item Globe Excavation was substantially lower, and thereby lower on their total bid.

Globe Excavation's low bid for excavation and backfill reflects their ownership of all of their major equipment.

Equipment rental is a major cost for this project. Although the City owns all of the equipment to be used on this project, the City's bid included approximately \$52,000 in internal equipment rental. As is apparent in the Globe Excavation bid, to be competitive they chose not to allow for equipment depreciation, an option not available to the City.

Our recommendation to Council is to award this contract to Globe Excavations.

This memo is written to provide you with this background information, should any question of the competitiveness of the City construction crew arise.

X - reference

838.181 (Kent Ave.) ✓

GNB/re

RB
Deputy City Engineer

FILE #	CENTRAL REGISTRY DOCUMENT
838 181 (Kent)	

CITY ENGINEERING DEPARTMENT

March 29, 1977

MEMO TO: City Treasurer

FROM: Assistant City Engineer
Water, Sanitation & Materials

SUBJECT: CONTRACT 7610 - WATERMAIN
CONSTRUCTION - KENT AVENUE

Attached are bid bonds for the following companies: Globe Excavation Ltd., C. Victor Koran Ltd., Westwater Construction Ltd., H. B. Contracting Ltd., and United Contractors Ltd. Please hold in safekeeping pending the award of this contract.

DHMcD/re
Attach

2/11/77

4/1/77

P. S. Herring

P. S. Herring
Assistant City Engineer
Water, Sanitation & Materials

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 181 (Kent Ave)

mr

G.N. Bratton, P. Eng.

March 29, 1977

Mr. D. H. McDonald, P. Eng.,
8411 - 152nd Street,
Edmonton, Alberta.

Dear Mr. McDonald:

KENT AVENUE WATERMAIN CONSTRUCTION

This letter is your authority to proceed with the assignment for the weeks of April 4th and 11th, 1977 as outlined in your discussions with Mr. Bratton on March 29th, 1977.

It is my understanding that the cost of your services will not exceed \$2,000.00.

Please take the steps to acquire the necessary City of Vancouver business licenses.

For further information please contact Mr. Bratton.

Yours truly,

MAP
GNB/re

GNB
Deputy City Engineer

cc: P.S. Herring

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 181 (Kent Ave)

March 29, 1977

CITY ENGINEERING DEPARTMENT

MEMO TO: Assistant City Engineer
Water, Sanitation & Materials

FROM: Water Works Engineer

COPY TO: Deputy City Engineer
Water Works Superintendent

SUBJECT: CONTRACT NO. 7610
WATERMAIN CONSTRUCTION - KENT AVENUE

The estimated 1976 Waterworks Overhead is 10%, this includes portion of engineering, superintendents and office staff salaries, maintenance of buildings, taxes, electricity, etc., attributable to the Water Works Capital Program by time distribution study.

For this project, an estimated six percent of the above overhead which the City would still have if an outside contractor were to be awarded the contract (i.e. design, inspection, record keeping, and repair of pavement, etc.).

Four percent is distributed and included in the unit prices which the Water Works Branch tenders: 6% is applied to the total job cost as follows:

Lowest Contract Bid (if submitted) by City
includes 4% overhead)

plus cost of work not included in contract
plus cost of materials

Subtotal

plus 6% Engineering overhead

Total cost of project

GNB/re

MM
Water Works Engineer

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 181 (Kent Ave)

MR

CITY ENGINEERING DEPARTMENT

March 25, 1977

MEMO TO: City Clerk

FROM: Deputy City Engineer

SUBJECT: WATERMAIN CONSTRUCTION
KENT AVENUE
CONTRACT NO. 7610

Enclosed please find the bid from the Water Works Operations
Branch for the contract noted above.

GNB/re
Encl


Deputy City Engineer

FILE #

CENTRAL
REGISTRY
DOCUMENT

PW 838 181 (Kent Ave. Hwy)

D.H. McDonald, P. Eng.

January 28, 1977

Mr. Keith Robinson, P. Eng.,
Dames and Moore,
1464 Main Street,
North Vancouver, B.C.

Dear Mr. Robinson:

**SOIL BEARING TESTS
KENT AVENUE SOUTH**

With reference to your conversation with Mr. Dave McDonald P. Eng., of the Water Works Design Branch on January 28, 1977, regarding a soil bearing test at the intersection of Kent Avenue south and Gladstone Street.

This letter is your authority to proceed with the assignment at this one location.

It is my understanding that the cost of your services will not exceed \$3,000.

A preliminary site investigation indicated silty-clays which would allow an approximate bearing of 2000 p.s.f. or less.

With a soil bearing value of this low magnitude the lateral stability of the surrounding soil is very questionable. The soil may not be able to support a large thrust block for the 90° bend and would therefore necessitate the use of piles.

Upon your determination of a soil bearing value, would you then determine whether a thrust block is adequate and if so, of what magnitude or whether piles are necessary and of what design.

A plan detailing the proposed watermain location and neighbouring underground utilities will be forwarded to your office in the near future.

Please confirm your availability to perform the work, within the month of February, 1977, and advise us accordingly.

Please do not hesitate to contact Mr. Dave McDonald at 873-7351 if more information is required.

Yours truly,


Deputy City Engineer

DMcDonald/re

71R

FILE	CENTRAL REGISTRY DOCUMENT
838	181 (Kent)
230	790 (Knight)

CITY ENGINEERING DEPARTMENT

January 27, 1977

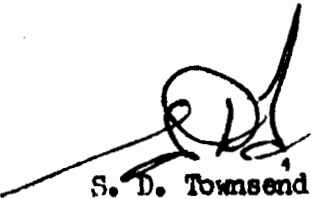
File No. 230 790

MEMO TO: Director of Legal Services
(Attn: Mr. I. Henley)

FROM: Assistant City Engineer,
Streets

SUBJECT: PEDESTRIAN CROSSING OVER C.P. RAIL TRACKS
AT KNIGHT STREET ON THE SOUTH SIDE OF
KENT AVENUE NORTH, MILE 2.56 NEW WESTMINSTER BRANCH

Attached are eight prints of drawing No. RB 70 showing the above.
Would you make an application to the Canadian Transport Commission in
accordance with Item 4, Works and Utility Matters that was adopted by
Council on 23 November, 1976.


S. D. Townsend
Assistant City Engineer
Streets

DTHolloway/lta L H

Attach.



FILE #	MacMillan Bloedel Limited
1203	CENTRAL REGISTRY DOCUMENT
P.O. Box 340, Postal Station "A" Vancouver, B.C. V6C 2N1 Area Code: 604 Telephone: 438-1481	

Vancouver Plywood Division

January 20, 1977

Mr. G.N. Bratton, P.Eng.,
City Engineering Department,
City Hall,
453 West 12th Avenue,
Vancouver, B.C. V5Y 1V4

Dear Mr. Bratton:

Re: Waterhammer Analysis - MacMillan Bloedel Limited
Your File No. MB-PWH

We refer to your letter of November 29, 1976, and intend, as you request, to evaluate the waterhammer situation upon completion of your Kent Avenue water main installation.

Based on present data, we expect there should be no problem of meeting minimum HGL elevation objectives at 64th and Kerr Road. However, should action on our part be necessary, we will meet our obligations as required.

With regard to MacMillan Bloedel River Mills creating surges of a magnitude that may be an annoyance to any potential future neighbours, we intend to face these problems if and when they occur. We prefer this approach rather than to deal with a rather hypothetical situation this summer.

As in the past, we will continue to co-operate fully with the City.

Yours very truly,

O. Friele

O. FRIELE -
Project & Development Engineer.

ENGINEERING
CENTRAL
REGISTRY

JAN241977

ROUTING
DCE/WS-m/
OF/cl
INFORMATION
cc - Mr. P.S. Herring, P.Eng. ← - Mr. R.G. Bondue
CROSS-REFERENCE
838 181 (Kent) ✓
RELEASED FOR FILING
INITIAL

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 181 (Kent)

CITY ENGINEERING DEPARTMENT

December 20, 1976

MEMO TO: Assistant City Engineer
Water, Sanitation & Materials

FROM: Water Works Engineer

SUBJECT: GALVANIC ANODE INSTALLATION
KENT AVENUE FEED MAIN

This memo is written in reply to Mr. Curtis' request of December 15, 1976, for justification for my recommendation of the firm of CH2M-Hill as consultants for the above work.

All design work for the above watermain will be done by the Water Works Branch. The design criteria, specifications and details developed for this installation will establish the standards for our future work.

To my knowledge the City is the second water utility in Canada to establish a corrosion program; Calgary was the first. Although other municipalities and water districts have used cathodic protection on steel feed mains and have employed A.C. and P.V.C. pipes in corrosive soil, in Canada little utilization has been made of present corrosion technology for bonded coatings and cathodic or galvanic protection for ductile iron watermain, or of survey methods and techniques for determining a replacement schedule for watermain.

The use of a consultant on this job is not for the purpose of easing our work load. It is to provide a review of our work and to provide expertise in the new field of bonded coatings on ductile iron watermain.

The following four corrosion consultants were considered for this assignment:

Seager-Harco
Caproco
B. H. Levelton & Associates
CH2M-Hill

Seager-Harco and Caproco are based in Alberta, and only have sales representatives in B. C. I consider it impractical to work with either of these two firms on this assignment because of their remoteness from Vancouver.

B.H.Levelton is a Vancouver based firm. They have designed cathodic protection systems for the City's sewer pumping stations and our watermain crossing under False Creek. Mr. E. Jakeman, P. Eng., of B. H. Levelton has a good background from the petroleum industry in the corrosion field.

.../fwd

CH2M-Hill is located throughout North America. They are currently working in the interior from offices in Kelowna, B.C. This firm is currently engaged by the water departments of the Cities of Portland, Tacoma, Everett and Seattle.

For the normal assignment, such as designing a cathodic protection system on a steel feed main, B.H. Levelton should be given the assignment based on their past good performance for the City and for the ease of communication.

Because of the complexity of this assignment, the choice of a consultant should be based on his experience and available resources. The question of awarding this assignment to any local firm merely on the basis of being adequate should not be considered.

Although I respect Mr. Jakeman's qualifications, I am not confident that B.H. Levelton & Associates can provide the expertise and experience required for this assignment. I therefore have recommended the assignment be given to CH2M-Hill.

Since most of the work for this assignment will be carried out in 1977, after the date given for the incorporation of CH2M-Hill (Canada) Ltd., I doubt if the City will be criticized for engaging out-of-province engineers.

To meet our deadline of March 31 for the start of construction of this project, it is essential that a corrosion consultant be engaged immediately.

I trust that this memo will answer Mr. Curtis' inquiry.

GNB/re

mmB
Water Works Engineer

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 181 (Kent Ave)

G.N. Bratton, P. Eng.,

December 13, 1976

Mr. H. F. Galka, P. Eng.,
CH 2M-Hill,
1500 - 114th Avenue S.E.
Bellevue, Washington
98004

Dear Mr. Galka:

GALVANIC ANODE INSTALLATION
KENT AVENUE FEED MAIN

This letter is your authority to proceed with the assignment described in my letter of October 26, 1976.

It is my understanding that the cost of this design work will be approximately \$2,500.00

Mr. Bratton will contact you in the next few days regarding this assignment.

Yours truly,



City Engineer

HH
GKB/rs

**CH₂M
HILL**
engineers
planners
economists
scientists

HENRY F. GALKA
CORROSION CONTROL SERVICES

1500 - 114th Avenue S.E.
Bellevue, Washington 98004
206/453-5000



838 181 (Kent Ave)

6 December 1976

S366.48

Mr. R. C. Brown, P. Eng.
Deputy City Engineer
City of Vancouver
City Hall, 453 West 12th Avenue
Vancouver, British Columbia
Canada V5Y 1V4

Dear Mr. Brown:

Subject: Galvanic Anode Installation
Kent Avenue Feed Main

Thank you for your letter of 26 October 1976 concerning the design and installation of a distributed anode system for protection of your planned Kent Avenue water main. Please forgive the delay in answering, but we have been awaiting word on the review of our British Columbia corporation, which is being conducted by the Canadian Foreign Investment Review Agency, in order that we might provide the corrosion engineering services requested out of our office in Kelowna.

Our British Columbia corporation (CH2M HILL Canada Ltd.) was formed prior to my visit with Mr. George Bratton, in conjunction with photogrammetric engineering services and related land surveying work for the City of Kelowna, and in connection with other work in Canada. Apparently the review procedure takes at least 60 days, and approval may not be received until the end of this year.

ENGINEERING In order to proceed with the Kent Avenue water main project, therefore, our services will be provided through our Seattle, CENTRAL Washington, regional office here in Bellevue. As soon as REGISTRY approval of our Canadian corporation is received, all work DEC 10 1976 in Canada will be assigned to CH2M HILL Canada Ltd. and will be carried out through our Kelowna office. If this meets with your approval, we will be available to assist your personnel with the cathodic protection of the Kent Avenue project upon receipt of your authorization to begin work.

ROUTING
RECEIVED
RELEASED FOR FILE
INITIAL GHI/2

Seattle Office

1500 114th Avenue S.E. Bellevue, Washington 98004 206 453-5000

Mr. R. C. Brown, P. Eng.
Page 2
6 December 1976
S366.48

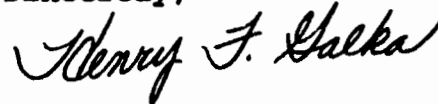
Our fee structure is in accordance with those set forth by the Association of Professional Engineers of the Province of British Columbia. For the corrosion consulting services herein referred to, our charges would be calculated on the "payroll cost plus percentage" scale, with a resulting multiplier of 2.875 times raw salary used to determine hourly rates. This multiplier consists of payroll cost (1.25 times raw salary) times overhead and profit (2.30).

For my services, the hourly rate will be $\$8.937 \times 2.875 = \25.69 per hour. Transportation costs will be billed at \$0.15 per mile and out-of-pocket expenses incurred, such as lodging, meals, etc., will be billed at direct cost.

If the services of a corrosion technician or our manager of corrosion engineering are required, hourly rates would be calculated at 2.875 times \$5.11 per hour and 2.875 times \$14.89 per hour, respectively. Clerical services (secretarial and typing) vary from \$3.75 to \$5.56 per hour (times the 2.875 multiplier), depending upon the classification of services required. These rates will be in effect through the end of this year, with annual salary increases taking effect at the beginning of 1977. If information on other engineering, technical, and service classification rates is needed, please let us know.

Thank you for the consideration given us in this matter, and, again, please forgive us for the delay in answering. We hope to be of immediate service to you on the Kent Avenue project and to be able to work with you on other projects through our Kelowna office in the near future.

Sincerely,



Henry F. Galka, P. Eng.
Corrosion Control Services

br

CENTRAL
REGISTRY
DOCUMENT

1203

CITY ENGINEERING DEPARTMENT

November 29, 1976

MEMO TO: Deputy City Engineer
FROM: Assistant City Engineer
Water, Sanitation & Materials
SUBJECT: WATERHAMMER ANALYSIS - MACMILLAN BLOEDEL LTD.,

This memo is in reply to your request of November 22 to explain the contents of the report transmitted to us by MacMillan Bloedel in their letter of November 18, 1976.

In review, in August 1974, MacMillan Bloedel agreed to employing a consultant to advise the City and MacMillan Bloedel on the most economic solution to the problem of surges coming from the MacMillan Bloedel plants along Kent Avenue. Because any analysis of MacMillan Bloedel's problem is highly related to the design and operation of the City's water system, the City chose the consultant, and participated with the consultant and MacMillan Bloedel in the analysis of the problem. The City's participation included bearing the development cost of a computer program for hydraulic transient analysis in distribution networks and gathering data from the City distribution system for the computer model verification. The computer program became the property of the City, but was used by the consultant to analysis the MacMillan Bloedel plant water systems.

Because of the health problem posed by the surges forming a vacuum in the City watermain along the northern part of pressure zone 440 we set the deadline for the correction of the problem as the date of completion of Phase II of the Champlain Heights development. Because our proposed construction of a 16-inch watermain on Kent Avenue would have an effect on the solution of the surge problem, and any postponement in the construction of the Kent Avenue watermain could result in the loss of the C.M.H.C. grant, we asked the consultant to immediately consider the advisability of increasing the Kent Avenue watermain size (at M & B's cost) in order to reduce the magnitude of the surges from MacMillan Bloedel.

The attached consultants report describes the accuracy of the computer analysis, and the results of the analysis of MacMillan Bloedel's water system with and without the construction of a surge tank and installation of a 16 or 24-inch watermain along Kent Avenue.

The computer analysis indicates that the installation of the 16-inch watermain on Kent Avenue will reduce the magnitude of the negative surge such that the pressure at 64th and Kerr Road (the northern boundary of pressure zone 440) will not drip below 352 ft. H.G.L.; 8 ft. below the City's minimum design pressure (25 p.s.i.). And the benefit derived from increasing the Kent Avenue watermain size does not justify the higher installation cost.

Xref 838 181 ✓
(Kent)

.../fwd

FILE #

CENTRAL
REGISTRY
DOCUMENT

ph 838 181 (Kent)

CITY ENGINEERING DEPARTMENT

November 19, 1976.

File #c270 738

MEMO TO: Director of Planning
Attention: W. Dickinson

FROM: City Engineer

SUBJECT: PROPOSED ELLIST, GLADSTONE AND SHAUGHNESSY STREET AND PARKS

I have reviewed your minutes of the Champlain Heights Advisory Committee meeting of November 8, 1976, and have some comments on your item #11.

We have recently forwarded a number of comments to the Planning Department regarding the draft "Southeast Marine Drive Industrial Lands Report". Many of our comments relate to two particular areas of concern with respect to development of the lands for industrial purposes, namely, the necessary transportation system for the area and the desire to avoid encouragement of residential development in an area of industrial use. In terms of transportation alternatives, the option for extension of North and South Kent Avenues must be left open so that we can ensure that an adequate transportation system will be available for new industrial development. Furthermore, we have agreed to participate in the implementation of the street-and mini-parks on the basis that the future possibilities for North and South Kent will not be prejudiced. This condition has been expressed by the Engineering Department previously although your statement in the minutes relating to "the potential impacts of this proposal (North and South Kent) ... on the mini-parks" does not appear to recognize this fact. I believe it is reasonable to request that in future, you relate the necessary information so that the committee will be fully informed on the particular topic.

J.E.Martin/bg

W. H. Curtis,
City Engineer.

x references 270 758 (Ellist)
266 695 (Gladstone)
151 819 (Shaughnessy)
560 080 (Parks)
(5000)

see file # H 144-2 for
minutes of Champlain Heights
Advisory Cmtee meeting
of Nov. 8/76.

FILE #	CENTRAL REGISTRY DOCUMENT
838 181 (Kent Ave)	

MR

G.N. Bratton, P. Eng.

October 26, 1976

Mr. Henry F. Galka, P. Eng.,
CH, M-Hill,
1500 - 114th Avenue, S. E.
Bellevue, Washington
98004

Dear Mr. Galka:

GALVANIC ANODE INSTALLATION
KENT AVENUE FEED MAIN

Further to your conversation with Mr. Bratton regarding our design of a distributed anode system for protection of our planned Kent Avenue watermain, because of our inexperience in this technique of corrosion protection we wish to have our design checked and the installation supervised by an experienced corrosion engineer. In this regard would you please advise us of your availability to undertake this assignment in November or December of this year, working through your British Columbia offices, and also advise us of your hourly or daily fee structure.

I look forward to your reply.

Yours truly,


Deputy City Engineer

7/15/76
GNB/re

FILE #	CENTRAL REGISTRY DOCUMENT
838 181 (Kent)	

D.H. McDonald, P. Eng.
October 6, 1976

Mr. L. Tye, P. Eng.,
Central Mortgage & Housing Corporation,
2286 West 12th Avenue,
Vancouver, B. C.

Dear Mr. Tye:

**GRANT APPROVAL FOR KENT AVENUE
WATERMAIN INSTALLATION**

With reference to your recent telephone conversation with Mr. Dave McDonald of our office concerning our grant approval in the amount of \$30,833 towards the cost of the watermain installation along Kent Avenue.

This letter is to acknowledge your verbal approval of the extension in time of the grant allocation until the week of March 28, 1977. Due to unforeseen delays and the time required for material tender and delivery we will not be able to begin construction on Kent Avenue until the above mentioned time.

Yours truly,

DMC
DMC/re

P. B. Herring
P. B. Herring, P. Eng.
Assistant City Engineer
Water, Sanitation & Material

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 181 (Kent)

M. Robertson

W.W.2.4.1.0

June 28, 1976

Mr. A. E. Hilling,
Superintendent,
C.P. Rail,
Ste 700 Granville Square
200 Granville Street,
Vancouver 2, B. C.

Dear Mr. Hilling:

WATERMAIN CROSSINGS UNDER NEW WESTMINSTER
BRANCH LINE ALONG KENT AVENUE

The City of Vancouver Waterworks Branch intends to make 4 crossings under the C.P.R. tracks (New Westminster Branch, V. & L.I.) along Kent Avenue. Details of the crossings are shown on AF472 and AF475 of which 8 copies of each are attached, and AF473 and AF474 of which 3 copies of each are attached. The crossing at Gladstone Street and the crossing 535' East of Elliott Street, require agreements so 2 copies of C.P.R. application form R.W. 2 are also attached. An agreement is not necessary for the crossings at Kerr Street, and at Victoria Drive as the City is senior in these cases.

As we wish to begin watermain installation before October 1976 we would appreciate a verbal or written approval at your earliest convenience, prior to execution of the agreements if possible.

Yours truly,

MLR/re
MLR/re
Attach

P. S. Herring
P. S. Herring, P. Eng.
Assistant City Engineer
Water, Sanitation & Materials

City of Vancouver



Inter-Office Correspondence

MR

FILE #

CENTRAL
REGISTER
DOCUMENT

838 181 (Kent St)

LAW DEPARTMENT

May 21, 1976

Our File 1399C3

City Engineering Department,
City Hall.

Dear Sir:

Re: Encroachment Agreement
Spur Track across Kent Street
Block Bros. Contractors Ltd.
Lot "B", Block 13, District Lot 322,
Plan 5270

Following instructions from your department, we have registered
the above-noted agreement, May 20, 1976 under D 30540.

A copy of the agreement is attached.

Yours truly,


Gwen R. Reader

ENGINEERING
CENTRAL
REGISTRY

JUN 7 1976

GRR/ib

Attach: (1)

cc: Pat Miller, Property & Insurance

P.S. to Engineering Dept. - We feel it advisable that wherever
possible these Spur Track Agreements be cast as Encroachment
Agreements; such gives the City the added protection of charging
the land. Also, when the land changes hands, so do the obligations
to the City without any effort by the City.

ROUTING

46/SP/

INFORMATION

UNCLASSIFIED

RELEASED
FOR FILING

INITIAL DH

Registration No. D30540
May 20/76

Space above for Land Registry Office Use.

A. Charge by way of: EASEMENT AND INDEMNITY AGREEMENT		Substitute Form C—Particulars B. Full name, postal address and telephone of person presenting instrument for registration: LAW DEPARTMENT CITY OF VANCOUVER 453 West 12th Avenue Vancouver 10, B.C. Telephone: 873-7514
C. Address of party entitled to be registered if different from that shown in instrument:		
D. Declared value: \$	British Subject Yes No	
		Solicitor or Agent

For Land Registry
Office Use**ENCROACHMENT AGREEMENT**FOR RAILWAY SPUR TRACK ACROSS
KENT STREET

THIS AGREEMENT dated the _____ day of _____ 19 76

BETWEEN

BLOCK BROS. CONTRACTORS LTD.
(Incorporation No. 50297) of
4th floor, 1030 West Georgia Street,

of the City of Vancouver, in the Province of British Columbia, hereinafter called the "Owner",

OF THE FIRST PART**AND**

CITY OF VANCOUVER, hereinafter called the "City",

OF THE SECOND PART.

WHEREAS the Party of the First Part is the owner of the property known and
described as Lot "B", Block 13, District Lot 322, Plan 5270,

in the City of Vancouver, and has requested the City to grant him permission to construct, use or continue the
use or existence of an encroachment appurtenant to the above-described lands, which request the City has
agreed to grant, subject to the provisions of the "Encroachment By-law" and amending By-laws, and subject
to the terms and conditions herein set forth:

NOW THIS AGREEMENT WITNESSETH:

1. That, in consideration of the premises and the covenants contained herein by the Owner to be performed and observed, the City doth (so far as it legally can, but not otherwise), subject to the Encroachment By-law aforesaid and the other By-laws herein referred to, grant unto the Owner permission to construct and maintain an encroachment comprising a railway spur track leading from the Canadian Pacific Railway Company's right-of-way at Mile 1.28, Westminster Branch, Vancouver and Lulu Island Railway across Kent Street (west of Main Street) to provide railway access to

(numbered RB48)

and adjoining the lands hereinbefore described and in accordance with the plan hereto attached, which said encroachment, including all excavation or other work now or hereafter performed in connection therewith, is hereinafter referred to in this agreement and described as the "said works".

It is hereby understood, covenanted and agreed, by and between the parties hereto that no provision of these presents and no act or omission or finding of negligence, whether joint or several, as against the City, in favour of any third party, shall operate to relieve, or be deemed to relieve, the Owner in any manner whatsoever from any liability to the City in the premises, or under these presents, or under the provisions of the "Vancouver Charter", and amendments thereto.

2. The Owner covenants and agrees that he will pay to the City the fee of Fifteen
 ----- dollars (\$ 15.00) upon the execution of this agreement,
 and also for the permission hereby granted the annual sum of _____
 dollars
 (\$) and the said fee of _____ dollars
 (\$) and the first of said annual payments to be payable upon the execution of this agree-
 ment; and the ensuing sum of _____
 dollars (\$) to be paid on the first
 day of _____ in each and every year during the continuance of this agreement.

3. AND the Owner doth hereby charge his interest in the lands hereinbefore described in favour of the City for the payment of all sums which may at any time hereafter be payable by the City in respect of any claims, loss, damage or expense of whatsoever kind arising from the construction, maintenance, or existence of the said works or from the permission hereby granted, and to answer any indemnity or payment provided in the said Encroachment By-law or in any other By-law referred to herein, or under the terms of this agreement.

4. AND the Owner covenants that the City's servants or agents shall have the right at any and all times of entering into and upon the premises of the Owner for the purpose of constructing, maintaining, inspecting or removing any public works or utility running underneath the sidewalk or in the vicinity of the said works.

5. AND the Owner also covenants and agrees that in the event of any alteration or change being rendered necessary by the construction, maintenance, use or removal of the said works to any meter, water-service, sewer, or other public works or utility in the vicinity of the hereinbefore described property, the Owner will reimburse the City for whatever sums may be incurred by the City in making such alterations or changes as may be deemed necessary by the City Engineer.

6. THIS agreement is entered into pursuant to and the Owner covenants and agrees at all times to observe and perform the provisions of the Encroachment By-law of the City, aforesaid, and amending By-laws, and this agreement shall be at all times subject thereto as well as to all other By-laws of the City; and in case the Owner shall fail to comply with the provisions of the said By-laws, or any of them, or of this agreement, all rights of the Owner hereunder shall thereupon terminate and be at an end; but the City, nevertheless, shall be entitled to proceed with the enforcement of any security or indemnity herein provided, or upon any bond or otherwise in satisfaction of any claim, loss or expenses of whatsoever kind arising under this agreement, or from the permission hereby granted.

PROVIDED HOWEVER that in the event this agreement is registered as a charge against the lands above-mentioned, none of the Owner's covenants herein contained shall be personal or binding upon the Owner save or except during the Owner's seizin of or ownership of any interest in the said lands, and with respect only to the portion of the said lands of which the Owner shall be seized or in which he shall have an interest; but that the said lands shall, nevertheless, be and remain at all times charged therewith.

7. IT IS HEREBY UNDERSTOOD AND AGREED between the parties hereto that this agreement shall not in any way operate to restrict the right of the City at any time to alter, whether by widening the roadway or boulevard, or by raising or lowering the elevation of the roadway and/or boulevard, abutting or adjoining the lands hereinbefore described, and notwithstanding that the effect of such alteration in width and/or elevation may be to render the said works useless for the purposes of the Owner; and the Owner covenants that, in the event of the City effecting any such alteration as aforesaid in the width and/or elevation of the said roadway and/or boulevard, he will release and forever discharge, and doth hereby release and forever discharge, the City from all manner of claims of any nature whatsoever, which may arise by reason of such alteration in width and/or elevation as aforesaid, or by reason of the discontinuance and removal of the subject of this agreement, as a result of such alteration in width and/or elevation.

3.

9. The said works shall be used only for the purpose of carrying on railway operations so as to provide rail access to the lands hereinbefore described and the Owner shall at all times obey all laws, regulations and lawful orders which touch and concern railway operations. At all times the Owner shall make every effort to minimize the disruption of pedestrian and vehicular traffic on Kent Street south.

10. The Owner covenants, promises and agrees:

(a) that it will, through itself or the Railway Company, while the said works are in place, undertake to plank or otherwise surface the spur track allowance (herein considered to be ten (10) feet wide) and maintain such surfacing, and that when the City paves Kent Street adjacent to the said tracks, the Industry will bear the cost of permanent paving and maintain the pavement of such track allowance; both surfacing and paving to be to the satisfaction of the City Engineer;

(b) that it will, while the said works are in place, assume any extra costs that may be incurred by the City in placing or replacing any sewers, watermains, drainage facilities or other civic utilities underneath the said works by reason of its existence;

(c) that it will, while the said works are in place, assume any extra costs that may be incurred by the City in placing or replacing any overhead civic utility by reason of the existence of the said works;

(d) that it will, while the said works are in place, keep the spur track allowance in good repair to the satisfaction of the City Engineer. In the event that the Owner shall neglect or fail to do this the City Engineer may authorize the repair to be done by City forces at the expense of the Owner and the Owner agrees to reimburse the City for the repair forthwith upon receipt of the City's billing for same;

(e) that, in the event that the City obtains the authority and proceeds with construction of any underpasses or overhead viaducts or bridges passing under or over the said works, the Owner shall have the option to discontinue its operation of the said works, in which case the Owner

4.

shall remove the same, leaving the track allowance in the same condition as the contiguous parts of Kent Street or, in the alternative, the Owner may continue the maintenance and use of the said works subject to the terms of this agreement and shall also reimburse the City for any additional or extra costs the City may incur by reason of the existence of the said works in constructing any such underpass or overhead viaducts or bridges forthwith upon receipt of the City's billing for same;

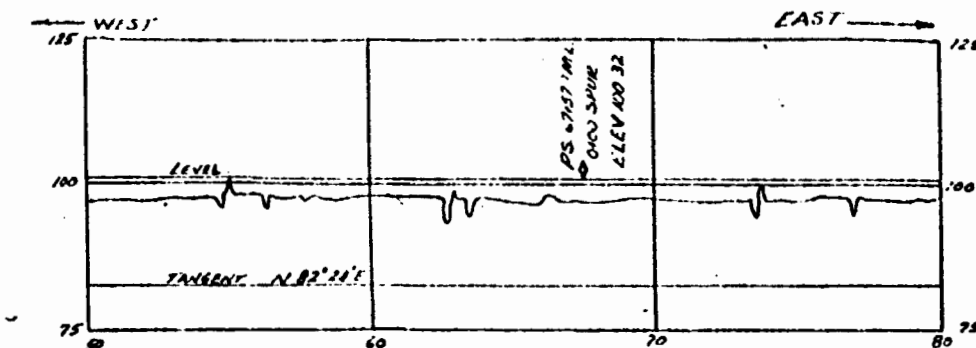
(f) that it will at all times during the currency of these presents indemnify and save harmless the City from and in respect of all claims, loss, damages, or expenses whatsoever arising from the construction, maintenance or existence of the said works, or from the permission hereby granted.

11. It is understood and agreed between the Owner and the City that either party shall have the right to terminate this agreement at any time, upon giving to the other party notice in writing of its intention so to do, and naming in such notice a day at least one year after the giving of the notice on which the agreement is to terminate; and on the day so named this agreement shall terminate, and from and after the day so named the Owner and the Railway Company shall cease to have any right to use or carry on railway operations on and over the said works and shall remove or cause to be removed, at the expense of the Owner, the said works from Kent Street, leaving the said spur track allowance in the same condition as the contiguous parts of Kent Street, such work to be carried out to the satisfaction of the City Engineer.

12. In this agreement the term "the railway company" means the Canadian Pacific Railway Company and any other railway company having authority to operate on the said works.

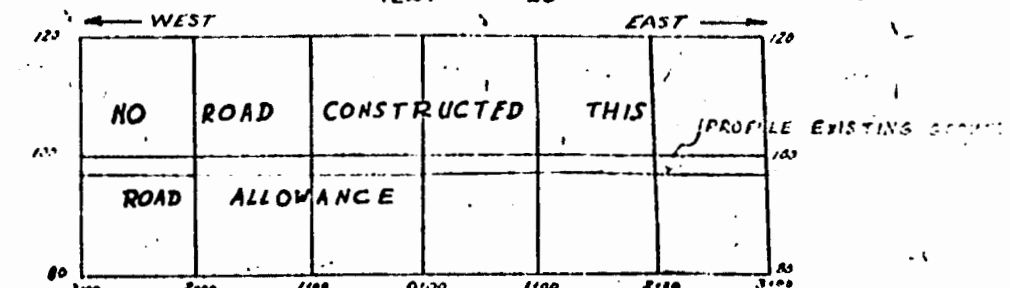
BOOK OF REFERENCE.

STATION	STATION	DESCRIPTION	OWNER	REMARKS
0+00	1+69.5	RIGHT OF WAY	C.P.R.	CONSENT
1+69.5	2+32.4	S. KENT STREET	CITY OF VANCOUVER	CONSENT
2+32.4	5+56.1	D.L. 322 BLK 13	EVANS PRODUCTS LTD.	CONSENT



PROFILE OF WESTMINSTER BRANCH V&I RLY.

SCALES: HORIZ. 1" = 400'
VERT. 1" = 20'



PROFILE OF SOUTH KENT ST.

SCALES: HORIZ. 1" = 100'
VERT. 1" = 20'

CANADIAN PACIFIC RAILWAY CO.

B.C. DISTRICT

VANCOUVER DIVISION

PROPOSED RELOCATION OF SPUR
EVANS PRODUCTS LTD.

MILE 1.28 WESTMINSTER BRANCH, VANCOUVER & LULU
ISLAND RAILWAY

VANCOUVER, B.C.

NOVEMBER 1, 1954

SCALES: AS NOTED REVISED TO AUGUST 26, 1960

FOR C.P.R.

DIVISION ENGINEER

GENERAL MANAGER

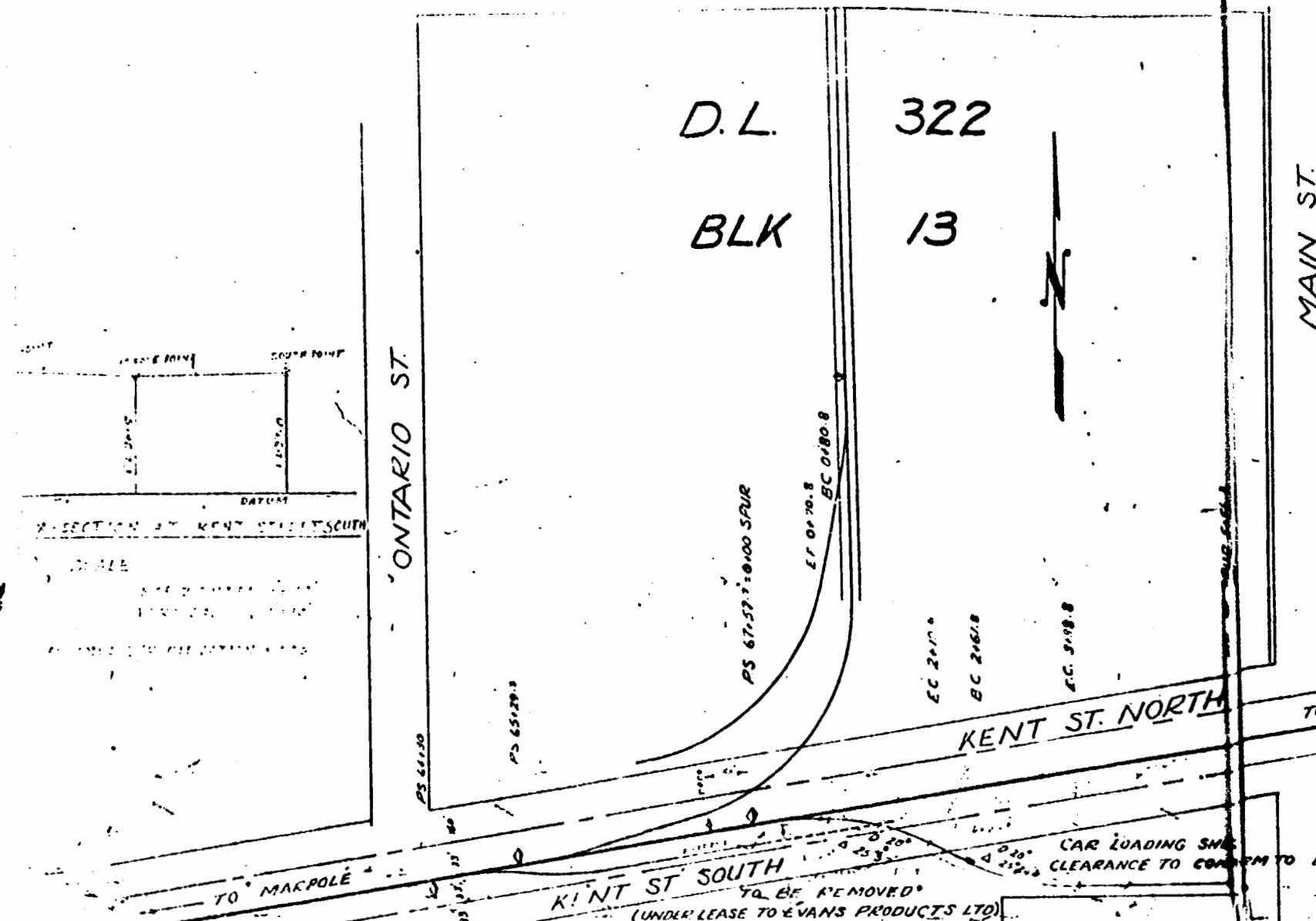
EVANS PRODUCTS COMPANY LIMITED

SUPERINTENDENT

NOTE: ALL ELEVATIONS ARE TO BASE OF RAIL
AND REFER TO C.P.R. DATUM TO CONVERT TO
CITY DATUM, SUBTRACT 1.25' FROM ELEVATIONS
GIVEN TO RAIL ELEVATIONS TO TOP OF RAIL
ADD 0.42'

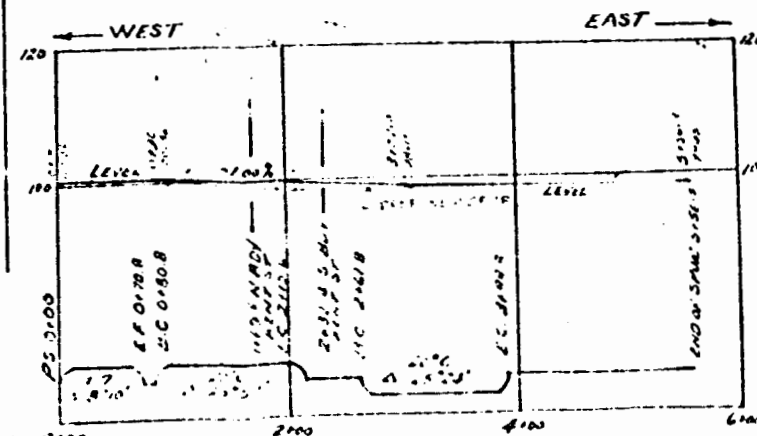
NOTE: APPROVED SUBJECT TO THE CONDITIONS
OF THE BOARD OF ADMINISTRATION
RECOMMENDATIONS WHICH WERE ADOPTED
BY COUNCIL SEPTEMBER 6TH 1960

City Engineer — Vancouver B.C.



PLAN

SCALE 1" = 100'



PROFILE OF SPUR.

SCALES: HORIZ. 1" = 100'
VERT. 1" = 20'

D.L. 322
BLK 13

MAIN ST

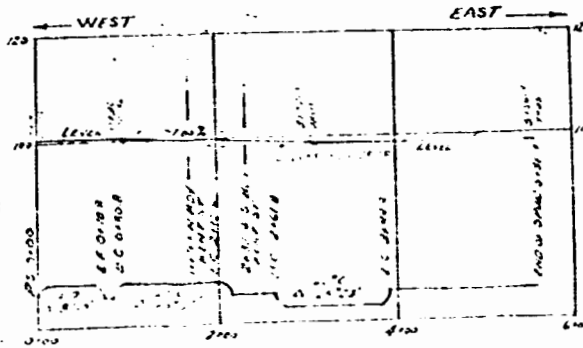
ONTARIO ST

KENT ST NORTH

KENT ST SOUTH

PLAN

SCALE 1"=100'



PROFILE OF SPUR.

SCALE: HORIZ 1"=100'
VERT 1"=20'

NOTE: ALL ELEVATIONS ARE TO BASE OF RAIL AND REFER TO C.P.R. DATUM TO CONVERT TO CITY DATUM SUBTRACT 1.25' FROM ELEVATIONS GIVEN TO EXIST ELEVATIONS TO TOP OF RAIL ADD 0.42'

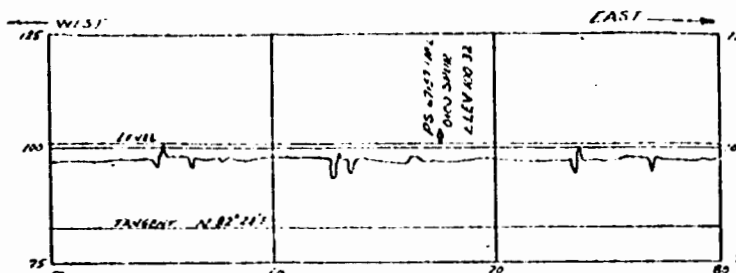
NOTE: APPROVED SUBJECT TO THE CONDITIONS OF THE BY-LAW OF ADMINISTRATION RECOMMENDATIONS WHICH WERE ADOPTED BY COUNCIL SEPTEMBER 6TH 1960

City Engineer — Vancouver B.C.

SUPERINTENDENT

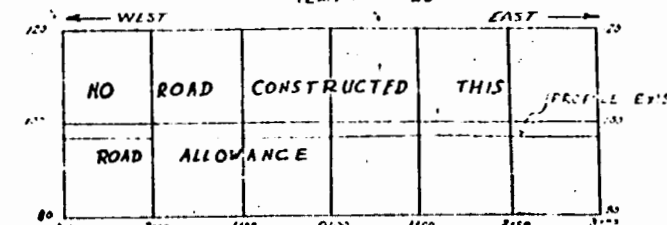
BOOK OF REFERENCE.

STATION	STATION	ELEVATION	OWNER	REMARKS
0+00	11 69.3	11 69.3	CITY OF VANCOUVER	EXIST
1+00	21 32.4	21 32.4	CITY OF VANCOUVER	EXIST
2+32.4	51 56.1	51 56.1	CITY OF VANCOUVER	EXIST



PROFILE OF WESTMINSTER BRANCH V&L RLY

SCALE: HORIZ 1"=400'
VERT 1"=20'



PROFILE OF SOUTH KENT ST.

SCALE: HORIZ 1"=100'
VERT 1"=20'

CANADIAN PACIFIC RAILWAY CO.

B.C. DISTRICT

VANCOUVER DIVISION

PROPOSED RELOCATION OF SPUR
EVANS PRODUCTS LTD.

MILE 128 WESTMINSTER BRANCH, VANCOUVER & LULU
ISLAND RAILWAY

VANCOUVER, B.C.

NOVEMBER 1, 1954

SCALE: AS NOTED

REVISED TO AUGUST 26, 1960

FOR C.P.R.

D. WATSON

GENERAL MANAGER

EVANS PRODUCTS COMPANY LTD.

8. In particular, but without restricting the generality of the foregoing, it is understood and agreed that:

(a) ~~This agreement may be revoked at any time by the City;~~

(b) The Owner will at all times, and at his own expense, keep and maintain the said works in good and sufficient repair to the satisfaction of the City Engineer;

(c) In the event of the termination of this agreement from any cause whatsoever, the Owner will, at his own expense, and within a period of six months from the date of such termination, or such shorter period as may be specified by the City Council, remove the said works and fill up any excavation made, constructed, or maintained, with respect to such encroachment, and replace and put the sidewalk, street, lane, or other public place in, under or over such area in the same condition as the adjoining sidewalk, street, lane, or other public place to the satisfaction of the City Engineer;

(d) In the event of the Owner failing to keep any encroachment or covering thereof in good and sufficient repair to the satisfaction of the City Engineer, or failing to remove the said works, or to fill up any excavation, the City Engineer shall make such repairs, including structural changes, when by him deemed necessary, or remove such structures or works, or fill up such excavation, as the case may require, in the opinion of the City Engineer, and the Owner shall pay the costs of such work to the City forthwith; and in the default of payment thereof, the amount of such cost with interest at six per cent per annum may be recovered in any Court of competent jurisdiction, or the same may be recovered in like manner as overdue taxes against the lands to which such area is appurtenant.

For paragraphs 9 to 12- see insert pages.

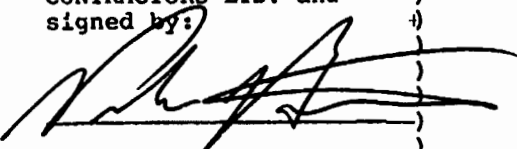
13. ~~/s/~~ THIS agreement shall enure to the benefit of and be binding upon the heirs, executors, administrators, successors and assigns of the respective parties hereto.

14. ~~/s/~~ Words herein importing the singular number, or the masculine gender only, shall include more persons, parties or things of the same kind than one, and females as well as males, and the converse, and, unless the context requires a different meaning, words herein shall bear the same meaning as in the Encroachment By-law, aforesaid.

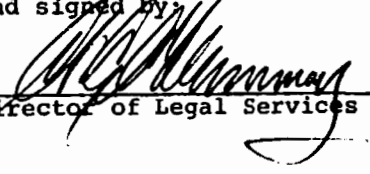
IN WITNESS WHEREOF, the said Owner has hereunto set his hand and seal the day and year first above written.

SIGNED, SEALED AND DELIVERED
in the presence of:

SEALED with the Corporate)
Seal of BLOCK BROS.)
CONTRACTORS LTD. and)
signed by:)


P. J. EUNK
ASSISTANT SECRETARY

SEALED with the Common Seal)
of the CITY OF VANCOUVER)
and signed by:)


Director of Legal Services)

Approved by Council
Resolution on
December 16, 1975.

ACKNOWLEDGEMENT OF OFFICER OF CORPORATION

I Hereby Certify that, on the 14th day of May, 19 76 at Vancouver, in the Province of British Columbia (whose identity has been proved by the evidence on oath of Peter J. Funk, who is) personally known to me, appeared before me and acknowledged to me that he is the Asst. Secretary of BLOCK BROS. CONTRACTORS LTD. and that he is the person who subscribed his name to the annexed Instrument as Asst. Secretary of the said BLOCK BROS. CONTRACTORS LTD. and affixed the seal of the said BLOCK BROS. CONTRACTORS LTD. to the said Instrument; that he was first duly authorized to subscribe his name as aforesaid, and affix the said seal to the said Instrument, and that such corporation is legally entitled to hold and dispose of land in the Province of British Columbia.

IN TESTIMONY WHEREOF I have hereunto set my Hand and Seal of Office at Vancouver in the Province of British Columbia, this 14th day of May, 19 76 in the year of our Lord one thousand nine hundred and SEVENTY-Six.

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits for British Columbia.

NOTE—Where the person making the acknowledgement is personally known to the officer taking the same, strike out the words in brackets.

JNS:G
LAW DEPARTMENT,
CITY HALL,
VANCOUVER, B.C.

Lot
Block 13
District Lot 322
Plan 5270

ENCROACHMENT
AGREEMENT

CITY OF VANCOUVER
AND

BLOCK BROS. CONTRACTORS, LTD.

DATED....., A.D. 19.76.

FOR MAKER (INCLUDING MARRIED WOMAN)

I Hereby Certify that, on the _____ day of _____, 19 _____ at _____, in the Province of British Columbia (whose identity has been proved by the evidence on oath of _____, who is/are) personally known to me, appeared before me and acknowledged to me that _____ the person mentioned in the annexed instrument as the maker thereof, and whose name _____ subscribed thereto as part _____, that _____ know the contents thereof, and that _____ executed the same voluntarily, and _____ of the full age of nineteen years.

IN TESTIMONY WHEREOF I have hereunto set my Hand and Seal of Office, at _____ in the Province of British Columbia, this _____ day of _____ in the year of our Lord one thousand nine hundred and _____

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits for British Columbia.

NOTE—Where the person making the acknowledgement is personally known to the officer taking the same, strike out the words in brackets.

AFFIDAVIT OF WITNESS

Province of British Columbia }
To Wit:

I, _____ of the _____, in the Province of British Columbia, make oath and say:

1. I was personally present and did see the within instrument duly signed and executed by

the part _____ thereto, for the purposes named therein.

2. The said instrument was executed at _____

3. I know the said part _____, and that _____ of the full age of nineteen years.

4. I am the subscribing witness to the said instrument and am of the full age of sixteen years.

Sworn before me at _____

in the Province of British Columbia, this _____ day of _____ 19 _____

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits for British Columbia.

ACKNOWLEDGEMENT OF OFFICER OF CORPORATION

I Hereby Certify that, on the 14th day of May, 1976 at Vancouver, in the Province of British Columbia (whose identity has been proved by the evidence on oath of Peter J. Funk, Asst. Secretary of BLOCK BROS. CONTRACTORS LTD., and that he is the person who subscribed his name to the annexed Instrument as Asst. Secretary of the said BLOCK BROS. CONTRACTORS LTD. and affixed the seal of the said BLOCK BROS. CONTRACTORS LTD. to the said Instrument, and that he was first duly authorized to subscribe his name as aforesaid, and affix the said seal to the said Instrument, and that such corporation is legally entitled to hold and dispose of land in the Province of British Columbia.

IN TESTIMONY WHEREOF I have hereunto set my Hand and Seal of Office at Vancouver in the Province of British Columbia, this 14th day of May, 1976 in the year of our Lord one thousand nine hundred and SEVENTY-SIX.

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits for British Columbia.

NOTE—Where the person making the acknowledgement is personally known to the officer taking the same, strike out the words in brackets.

DATED....., A.D. 1976.

BLOCK BROS. CONTRACTORS, LTD.

AND
CITY OF VANCOUVER

ENCROACHMENT AGREEMENT

Lot "B"
Block 13
District Lot 322
Plan 5270

LAW DEPARTMENT,
CITY HALL,
VANCOUVER, B.C.

JNS:G

FOR MAKER (INCLUDING MARRIED WOMAN)

I Hereby Certify that, on the _____ day of _____, 19____, at _____, in the Province of British Columbia (whose identity has been proved by the evidence on oath of _____ the person who is/are) personally known to me, appeared before me and acknowledged to me that the person mentioned in the annexed instrument as the maker thereof, and whose name subscribed thereto as part _____, that _____ of the full age of nineteen years, contents thereof, and that executed the same voluntarily, and IN TESTIMONY WHEREOF I have hereunto set my Hand and Seal of Office, at _____ in the Province of _____ British Columbia, this _____ day of _____ in the year of our Lord one thousand nine hundred and _____.

NOTE—Where the person making the acknowledgement is personally known to the officer taking the same, strike out the words in brackets.
A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits for British Columbia.

AFFIDAVIT OF WITNESS

Province of British Columbia }
To Wit: _____ of the _____, in the Province of British Columbia,
I, _____, make oath and say:
1. I was personally present and did see the within instrument duly signed and executed by _____ the part thereof, for the purposes named therein.
2. The said instrument was executed at _____ of the full age of nineteen years.
3. I know the said part. _____
4. I am the subscribing witness to the said instrument and am of the full age of sixteen years.
Sworn before me at _____ }
in the Province of British Columbia, this _____ day of _____ 19____.

A Notary Public in and for the Province of British Columbia.
A Commissioner for taking affidavits for British Columbia.

CITY ENGINEERING DEPARTMENT

MEMO

MEMO TO: D.W.M. DATE: 3/30
 FROM: [Signature] SUBJECT: Railway Crossings
 COPIES TO: _____ LOCATION: N.West. Lines

We have been dealing with a number of railway crossings in the area around Main St. and Kent Ave.

Our study has disclosed a few improperly placed stop signs. These require a motorist to obstruct an intersection in some cases.

Will you review each railway crossing and stop sign installation along the New Westminster C.P.R. line between Boundary Road and Hudson St. to collect the stop sign data, and correct/incorrect placement of same.

O/S 4/30

- inventory
- stop order
- utility.

CENTRAL REGISTRY

City of Vancouver



Inter-Office Correspondence

Property & Insurance

April 14th, 1976

FILE #

838 181 (Kent Ave)

MEMORANDUM TO: Mr. W.H. Curtis
City Engineer

ATTENTION: Mr. Wayne Pledger

FROM: Mr. G.H. Jordan
Acting Supervisor of Property & Insurance

SUBJECT: ACQUISITION COST ESTIMATE
33 Ft. Strip For Road Allowance -
Kent Avenue

Further to your memo dated March 22nd, 1976, I submit the following estimates with respect to property acquisitions at the locations referred to therein.

1. South Portion Block 8, D.L. 330 & 331
E/S Kerr St. South of Kent Avenue North

Strip require - N. 33' - 21,919 sq. ft. @ \$5.75 per sq. ft. =	\$126,034.00
Est. demolition cost of existing buildings	12,000.00
Est. cost to replace buildings	104,000.00
	<u>\$242,034.00</u>

It is noted that this amount does not include anything for relocating a blacktop road running alongside these buildings or replacing or relocating machinery equipment etc. that may be in the buildings.

ENGINEERING
CENTRAL
REGISTRY
APR 15 1976

2. Block V, D.L. 327, Plan 3402.
S/S Kent Avenue North West of Borden Street

Strip required - N. 33' - 8,250 sq. ft. @ \$8.00 per sq. ft. =	\$66,000.00
Est. demolition cost of existing buildings	12,000.00
Est. cost to replace building	\$148,000.00
	<u>\$226,000.00</u>

ROUTING
CE/TO/
INFORMATION
CROSS-REFERENCE
REL. TO
REMARKS

... 2

April 14th, 1976

Re: Acquisition Cost Estimate

- Page 2 -

It is noted that this amount does not include anything for replacing or relocating machinery equipment etc. that may be in the building.

3. Block W, D.L. 327, Plan 3402
S/S Kent Avenue North West of Borden Street
Strip required - N. 32' - 7,022 sq. ft. @ \$8.00
per sq. ft. = \$56,176.00
 4. Lot A, Block 69, D.L. 258, Plan 670A
S/S S.E. Marine Drive East of Elliott Street
Strip required - S. 33' - 3,307 sq. ft. @ \$5.25
per sq. ft. = \$17,362.00
 5. Lot B, Block 69, D.L. 258, Plan 670A
S.S S.E. Marine Drive East of Elliott St.
Strip required - S. 33' - 3,951 sq. ft. @ \$5.25
per sq. ft. = \$20,743.00
- TOTAL EST. COST \$562,315.00

I trust the foregoing will suffice.

J. J. Frash
for Acting Supervisor of Property
& Insurance

LP:djw

City of Vancouver



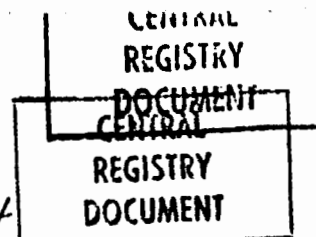
Inter-Office Correspondence

LAW DEPARTMENT

711.

April 12, 1976

File No. 3088



MEMO TO: P.S. Herring, Assistant City Engineer
Water, Sanitation & Materials

FROM: Ian G. Henley

RE: AGREEMENT WITH JOHN NEVETTE - RECYCLING DEPOT

Enclosed are two copies of agreement in connection with this recycling depot, as provided by Council resolution of February 24, 1976.

Would you please arrange to have these signed by Mr. Nevette, Operator, and return both copies to us for signature on behalf of the City. In due course, a fully executed copy will be provided for Mr. Nevette.

Ian G. Henley

:sk

ENGINEERING
CENTRAL
REGISTRY

APR 13 1976

ROUTED
DE/WSYM/
IN
631
838 181
PSH

Blk 16
Ken Vint - general

BL
June 7/76

relates to DB 311
Blk 16
Plan 11689
Ken Ave. North

THIS AGREEMENT made and entered into as of the 25th day of February, 1976,

BETWEEN:

JOHN NEVETTE, of 6711
King George Highway,
Surrey, British Columbia,
(hereinafter called the "Operator")

OF THE FIRST PART

AND:

CITY OF VANCOUVER
(hereinafter called the "City")

OF THE SECOND PART

WHEREAS the Operator has operated a recycling depot for the City under agreement dated February 22, 1974 to utilize used bottles for the purpose of recycling, and under agreement dated February 25, 1975 for the purpose of recycling bottles, metals and paper;

AND WHEREAS the City is desirous of continuing to provide facilities for the recycling of waste paper and metal;

AND WHEREAS the Operator will operate facilities for the disposal of waste paper and metals and the City will provide a site for the depot (hereinafter referred to as the "depot"), advertising, and other services to assist in ensuring a successful venture;

NOW THIS AGREEMENT WITNESSETH that in consideration of the covenants, agreements, promises and other considerations hereinafter referred to the Operator and the City covenant, promise and agree each with the other as follows:

1. This agreement shall be for the period of one year, commencing February 25, 1976 and terminating February 28, 1977.
2. The Operator will provide service at the depot to the

City of Vancouver



Inter-Office Correspondence

CITY LAW DEPARTMENT

FILE #

CENTRAL
REGISTRY
DOCUMENT

828181 (X.1 11)

re

March 15, 1976

File Ref. 1399C3

✓ MEMO TO: Mr. Stan Townsend, Asst. City Engineer, Streets
COPY TO: Mr. A. Ferguson, Property & Insurance Division
FROM: Joe Stubbs
RE: RAILWAY SPUR TRACKS AS ENCROACHMENT AGREEMENTS AND
RAILWAY SPUR TRACK ACROSS KENT STREET SOUTH

Further to your memo of January 14, 1976, we shall try to co-ordinate in the near future a meeting between the three departments so as to further discuss the proposition of treating spur track crossings as encroachments.

To give you some idea as to how this office would draft such an agreement, we enclose an encroachment agreement for the railway spur track across Kent Street. We also enclose a copy of the earlier Kent Street spur track agreement between Evans Products CO. Ltd. and the City and as well a copy of the December 16, 1975 Council resolution authorizing that the Evans Products agreement be redone between the City and Block Brothers, the new occupants, "on terms similar to the spur track agreement with Evans Products Co. Ltd."

This encroachment agreement for the Kent Street spur track will give you some idea as to how this office would treat a spur track as an encroachment. Of course, you can see this agreement is not in final form. However, in light of the fact that the authorizing resolution for this agreement called for an agreement upon similar terms, and in light of the fact that the earlier agreement with Evans Products did not have any annual fee, this agreement does not call for any annual fee. You will note that in large measure we have simply reproduced many of the provisions in the 1968 Evans Products agreement. Nevertheless, we ask you to note that paragraphs 2(a), (b) and (i) of the Evans agreement have been omitted in the belief that the work called for under those agreements was long ago carried out when this spur track was constructed. Are we correct in making this assumption? Also the termination provision in this draft of encroachment agreement is upon one-year's notice because that was the provision in the Evans Products agreement.

... 2

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FOR
INITI

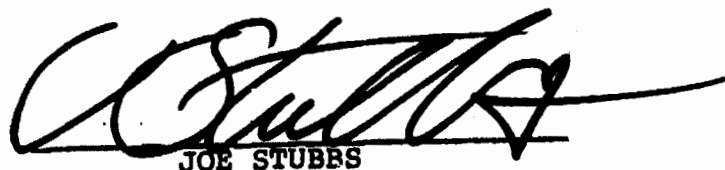
DH

Mr. S. Townsend,
City Engineering Department

March 15, 1976

- 2 -

In conclusion then, this draft of encroachment agreement will give you some idea as to how we would approach this and we can discuss this further at the interdepartmental meeting. Also would you please confirm that the afore-mentioned paragraphs which we omitted concerned work long ago completed.

A handwritten signature in dark ink, appearing to read "Joe Stubbs", is written over a horizontal line.

JOE STUBBS

JNS:G
Encls.

Draft
2/15
12/12/76

Space above for Land Registry Office Use.

A. Charge by way of:		Substitute Form C—Particulars
INDEMNITY AGREEMENT		B. Full name, postal address and telephone of person presenting instrument for registration: LAW DEPARTMENT CITY OF VANCOUVER 453 West 12th Avenue Vancouver 10, B.C. Telephone: 873-7514
C. Address of party entitled to be registered if different from that shown in instrument:		
D. Declared value:	British Subject	
\$	Yes No	Solicitor or Agent

For Land Registry Office Use

ENCROACHMENT AGREEMENT

FOR RAILWAY SPUR TRACK ACROSS
 KENT STREET

THIS AGREEMENT dated the _____ day of _____ 19 76

BETWEEN

BLOCK BROS. CONTRACTORS LTD.
 (Incorporation No. 50297) of
 4th floor, 1030 West Georgia Street,

of the City of Vancouver, in the Province of British Columbia, hereinafter called the "Owner",

OF THE FIRST PART

AND

CITY OF VANCOUVER, hereinafter called the "City",

OF THE SECOND PART.

WHEREAS the Party of the First Part is the owner of the property known and described as Lot "B", Block 13, District Lot 322, Plan 5270,

in the City of Vancouver, and has requested the City to grant him permission to construct, use or continue the use or existence of an encroachment appurtenant to the above-described lands, which request the City has agreed to grant, subject to the provisions of the "Encroachment By-law" and amending By-laws, and subject to the terms and conditions herein set forth:

continued

MEMORANDUM OF AGREEMENT made and entered into
this 12th day of December , in the year of Our Lord one
thousand nine hundred and sixty-eight (1968),

BETWEEN:

EVANS PRODUCTS COMPANY, LIMITED, a
body corporate, with offices at the
foot of Main Street in the City of
Vancouver, Province of British
Columbia,

(hereinafter called "the Industry")

OF THE FIRST PART

AND:

CITY OF VANCOUVER

(hereinafter called "the City")

OF THE SECOND PART

WHEREAS the Industry is the owner of that certain
parcel or tract of land situate at the Northwest corner of
Main Street and Kent Street South in the City of Vancouver,
Province of British Columbia more particularly known and
described as Lot "B", Block Thirteen (13), District Lot
Three Hundred and Twenty-two (322), Group One (1), New
Westminster District, according to Plan No. 5270 deposited
in the Land Registry Office in the City of Vancouver afore-
said, except the North Thirty-three (33) feet thereof, now
street (hereinafter referred to as "the said lands");

AND WHEREAS in or about the year 1954 the Industry
applied to the C.P.R. to construct a spur track (hereinafter
called the "1954 spur track") leading from the railway com-
pany's right-of-way at Mile 1.28, Westminster Branch, V. &
L. I. Railway, across Kent Street South (hereinafter called
"the said street") to serve the Industry's said property and
approached the City for leave to cross the said street with
the 1954 spur track;

AND WHEREAS the City agreed to grant such permission

Continued

LAW
DEPARTMENT

TO: City Manager for
Vancouver City Council

DATE November 25, 1975

SUBJECT: Railway Spur Track across Kent Street South

CLASSIFICATION:

The Director of Legal Services reports as follows:

"Evans Products Company, Limited had the C.P.R. construct a railway spur track to service Lot B, Block 13, District Lot 322, Plan 5270 (except the north 33 ft. thereof). Because this spur track crossed Kent Street South, Evans Products on December 12, 1968 entered into a spur track agreement with the City pursuant to which the City authorized the construction of the track across Kent Street and at the same time Evans Products assumed all obligations in connection with installation, repair and removal of the track across the City street. Evans Products has now sold Lot B to Block Bros. Contractors Ltd. Unfortunately the spur track agreement with Evans Products did not provide that the covenants of Evans Products be secured by way of an indemnity agreement charging Lot B. And so the City presently has no agreement with Block Bros. The solicitors for Block Bros. have advised that Block Bros. are now prepared to enter into a fresh spur track agreement on the same terms as the agreement with Evans Products with the additional provision that the fresh agreement also provide for indemnification and that the indemnification provisions be secured as a lien against Lot B.

It is RECOMMENDED that the City enter into a spur track agreement with Block Bros. Contractors Ltd. on terms similar to the spur track agreement with Evans Products Company, Limited and that this agreement provide that Block Bros. secure the performance of their covenants under the agreement by charging Lot B with a lien for performance of the agreement and the agreement otherwise to be to the satisfaction of the Director of Legal Services and the City Engineer."

The City Manager RECOMMENDS that the foregoing recommendation be adopted.

APPROVED BY COUNCIL
December 16, 1975

City Manager to complete:

Approved _____

Officials to be present _____

Report Reference _____

Report Dated November 25, 1975

Department Head C.S. Fleming

Author's Initials JNS/G

Concurrence of other
involved Departments: _____

City Engineer _____

~~Supervisor of Property and Insurance~~

Officials recommended to be
present _____

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 181 (Kent Ave)

CITY OF VANCOUVER
MEMORANDUM

Refer File: 1701-2
Date: December 17, 1975

From: CITY CLERK

To:  Director of Legal Services
City Engineer
Supervisor of Property & Insurance
Comptroller of Budgets
Comptroller of Accounts
City Manager

Subject: Railway Spur Track across Kent Street South.

I wish to inform you that Vancouver City Council, at its meeting on December 16, 1975 approved the attached recommendation of the City Manager contained in his report dated December 12, 1975.

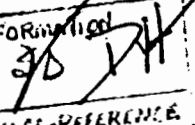

CITY CLERK

ENGINEERING
CENTRAL
REGISTRY

DEC 19 1975 Att.

GB:ss

ROUTING

INFORMATION

CROSS-REFERENCE
RELEASED FOR FILING
INITIAL 

RECOMMENDATION

4. Railway Spur Track across Kent Street South.

The Director of Legal Services reports as follows:

"Evans Products Company, Limited had the C.P.R. construct a railway spur track to service Lot B, Block 13, District Lot 322, Plan 5270 (except the north 33 ft. thereof). Because this spur track crossed Kent Street South, Evans Products on December 12, 1968 entered into a spur track agreement with the City pursuant to which the City authorized the construction of the track across Kent Street and at the same time Evans Products assumed all obligations in connection with installation, repair and removal of the track across the City street. Evans Products has now sold Lot B to Block Bros. Contractors Ltd. Unfortunately the spur track agreement with Evans Products did not provide that the covenants of Evans Products be secured by way of an indemnity agreement charging Lot B. And so the City presently has no agreement with Block Bros. The solicitors for Block Bros. have advised that Block Bros. are now prepared to enter into a fresh spur track agreement on the same terms as the agreement with Evans Products with the additional provision that the fresh agreement also provide for indemnification and that the indemnification provisions be secured as a lien against Lot B.

It is RECOMMENDED that the City enter into a spur track agreement with Block Bros. Contractors Ltd. on terms similar to the spur track agreement with Evans Products Company, Limited and that this agreement provide that Block Bros. secure the performance of their covenants under the agreement by charging Lot B with a lien for performance of the agreement and the agreement otherwise to be to the satisfaction of the Director of Legal Services and the City Engineer."

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Legal Services be approved.

R.T.C. 500
CANADIAN TRANSPORT COMMISSION



FILE
TO: CITY ENGINEER
838 181
(Kent)

COMMISSION CANADIENNE DES TRANSPORTS

275 Slater Street,
OTTAWA, Ontario,
K1A 0N9

November 18, 1975

File No. 27073.626

Dear Sir,

You will find enclosed Order No. R-21655

dated November 10, 1975

Mr. D.H. Little,
City Clerk,
453 W., 12th Ave.,
Vancouver, B.C.

Yours truly,

J. D. [Signature]
Railway Transport Committee

1 copy of plan (on file in the
City Clerk's Office)

ENGINEERING
CENTRAL
REGISTRY
DEC 15 1975

ROUTING
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RAILWAY TRANSPORT COMMITTEE

COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

ORDER NO. R-21655

ORDONNANCE N°R-21655

November 10, 1975
Ottawa

Le 10 novembre 1975
Ottawa

IN THE MATTER OF the application of Canadian Pacific Limited, herein-after called the "Applicant", under the provisions of Section 52 of the National Transportation Act,

(a) for approval of the construction of the siding serving the team tracks in Lot 2, which crosses at grade Kent Avenue North, in the City of Vancouver, in the Province of British Columbia, at mileage 0.05 of the said siding, which commences at mileage 2.53 Westminster Branch of the Vancouver and Lulu Island Railway, as shown on Plan No. RT-317 dated October 1, 1974, on file with the Commission under File No. 27073.626; and

(b) for authority to operate its trains on the said siding which crosses at grade Kent Avenue North.

File No. 27073.626

UPON reading the submissions filed -

IT IS ORDERED THAT:

1. The construction of the said siding serving the team tracks in Lot 2, which crosses at grade Kent Avenue North, in the City of Vancouver, in the Province of British Columbia, at mileage 0.05 of the said siding, which commences at mileage 2.53 Westminster Branch of the Vancouver and Lulu Island Railway, as shown on said Plan, is approved.

2. The Applicant is authorized to operate its trains on the said siding which crosses at grade Kent Avenue North except that no train or equipment may be operated past the point of restricted clearance on Track No. 1.

(signed)

J. d'Avignon

Secretary

Railway Transport Committee

RELATIVE à la requête présentée par Canadien Pacifique Limitée, ci-après désignée "la requérante", en vertu des dispositions de l'article 52 de la Loi nationale sur les transports, en vue d'obtenir:

a) l'approbation de la construction de la voie desservant les voies de chargement dans le lot 2, qui croise à niveau l'avenue Kent nord, dans la ville de Vancouver, dans la province de la Colombie-Britannique, au point milliaire 0.05 de ladite voie de desserte, qui prend naissance au point milliaire 2.53 de l'embranchement Westminster de la Vancouver and Lulu Island Railway, comme indiqué sur le plan n° RT-317, daté du 1^{er} octobre 1974, versé au dossier n° 27073.626 de la Commission; et

b) l'autorisation de faire circuler ses trains sur ladite voie de desserte qui croise à niveau l'avenue Kent-nord.

Dossier n° 27073.626

APRES lecture des pièces déposées -

IL EST ORDONNE CE QUI SUIT:

1. Est approuvée la construction de ladite voie desservant les voies de chargement dans le lot 2, qui croise à niveau l'avenue Kent nord, dans la ville de Vancouver, dans la province de la Colombie-Britannique, au point milliaire 0.05 de ladite voie de desserte, qui prend naissance au point milliaire 2.53 de l'embranchement Westminster de la Vancouver and Lulu Island Railway, comme indiqué sur ledit plan.

2. La requérante est autorisée à faire circuler ses trains sur ladite voie de desserte qui croise à niveau l'avenue Kent nord sauf qu'aucun train ou machinerie peut être actionné passé le chantier de la hauteur libre sur la voie n° 1.

(signature)

Secrétaire

Comité des transports par chemin de fer



CITY OF VANCOUVER



FILE

838 181 (Kent Ave)

MR.

LAW OFFICE

CITY HALL

November 19, 1975

File Ref. 1399C3

MEMO TO: Mr. W. H. Curtis, City Engineer
FROM: Joe Stubbs
RE: SPUR TRACK AGREEMENT
between Evans Products Company Limited
and the City dated December 12, 1968

The matter we wish to discuss with you is set out in the attached copy of our note to Mr. Fleming dated September 5, 1975. You will note that Mr. Fleming concurs in the proposed course of action set out in that note.

We put it to Maddin & Suderman that Block Bros. must decide as of 5:00 p.m., November 20, 1975 to enter into a fresh agreement with the City along the terms outlined in the note. We do not expect Block Bros. to notify us as of the deadline and so we must move to terminate the spur track agreement by giving notice to that effect to Evans Products Company Ltd. Our presumption is that the agreement can only be terminated by way of Council resolution inasmuch as the agreement does not delegate that authority to any official of the City. However, this presumption may be incorrect and we now inquire of you whether or not authority to terminate this agreement has been delegated to yourself. If it has not, we shall prepare the necessary Council report and submit same to yourself for concurrence.

ENGINEERING
CENTRAL
REGISTRY

NOV 20 1975 Also we would be pleased to receive any information or advice concerning this matter which you feel might be helpful to us.

ROUTING
INFORMATION
CROSS-REFERENCE
RELEASED FOR FILING
INITIAL

JNS:G
Encl.

Joe Stubbs
Joe Stubbs

Hold pending further
communication from JS

September 5, 1975

File Ref. 1399C3

NOTE to Mr. Fleming

RE: SPUR TRACK AGREEMENT
between Evans Products Company Limited
and the City dated December 12, 1968

The attached agreement is what is called a spur track agreement whereunder the City authorized Evans Products to run a railway spur across Kent Street South. All repairs, expenses, additional expenses and removal costs are on the accounts of Evans Products. The agreement is not secured by a bond nor is it filed against the land serviced by the railway spur.

The problem arises by reason of the facts now related. In 1974 Evans Products sold the land serviced by the spur track to Block Bros. Contractors Ltd. The solicitors to Block Bros. requested that the City consent to an assignment of the agreement from Evans Products to Block Bros. By Council resolution the consent was given subject to the form of assignment being to the satisfaction of this office. The solicitors to Block Bros., Maddin & Suderman, made application for the City's consent to the assignment in August 1974. In December 1974 I advised Maddin & Suderman that the consent had been given and that I awaited examination of their documents of assignment.

I have reminded Maddin & Suderman on several occasions that I was desirous of having the assignment completed in a businesslike fashion. Maddin & Suderman have now taken the position that there is no obligation upon them to complete the assignment. It is obvious that Block Bros. is wishing to have the best of both worlds, namely, use of the spur track without any obligation whatever to repair, maintain or remove.

In July 1975 I told Maddin & Suderman it was unfortunate that the agreement had not first been registered as a charge against the property and asked them whether or not their client would agree to have the document redrafted to include a provision that their property be charged to secure performance of the covenants. I have not received a reply to that letter.

I do not think the City should allow the present state of affairs to subsist indefinitely. If we must call upon the covenants in the agreement, Evans Prod. is going to be most unhappy about paying for the spur track since it sold the property quite some time ago.

Paragraph 3 of the agreement gives a one year's notice of cancellation to either party with the obligation that Evans Products restore the crossing to its former condition, and to the satisfaction of the City Engineer. Keeping this in mind, I suggest that we write Maddin & Suderman advising them that unless their clients forthwith enter into a fresh agreement on similar terms but providing that their land be charged with the performance of the covenants, then the City will terminate the agreement and call upon Evans Products to restore the roadway.

I feel we must quickly move to have the agreement either registered or cancelled. By delay, we are merely putting off for another day a problem we would inevitably have to face. Also, bringing the matter to a head as quickly as possible seems to be fair to Evans Products, who may have legal recourse against Block Bros. arising out of their sale to Block Bros., which legal recourse would not be available to them should Block Bros. sell to an unsuspecting third party.

... 2

Note to Mr. Fleming
Page 2

September 5, 1975

It is my intention to proceed as outlined herein, unless you otherwise advise. I presume that a Council resolution would be needed to terminate the agreement since the agreement itself does not assign that authority to any person here at the City.

Please return the agreement and memo with your comments.


Joe Stubbs

JNS:kfg
Encl.

*I agree with your
suggested course of
action.*

22/9/75



MEMORANDUM OF AGREEMENT made and entered into
this 12th day of December, in the year of Our Lord one
thousand nine hundred and sixty-eight (1968),

BETWEEN:

EVANS PRODUCTS COMPANY, LIMITED, a
body corporate, with offices at the
foot of Main Street in the City of
Vancouver, Province of British
Columbia,

(hereinafter called "the Industry")

OF THE FIRST PART

AND:

CITY OF VANCOUVER

(hereinafter called "the City")

OF THE SECOND PART

WHEREAS the Industry is the owner of that certain
parcel or tract of land situate at the Northwest corner of
Main Street and Kent Street South in the City of Vancouver,
Province of British Columbia more particularly known and
described as Lot "B", Block Thirteen (13), District Lot
Three Hundred and Twenty-two (322), Group One (1), New
Westminster District, according to Plan No. 5270 deposited
in the Land Registry Office in the City of Vancouver afore-
said, except the North Thirty-three (33) feet thereof, now
street (hereinafter referred to as "the said lands");

AND WHEREAS in or about the year 1954 the Industry
applied to the C.P.R. to construct a spur track (hereinafter
called the "1954 spur track") leading from the railway com-
pany's right-of-way at Mile 1.28, Westminster Branch, V. &
L. I. Railway, across Kent Street South (hereinafter called
"the said street") to serve the Industry's said property and
approached the City for leave to cross the said street with
the 1954 spur track;

AND WHEREAS the City agreed to grant such permission

subject to the terms and conditions set out in an agreement between the City and the Industry dated the 21st day of December, 1954;

AND WHEREAS the 1954 spur track was duly constructed;

AND WHEREAS the Industry has now applied to the C.P.R. to construct a new spur track in a different location leading from the Railway Company's right-of-way at Mile 1.28 Westminster Branch, V. & L.I. Railway, across the said Kent Street South, to continue to serve the Industry's said property and has approached the City for leave to cross the said street with the said new spur track;

AND WHEREAS the Industry has applied to have the said new spur track replace the 1954 spur track;

AND WHEREAS the City has agreed to grant such permission subject to the terms, covenants and conditions hereinafter set out;

NOW THEREFORE THIS AGREEMENT WITNESSETH:

1. THE CITY AGREES:

(a) That the Industry, through the C.P.R. may construct the said new spur track to the alignment and grades specified in plan RB48 (a copy of which is hereunto attached and marked with the letter "A" for identification purposes) prepared by the Railway Company and to be approved by the City Engineer in so far as it affects the said street, and may carry on railway operations on and over the same.

(b) That it will join with the Industry or the Railway Company in an application to the Railway Transport Committee of the Canadian Transport Commission for approval of the said new spur track.

2. THE INDUSTRY AGREES:

(a) That it will assume the cost of diverting, constructing and reconstructing watermains, sewers, drainage facilities, telephone and electricity facilities, and grade changes and of doing any other work necessary, incidental or related to the installation of the said new spur track.

(b) That it will place, at its own expense, any fill necessary to the construction of the said new spur track across said street, such work to be to the satisfaction of the City Engineer.

(c) That it will, through itself or the Railway Company, while the said new spur track is in place, undertake to plank or otherwise surface the spur track allowance (herein considered to be ten (10) feet wide) and maintain such surfacing, and that when the City paves the said street adjacent to the said tracks, the Industry will bear the cost of permanent paving and maintain the pavement of such track allowance; both surfacing and paving to be to the satisfaction of the City Engineer.

(d) That it will, while the said new spur track is in place, assume any extra costs that may be incurred by the City in placing or replacing any sewers, watermains, drainage facilities or other civic utilities underneath the said spur track by reason of its existence.

(e) That it will, while the said new spur track is in place, assume any extra costs that may be incurred by the City in placing or replacing any overhead civic utility by reason of the existence of the said new spur track.

(f) That it will, while the said new spur track is in place, keep the spur track allowance in good repair to the satisfaction of the City Engineer. In the event that the Industry shall neglect or fail to do this the City Engineer may authorize the repair to be done by City forces at cost to the Industry and the Industry herein agrees to reimburse

the City for the repair.

(g) That, in the event that the City shall obtain the authority and shall proceed with construction of any underpasses or overhead viaducts or bridges passing under or over the said new spur track, the Industry will have the right to discontinue its operation of the said new spur track and remove the same, leaving the track allowance in the same condition as the contiguous parts of the street; or, in the alternative, may continue the existence of the said track and indemnify the City for any additional or extra costs the City may incur by reason of the existence of the said new spur track in constructing any such underpass or overhead viaducts or bridges.

(h) That it will at all times during the currency of these presents indemnify and save harmless the City from and in respect of all claims, loss, damage, or expense of whatsoever kind arising from the construction, maintenance or existence of the said new spur track, or from the permission hereby granted.

(i) That it will upon or before completion of the said new spur track remove or cause to be removed at its own expense that portion of the 1954 spur track which is laid across Kent Street South aforesaid, leaving the 1954 spur track allowance in the same condition as the contiguous parts of the street; such work to be carried out to the satisfaction of the City Engineer.

3. It is understood and agreed between the Industry and the City that either party shall have the right to terminate this agreement at any time, upon giving to the other party notice in writing of its intention so to do, and naming in such notice a day at least one year after the giving of the notice on which the agreement is to terminate; and on the day so named this agreement shall terminate, and from

and after the day so named the Industry and the Railway Company shall cease to have any right to use or carry on railway operations on and over that portion of the said new spur track which is hereafter laid across the said street pursuant to this agreement and shall remove or cause to be removed, at the expense of the Industry, the said portion of the said new spur track, leaving the said new spur track allowance in the same condition as the contiguous parts of the streets, such work to be carried out to the satisfaction of the City Engineer.

4. The rights and privileges of the Industry under this agreement shall not be assigned or transferred either in whole or in part, except with the written consent of the City, such consent not to be unreasonably withheld.

5. BOTH PARTIES AGREE that this agreement shall be binding upon and enure to the benefit of the respective parties hereto, as well as their respective administrators, successors and permitted assigns.

6. BOTH PARTIES AGREE that after the 1954 spur track has been removed to the satisfaction of the City Engineer, the agreement of December 21st, 1954 will be cancelled and determined, but without prejudice to any rights or liabilities of either party which may have accrued up to the time of removal of the 1954 spur track as aforesaid.

IN WITNESS WHEREOF the Industry has caused these presents to be sealed with its seal in the presence of its

proper officers duly authorized in that behalf; and these presents have been sealed with the common seal of the City of Vancouver and signed by the Mayor and the City Clerk as of the day and year first above written.

SEALED with the Seal of EVANS)
PRODUCTS COMPANY, LIMITED, and)
signed by:)

[Signature]

[Signature]

Secretary

SEALED with the Common Seal of)
the CITY OF VANCOUVER and)
signed by:)

[Signature]

Mayor
[Signature]

City Clerk

Ex. 834

CITY ENGINEERING DEPARTMENT
TRAFFIC DIVISION

CENTRAL
REGISTRY
DOCUMENT

FILE #

MR. 838 181 (Kent Ave)

General

DATE OF REPLY: 9 Oct

BY: G H Meier

DETAILS OF REPLY:

Phoned Harry Hartley CTC and advised that
NPAT was installed on N/S KENT E & W of FORTER. The problem in that
area is alleviated. He wasn't aware that signs were in. Also advised him
that occasional problem is inevitable on such a narrow street, and that signing
all of Kent isn't warranted. We will handle as problems occur. He was
satisfied with explanation.

FURTHER ACTION REQUIRED:

no further action required

14/10/75
noted

Shaw
15/10/75

R
E
P
L
Y

MARPOLE-FRASER CHAMBER of



FILE	CENTRAL REGISTRY DOCUMENT
838 184 (Kent)	
Mailing Address:	
1730 West 62nd Ave. Vancouver B.C.	
Telephone 266-6466	

7375 Granville St.,
Vancouver, B.C., V6P 4Y3.

REC'D OCT - 1 1975

City of Vancouver,
Traffic Engineering Dept.,
Vancouver, B.C.

Dear Sirs:

SUBJECT: PARKING ON KENT AVENUE (NORTH SIDE OF
RAILWAY LINES) BETWEEN ASH STREET ON
THE WEST AND APPROXIMATELY KNIGHT STREET
BRIDGE ON THE EAST

After observing the rapid increase of traffic on Kent Avenue and increased parking on both sides of this extremely curbed street for the past twelve months, that parking only on the South side of said street has become necessary.

There are several locations, on this avenue, where cars and trucks are parked solid on both sides, all day, leaving only one lane to accomodate two-way traffic which leads to a very dangerous situation.

The Marpole-Fraser Chamber of Commerce requests that your department take a very hard look at this very dangerous traffic problem and institute "No Parking" signs on the North side of Kent Avenue.

ENGINEERING
CENTRAL
REGISTRY

SEP 30 1975

ROUTING H. Hartley cc 2
INFORMATION
CROSS-REFERENCE
RELEASED FOR FILING
INITIAL Qlll.

Hoping to receive a reply at your earliest convenience, I remain

H. Hartley
H. Hartley
Chairman Traffic Committee

327-6351

CENTRAL REGISTRY



CITY OF VANCOUVER

FILE #

838 18¹/₂ (tentative)

General

LAW OFFICE

CITY HALL

May 1, 1975

Engineering Department
City Hall

Dear Sirs:

Re: Permit No. PV-6575
6" sewer pipe crossing at Mile 1.48
Westminster Branch, V & L.I. Railway
CP Rail and B.C. Hydro & Power Authority

Attached is photocopy of executed agreement, dated
January 1, 1975, respecting the above.

Yours very truly,

Ian G. Henley

ENGINEERING
CENTRAL
REGISTRY
Att.
MAY 2 1975

ROUTING
CE/DSYS/
INFORMATION
REFERENCE

10
FEB 14 1975
/14

CP Rail

700 - 200 Granville Street,
Vancouver, B.C. V6C 2R3.

FILE #

H 333



January 16, 1975

File: WVL.1.48 P

City of Vancouver,
City Hall,
453 West 12th Avenue,
Vancouver, B.C. V5Y 1V4

Attention: I. Marotto

Dear Sir

Kent Ave. S.

Re: Agreement PV-6575 covering underground pipe crossing at Mile
1.48 Westminster Branch, V & L.I. Railway.

Enclosed, in quadruplicate, is Agreement No. PV-6575 covering the
above noted installation. Would you please arrange to have this
Agreement completed according to instructions ticked in red on
instruction sheet attached.

Upon completion, kindly return all copies to this office for
execution by Canadian Pacific Limited, after which one copy will
be forwarded to you for your records.

ENGINEERING
CENTRAL
REGISTRY
JAN 21 1975

Please note, that forty-eight hours notice is required before
any work is undertaken on the above installation, please contact
Mr. F. Friedel, of the B.C. Hydro at 521-1966.

Please also forward your cheque in the amount of \$20.00 to cover
\$10.00 documentation fee and \$10.00 for the first year's rental.

Yours very truly,

A.E. Hilling
A.E. Hilling
Superintendent

encs.

General

msb

BOOKING
CE/AT/Service
INFORMATION
838 15X
RECEIVED



CITY OF VANCOUVER

FILE #

838 181
(Kent)

CENTRAL
REGISTRY
DOCUMENT

General
600 W - 1300 E

OFFICE
TRAFFIC DIVISION

CITY HALL
August 13, 1975
File No. 838 189

MEMO FOR RECORD PURPOSES

FROM: Administration & Routine Investigation

SUBJECT: REVIEW NEED FOR ADDITIONAL "STOP SIGN" CONTROL ON STREETS INTERSECTING
PAVED PORTIONS OF KENT STREET. (Crompton St. to Ash St.)

In a memogram dated June 3, 1975, Al Ingram of the Engineering Department (claims) suggested we review the portions of North Kent Street that were paved and curbed in 1974, i.e. between Ontario Street and Cambie Street.

Our review included all streets intersecting Kent Street from and including Ash Street.

CROMPTON & KENT STREET

N/W corner building (Commercial) to property line S/B traffic stopped for V & LI Railway, at S/S of Kent Street. O.S.L., on N/W corner. Road surface: Asphaltic Cap N/leg & E/leg 24' strip curbed on E/leg. No reported traffic accidents 1971 to date. No action.

ROSS STREET AT KENT STREET

Curbed pavement 42' + on Ross N of Kent Street. Kent, curbed and paved 24' wide. O.S.L. N/E corner and spur track crossing the intersection diagonally. No reported accidents 1971 - 73 incl. One side-swipe N of intersection, February 22/74 and none to date in 1975. No action.

KENT STREET STOPPED FOR FRASER STREET

Fraser Street to ½ block W, parked solid B/S on a 24' pavement. D.J. Coburn investigating the need for A.P.P. o/s. Accidents 1971-2, 1972-1, 1973-4, 1974-1, 1975 - none to date. Seems to have improved immensely since closure of the Fraser Street Bridge. No further action at this time with respect to revision of Traffic Controls.

Page 2

CHESTER & KENT STREET

42' curbed pavement on Chester Street 100% P/D on W/S from and including c/c at Kent Street E/S, N of Kent is a S/W Xing to Phillips Cable. O.S.L. on N/E corner. Pavement on Kent Street 24' wide and curbed. Southbound vehicles must stop at V. & L.I. Rlwy. The P/D on the S/S of Kent Street W from St. Chester Street was 100% with A c/c/ violation. Reports/Accidents: Nil in 1971 & 72. Three angle collisions in 1973, Jun, Aug, & Sept. 1974 & 75 to Date, Nil. No further action justified at this time.

POPLAR STREET N FROM KENT STREET

Actually no wider than a lane allowance - no reported accidents, no action.

ST. GEORGE & KENT STREET

42' pavement on St. George and 24' on Kent Street, both paved and curbed. Traffic southbound on St. George is stopped for Kent Street. No stop sign established at the Railway Crossing, only Crossbars. No reported traffic accidents January 1/71 to date. No further action.

PRINCE EDWARD & KENT STREET

42' + curbed road pavement on Pr. Edward and 24' on Kent Street. O.S.L.⁸ N/E & N/W corners. There is a spur track crossing Kent Street just E of Pr. Edward Avenue. Further investigation underway. Reports/Traffic Accidents 1971 Nil - 1972: 1 - 1973 to date = Nil. No further action warranted at this time.

MAIN STREET AT KENT AVENUE

Main Street N of Kent St. is paved and curbed to a width of 40' and Kent St. is paved and curbed to 24' width. Parking on street, very light. S/B vehicles are stopped for Kent St. N/B vehicles are stopped for the railway tracks. Report traffic Accidents: 1971 = 2, one angle, one rearend. 1972 = 1, angle. 1973²⁴ = Nil. 24/3/75 angle (1 ran thru stop sign)\$3000. Existing traffic control is adequate and no further action is warranted at this time.

ONTARIO & KENT STREET

The road pavement on Kent St. is 24' wide and curbed, curving gradually northward W of Ontario Street. The road on Ontario St. N of Kent St. is paved and curbed to a width of 36' and close to level. There is a brick building built to property extremities on the N/E corner, and bush 8' high extending along the WPL of Ontario St. to the NPL of Kent St., then in a southwesterly direction to the N.C.L. of Kent St. Two ornamental street lights on the N/W corner illuminate the intersection at night. Accidents 1970 & 71 = Nil. 1972 one angle W/B & S/B. 1973 two angle N/B & E/B. 1974 & 75 to date = Nil. Southbound traffic is stopped for the V. & L.I. Rlwy on Ontario Street. No Further Action Recommended.

- 3 -

MANITOBA & KENT STREET INTERSECTION

This is a "T" intersection, with a wire fence extending through the intersection, behind the south curb. On the N/E corner, there is a two story brick building extending to the property lines. On the N/W corner there is a chain link fence along the W.P.L. and a high cement brick wall along the NPL of N. Kent Street. This is the south wall of a cantilever shed roof covering the City Sanitation Equipment.

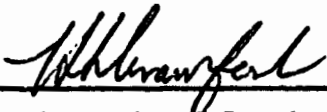
Road Pavements: Manitoba St. 37' wide paved and curbed

Kent Street 24', paved and curbed, grades - near level

Accidents: 1 rear end collision 7.11.72. No further action warranted.

YUKON STREET & KENT STREET, N

This is a "T" intersection, with a wire fence running E-W through the intersection behind the S.C.L., and at the N edge of the V. & L.I. Rlwy. No Accidents Reported To Date, From Jan. 1st 1971. No Further Action.


Administration & Routine
Investigations Section

J.L.A.
DLA/jak

~~1/24/75~~ - I believe this came under your control

~~J. McLEWIN~~

OPERATIONAL PLANNING ENGINEER

FROM A.J. INGRAM

DEPT. CLAIMS INVESTIGATOR

DATE 3 JUNE 1975

RE "T" INTERSECTIONS ALONG KENT.

MESSAGE Since Kent was paved, I have noticed an increasing tendency for drivers to treat it as a through street. I have seen several close calls at Kent & Manitoba but I'm sure failure-to-yield occurs at other intersections E+W of there. Could I suggest that you have someone take a look at the warrant for stop signs at these intersections?

John
(A.J.) Ingram

REPLY

DATE A. INGRAM 19

Dave

I'm pretty sure we authorized stops at Manitoba - we certainly had a look at it - is it not a through intersection rather than a "T"?

CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

Field No.

File No. 1-763

Request Establish "Stop" or "Yield" Right-of-way signs
(Boundary Road at North Kent Street)

Source Name I.M.A. Representatives at O.T.C. Meeting March 6/68
 Address _____

Date Received _____ Date Acknowledged _____

Remarks Re: item 12 of O.T.C. of April 24th 1968.

Investigation _____ Person Interviewed _____ Date April 1/68

only firm situated on the property between S/E Marine Drive, the Fraser River from Kinross
 out to Boundary Road, is MacMillan Bloedel, Manufacturers of Wood Products. Until the summer of
 7 access to the Mill was gained via Dominion Street, Kinross Street, or Boundary Road to "South
 t St.". After the paving of North Kent Street last Summer South Kent was closed to all but
 pany and emergency vehicles, between Kinross Street and Boundary Road. At the request of McMiller
 adel, parking was prohibited on both sides of North Kent, and the street was centerlined although
 designated as a through street. The only period there is any significant volume of Traffic on N.
 t St., is at the time of "Shift" changes, at the mill, extending over a one-half period morning
 afternoon. It was noted that employees leaving the Mill drive at a high rate of speed along N.
 t Street and North on Boundary Road towards Marine Drive. Since the majority of those coming on
 ft are parked before the other employees are leaving there is not a great deal of vehicle conflict
 North Kent St. and Boundary Rd. There is some crossing of paths, however, since there is parking
 North Kent and Kinross for the majority of the Mill Employees while those working at the easterly
 of the Property use a parking lot on the W/S of Boundary Rd. South of Kent St. There are two
 er restricted parking areas midway between Kinross and Boundary Rd. on the Mill property.

C:lmw

Suggested Action _____ Date April 1/68

at a "Stop Sign" governing eastbound traffic be established on North Kent Street at the west
 perty line of Boundary Road. (Kent Street does not extend East from Boundary Road).

C:lmw

Recommendations _____ Date April 1/68

at a stop sign be installed on North Kent Street at the West approach to the intersection of
 undary Road.

C:lmw

Recommended _____ Authorized _____

Director, Traffic Division K. Kuylenstierna City Engineer J. P. Miller
 Date 8 May 1968

Work Order (Date) May 6-68 Work Completed (Date) May 9-68

Noted on Record Plans, Accident Cards, Etc. 14 MAY 1968

Police Notified (Date) May 10-68 Applicant Notified (Date) _____ Indexed _____

CITY OF VANCOUVER

ENGINEERING DEPARTMENT - TRAFFIC

File No.

Request STOP SIGN CONTROL - INTERSECTION OF VICTORIA DRIVE & KENT ST.Source Name Through V.T. & S.C. - Mr. Atkinson, Director, IWA

Address

Mr. Flaskett

Date Received Dec. 16/52Letter /Person /Phone to KVB

Date Acknowledged

Entry Book /

Referred To

Remarks

The suggestion is that stop sign control may be necessary in view of the hazardous conditions at the intersection of Victoria Drive and Kent Street.

KVB/dp

Investigation

Person Interviewed

Date Feb. 24/53Kent Street & Interurban Tracks - Accident History 1947-1952

1947 - two accidents	- 1. Victoria & Interurban	1951 - three accidents	- 1. Kent & St. George
	2. Location questionable		2. Kent & Knight
1948 - three	" - 1. Manitoba & Interurban		FATAL 3. Ontario & Interurban
	2. Manitoba & "	1952 - two accidents	- 1. Kent & Victoria
	3. Location questionable		2. Kent & Kinross
1949 - two	" - 1. Kent & Clarendon		
	2. location questionable		
1950 - three	" - 1. Kent & Victoria		
	2. Ash & Interurban		
	3. Gladstone & Interurban		

Note: - Location questionable refers to instances where location on our accident files gives Kent & Interurban.

JER/kt

Suggested Action

Date Feb. 24/53

Because of the steep down grade from S.E. Marine Drive to Kent Street and the Interurban tracks (view obstruction), it is felt that a stop sign should be installed on Victoria Drive at the north and south entrances to the intersection of Kent Street.

JER/kt

Recommendations

Date Feb. 25/53

That a stop sign be installed on Victoria Drive at the north and south entrances to the intersection of Kent Street.

/kt

Recommended

Authorized

Traffic Engineer A. Vaughan BirchCity Engineer John OliverDate 2 Mar 53Work Order (Date) MARCH 4-53Work Completed (Date) MAR 4-53Noted on Strip Map N.A.Police Notified (Date) Mar 9-53 Applicant Notified (Date) Mar 11-53 Indexed /

CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

Field No.

File No.

Request Install stop signs, (Chester, north and south of Vancouver & Lulu Island Railway
tracks.

Source Name Traffic Division
 Address _____

Date Received 1-3-63 Letter X Person _____ Phone _____
 Date Acknowledged _____ Entry Book X Referred To _____

Remarks _____

Investigation Person Interviewed _____ Date 1-3-63

- 1) In 1954, a Form I was initiated authorizing the installation of stop signs at all street crossings of the Vancouver and Lulu Island right-of-way from Hudson to Boundary.
- 2) This Form I, filed under file No. 2-33, is ambiguous in that it does not specifically state that all future crossings, as well as existing crossings, are to be included, and filing difficulties are brought about by this "blanket" authority.
- 3) Chester Street has recently been opened up south of the V. & L. I. right-of-way and therefore should be controlled at the tracks by stop signs.

DGN:ds

Suggested Action

Date 1-3-63

That stop signs be installed on Chester Street at its north and south approaches to the V. & L. I. right-of-way.

DGN:ds

Recommendations

Date 1-3-63

That stop signs be installed on Chester Street at the north and south approaches to the intersection of the Vancouver and Lulu Island Railway right-of-way.

HLC:ds

Recommended

Authorized

Director,
Traffic Division

City Engineer

Date

Work Order (Date) FEB 23/63Work Completed (Date) MARCH 1/63Noted on Strip Map 11 MAR 63

Police Notified (Date) 1/3/63 Applicant Notified (Date) N/A. Indexed _____

Eng. 241 - M

FILE - B&R

20.2.59

CITY OF VANCOUVER

ENGINEERING DEPARTMENT - TRAFFIC

Field No.

File No.

Request Install Stop Sign at intersection of St. George St. and Vanc. & Lulu Is. Railway.Source Name Design Division Eng. Dept.

Address _____

Date Received Oct. 28/58Letter X

Person _____

Phone _____

Date Acknowledged _____

Entry Book X

Referred To _____

Remarks

--

Investigation

Person Interviewed _____

Date _____

This crossing was originally a 'farm' crossing but with the opening of part of South Kent has become public although it has never been authorized by the Board of Transport Commissioners. With the installation of a new spur track, a bump has been created which could be a hazard to a vehicle crossing at speed. To remove this bump would involve track work costing about \$1,200.00

The matter of crossings in this area has been under review and it is proposed that this crossing be closed when South Kent has been completed from Fraser to Main, a matter of perhaps two years. We do not wish, therefore, to spend the \$1,200.00.

There is a "Stop" sign on the north side of the tracks but not on the south side.

LAS/dz

Suggested Action

Date _____

Install Stop Sign for northbound traffic.

LAS/z

Recommendations

Date _____

That Stop Signs be installed on the south approach to the intersection of St. George Street and Vancouver and Lulu Island Railway.

DAB/z

Recommended

Authorized

Director,
Traffic Division

City Engineer

Date

5 Nov 58

Work Order (Date)

7 Nov 58

Work Completed (Date)

12 Nov 58

Noted on Strip Map

11/2

Police Notified (Date)

12 Nov 58

Applicant Notified (Date)

10 Feb 59

Indexed

D.W.M.

VPD 68 -MLH

VANCOUVER POLICE DEPARTMENT

TRAFFIC

DIVISION

TO: S/Insp. J.S. Robertson, i/c Traffic Section

DATE July 10/78

SUBJECT: Letter of Mr. Whitcroft re: Kent St. - Victoria to Cambie

As a result of Mr. Whitcroft's letter of 26 June 1978, I made observations at various locations along Kent St. As a result of my observations, I must agree in part with Mr. Whitcroft. There were numerous intersections along Kent St. where it was difficult to enter Kent Street safely from the intersecting streets. Although there were no actual parking violations at this time, vision was obstructed for south-bound drivers about to enter Kent St. Most of the premises on the North side of Kent St. have buildings located very close to the property lines. Others have parking areas located right out to the property lines. Still others have fences along the property lines and the tenants have allowed weeds to go wild and they have grown up the fences to create a very serious visual obstruction.

As a remedy to the above I would suggest report be sent to T.E.O. regarding the designation of Kent as a through street except at Fraser Street where there is currently a stop sign for Kent St. traffic. Also the persons with overgrown fence lines should be approached about cleaning their fence lines.

R.E.J. - 372
P.C. 372, R.E. Jacobsen

*July 10/78
D.W.M.*
When you have time
contact R.E.J. who would
like to show you the parking conditions
and enforcement problems in this area.

CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

Field No.

File No. 11.211

Request Stop signs - Kent Avenue and Main Street

Source Name Mr. Cameron, Evans Products Ltd.

Address

Date Received _____ Date Acknowledged _____

Remarks

Investigation _____ Person Interviewed _____ Date November 7/73

Mr. Cameron suggests several minor accidents not reported. Police report there is not a problem with speed, however, there is conflict and near accidents. They feel further control is required. Observations indicate that accumulation from the stop sign at the C.P.R. right-of-way is obstructing the traffic flow on Kent Avenue and possible contributing to the recorded accidents at this location. As Kent Avenue is parallel to and immediately adjacent the right-of-way, and there is no vision restriction between the two, this stop sign could be relocated to the north property line of Kent Avenue where it would still control the traffic crossing the right-of-way as well as the accumulation which blocks Kent Avenue.

VJF:jlw

Suggested Action

Date November 7/73

Relocate stop sign.

[Signature]

VJF:jlw

Recommendations

Date November 7/73

That the "STOP" sign on Main Street at the north approach to the C.P.R. right-of-way installed under City Engineer's authority dated November 26th, 1954, be cancelled. C.L.A.

That a "STOP" sign be installed on Main Street at the north approach to the intersection of North Kent Avenue.

HLC:jlw

Recommended

Authorized

Assistant City Engineer,
Traffic & Transportation

City Engineer *[Signature]*

Date Nov 8/73

Work Order (Date) NOV 6/73

Work Completed (Date) NOV 7/73

Noted on Record Plans, Accident Cards, Etc. NOV 13/73 *[Signature]*

Police Notified (Date) _____ Applicant Notified (Date) _____ Indexed _____

CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

Field No.

File No. TI-763

Request For Stop Signs at Intersection of Kent & Main Streets

Source Name Mr. D. L. Ford, Manager Evans Products Co. Ltd.

Address S/ft. Main Street Pa-7-1131

Date Received _____ Letter _____ Person _____ Phone _____

Date Acknowledged _____ Entry Book _____ Referred To _____

Remarks See attached correspondence - Mr. Ford explains that there have been numbers of accidents here, usually involving the north and east approaches, and possibly caused by vision obstruction on the northeast corner consisting of a fence and vines and tall grass.

Investigation

Person Interviewed _____

Date October 16, 1967

1. This is the intersection of North Kent and Main Street, which was opened in 1962. (South Kent only exists for a short distance east of Main Street) Cross vision is good, but it is apparent that vines, growing inside a wire mesh fence on the northeast corner, would obstruct the view when in full leaf.
2. There have been 4 recorded collisions here in 1962 (on 28-5-62; 15-6-62; 18-6-62; 20-6-62) The last 2 involved the north and east approaches and as a result, the grass on the northeast and northwest corners was trimmed. Fifth accident; a rear end, occurred in May of this year.
3. This accident rate is quite moderate, and although there would be some logic in stopping Main for Kent, there is not sufficient warrant for further action at the present time.

PM:pap

Suggested Action

Date October 16, 1967

No Action.

PM:pap

Recommendations

Date October 16, 1967

No Action. PM

HLC:pap

Recommended

Authorized

Director,
Traffic Division

City Engineer

Date

Work Order (Date)

Work Completed (Date)

Noted on Strip Map

Police Notified (Date)

Applicant Notified (Date)

Indexed

ENG 241 M

CITY OF VANCOUVER

ENGINEERING DEPARTMENT - TRAFFIC

1,042

File No.

Request Stop signs to be installed at all railway crossings over V & L I right of way
(along Fraser River)

Source Name T. E. O.

Address _____

Date Received November 12, 1954. Letter _____ Person _____ Phone _____

Date Acknowledged _____ Entry Book ☒ Referred To _____

Remarks _____

Investigation _____ Person Interviewed _____ Date _____

The former request from the B.C.E.Rly. Co. to have stop signs installed on the street crossing over the right of way of the V.L.I. Railway, has been reviewed in view of the recent application by the City Engineer's Office for crossings over the railway at Jellico & Gladstone Sts., and it is now proposed that stop signs be installed at all such crossings.

DH/ch

Suggested Action _____ Date _____

That stop signs be installed at all street crossings of the V.L.I. R. of W.

DH/L.

Recommendations _____ Date _____

That stop signs be erected at all street crossings of the V.L.I. Right of Way between Hudson Street and Boundary Road.

CH/r.

Recommended

Director
Traffic Engineer
Division

Authorized

City Engineer

Date

Work Order (Date) DEC 1 - 54.

Work Completed (Date) DEC 3 - 54

Noted on Strip Map N.A.

Police Notified (Date) DEC 6 - 54 Applicant Notified (Date) _____ Indexed _____

LIST OF STOP SIGN CONTROL AT V.I.T. R.WY. TRACKS. JUNE 15/55

BOUNDARY RD. - - -	2 WAY STOP	N. & S.
KINROSS - - - - -	2 WAY STOP	
KERR RD. - - - - -	2 WAY STOP	
JELICO - - - - -	METAL GATE AT 1/2 of TRACKS.	STOP SIGNS INSTALLED 3/12/55
1/10 MILE W of JELICO " " " " "		
1/10 MILE E of CLARENDON " " " " "		
1/10 " W of NANAIMO ST R.R. Xing Sign. <u>to Mill.</u>		
VICTORIA RD - - - -	2 WAY STOP.	
ARGYLE - - - - -	2 WAY STOP.	
GORDEN - - - - -	2 WAY STOP.	
CROMPTON - - - - -	R.R. Xing Sign.	
2 Mi. E of FRASER ST	(^{Plywood} Private 2 WAY STOP.)	
15 Mi. E " " "	No Control At Xing.	
ST GEORGE - - - - -	2 WAY STOP.	
MAIN ST - - - - -	2 WAY STOP.	
ONTARIO ST - - - - -	2 WAY STOP.	
MANITOBA ST - - - - -	No Crossing	
ASH ST - - - - -	2 WAY STOP.	
WATHER ST - - - - -	(Private 2 WAY STOP)	
LAUGHNESSY ST - - - - -	2 WAY STOP.	
MARK ST. 2 WAY STOPS AT N.T.S. TRACKS (4 SIGNS)		
HURSON ST - - - - -	R.R. Xing Signs.	

ENG 241 M

CITY OF VANCOUVER

ENGINEERING DEPARTMENT - TRAFFIC

File No.

Request Stop Signs at Crompton and Vancouver & Lulu Island R.R. Tracks.Source Name B.G.E. - Mr. C. Dobell

Address _____

Date Received Dec. 6th/55

Letter _____

Person _____

Phone _____

Date Acknowledged _____

Entry Book X

Referred To _____

DRH

Remarks _____

Investigation _____ Person Interviewed _____ Date Dec. 6, 1955.

1. There is a great deal of Commercial Development at the south end of Crompton St., both north and south of the railway tracks. South of the tracks there is a Coal Co. and a Fertilizer Co., thus several Trucks, and Cars, cross the railway tracks each day.
2. The only existing control at the railway tracks, is a large wooden Railway Crossing Sign.
3. Police records show that one accident has occurred at the above mentioned crossing since January 1, 1953. The accident occurred November 19th, 1955.

DRH/ems

Suggested Action _____

Date Dec. 6th, 1955

That "Stop Signs", be established on Crompton Street, at the Railway Tracks, to control north and southbound traffic.

DLA/es

Recommendations _____

Date Dec. 9th, 1955

That stop signs be installed on Crompton Street at the north and south entrance to the B. C. Electric right of way.

DRH/ems

Recommended _____

Director _____
Traffic Engineer _____

Authorized _____

City Engineer _____

Date _____

19 Dec 1955Work Order (Date) DEC 15-55Work Completed (Date) DEC 19-55Noted on Strip Map N.A.Police Notified (Date) Dec 21-55 Applicant Notified (Date) _____ Indexed _____ALREADY AUTHORIZED BY C.E. Nov 26-54

ENG. 83. M.

J.B.R.

T.2-33

City Engineer's Office

453 WEST 12TH AVENUE.
VANCOUVER 10, B.C.

July 4, 1955.

TO: Mr. D. R. Hammond

FROM: K. S. Vaughan-Birch,
Director of Traffic.

RE: STOP SIGNS - RAILWAY LEVEL CROSSING
V. & L.I. RAILWAY AT JELlicoe STREET

Please note that in connection with the authorization of a highway crossing over the V. & L.I. Railway right-of-way at Jellicoe Street it has been proposed that stop signs shall be installed on the north and south approaches. This will probably be made a condition of the application.

In any event, it is now our policy to have stop signs installed at all level crossings of this line.

Please arrange accordingly, therefore, as soon as this crossing is physically opened.

K. S. Vaughan-Birch
Director of Traffic.

KVB/gt

*Stop signs
installed Dec 30, 1955
JTB.*

C
O
P
Y

T.2-33

British Columbia Electric Company, Ltd.

Legal Division

cc: Messrs. J. G. Alley,
S. Sigmundson,
D. J. Martin
City Solicitor, City of Vanc'r.

25th May, 1955,

Our File: 68/54

Secretary,
The Board of Transport
Commissioners for Canada,
Ottawa, Ontario.

Dear Sir:

I am writing further to my letter to you
of 19th May, 1955 with reference to an application by
the City of Vancouver for an Order authorizing con-
struction of a highway crossing over the Vancouver &
Lulu Island Railway at Jellicoe Street.

Please be advised that the condition
numbered "1" in my letter should be amended by inser-
tion of the word "stop" before the word "signs" in
the second line so that the correct wording of the
condition is as follows:

"1. That the City Engineer will install
vehicular stop signs on the north and south
approaches to the proposed crossing."

Yours truly,

(Sgd.) A. J. Thompson

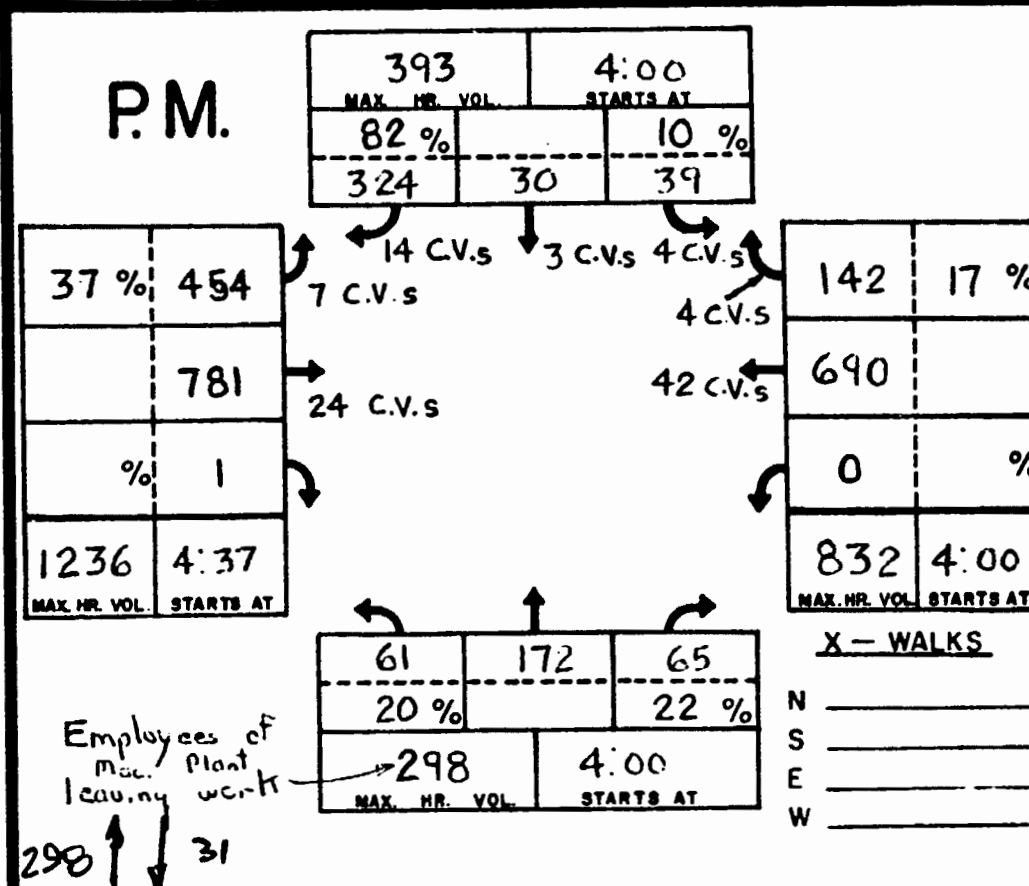
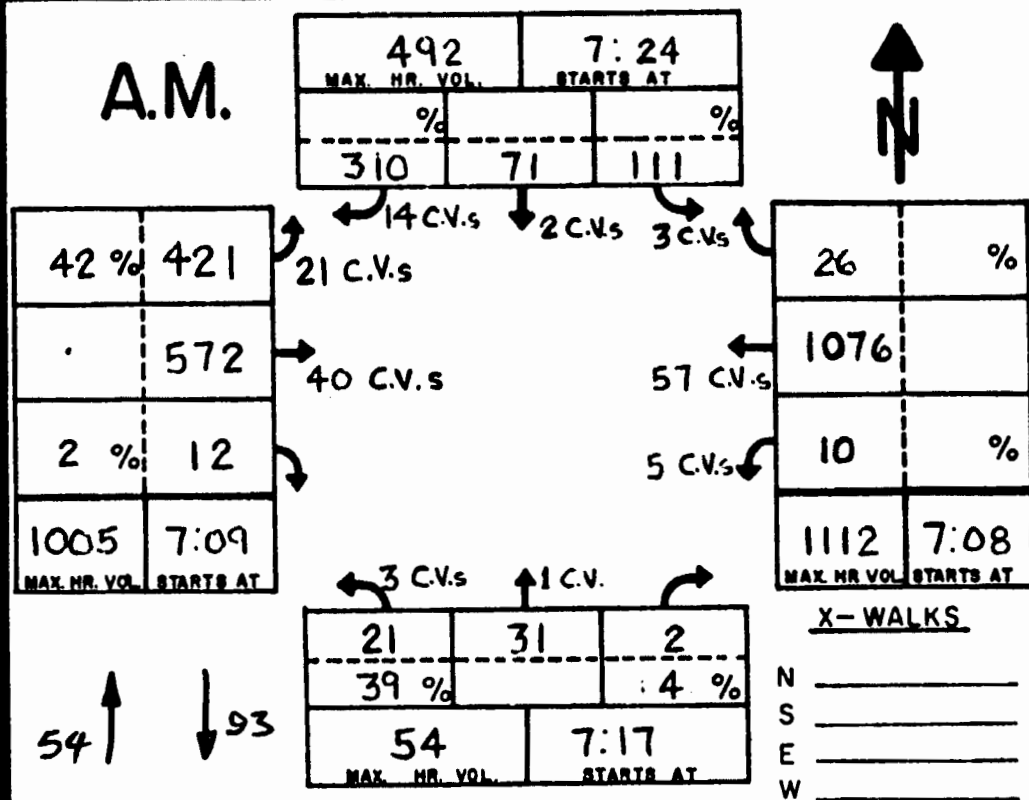
A. J. Thompson,
Assistant Solicitor.

IT/EEG/gt

The
Stre

**ENGINEERING DEPARTMENT - TRAFFIC DIVISION
INTERSECTION FLOW DIAGRAM**

Location Boundary Rd. S.E. Marine Dr.
North-South Street East-West Street
 Date Feb. 4 76 Tab. by J.R.S.
Month Day Year



ENGINEERING DEPARTMENT - TRAFFIC DIVISION

INTERSECTION FLOW DIAGRAM FOR KERR

AT MARINE SE

300830

DATE: JUL 8, 1977

DAY: FRIDAY

* MAX HOUR * STARTS AT * 7AM-9AM RUSH FACTORS									
* 214 * 7145 * N- 1.766									

MORNING PEAK	*	%	* RIGHT	* THRU	* LEFT	*	%	* S-	1.421
	*	68.3	* 109	* 4	* 21	*	9.8	* W-	1.811

* % * LEFT * RIGHT * % *									
* 1.3 * 14 * 19 * 1.7 *									

* THRU * THRU *									
* 909 * 1107 *									

* % * RIGHT * LEFT * % *									
* 12.1 * 135 * 15 * 1.3 *									

* MAX HR * START * MAX HR * START *									
* 1114 * 7:0 * 1141 * 7:5 *									

* % * LEFT * THRU * RIGHT * % * X-WALKS									
* 42.1 * 8 * 2 * 9 * 47.4 * N- 2									

* MAX HOUR * STARTS AT *									
* 19 * 8:0 *									

* MAX HOUR * STARTS AT * 4PM-6PM RUSH FACTORS									
* 160 * 16:0 * N- 1.975									

AFTERNOON PEAK	*	%	* RIGHT	* THRU	* LEFT	*	%	* S-	1.414
	*	63.1	* 133	* 0	* 27	*	16.9	* W-	1.852

* % * LEFT * RIGHT * % *									
* 17.6 * 202 * 31 * 2.8 *									

* THRU * THRU *									
* 1145 * 1058 *									

* % * RIGHT * LEFT * % *									
* 5.5 * 62 * 2 * 0.2 *									

* MAX HR * START * MAX HR * START *									
* 1489 * 15:55 * 1091 * 16:5 *									

* % * LEFT * THRU * RIGHT * % * X-WALKS									
* 27.6 * 8 * 12 * 9 * 31.0 * N- 1									

* MAX HOUR * STARTS AT *									
* 29 * 15:50 *									

ENGINEERING DEPARTMENT - TRAFFIC DIVISION

INTERSECTION FLOW DIAGRAM FOR KERR

AT MARINE SE

300830

DATE: JUL 8, 1977

DAY: FRIDAY

 * MAX HOUR * STARTS AT *
 * 160 * 13155 *

 AFTERNOON BASE * % * RIGHT * THRU * LEFT * % *
 * 68.8 * 142 * 3 * 15 * 9.4 *

 * % * LEFT *
 * 9.8 * 87 *

 * RIGHT * % *
 * 16 * 2.2 *

 * THRU *
 * 787 *

 * THRU *
 * 721 *

 * % * RIGHT *
 * 1.1 * 10 *

 * LEFT * % *
 * 6 * 0.8 *

 * MAX HR * START *
 * 684 * 1410 *

 * MAX HR * START *
 * 743 * 1410 *

* * *
 * * *
 * * *
 * * *
 NORTH
 * * *

 * % * LEFT * THRU * RIGHT * % *
 * 32.4 * 11 * 5 * 18 * 52.9 *

 X-WALKS
 N- 1

 * MAX HOUR * STARTS AT *
 * 34 * 1410 *

 E- 0
 S- 9
 W- 0

ENGINEERING DEPARTMENT - TRAFFIC DIVISION

INTERSECTION FLOW DIAGRAM FOR ELLIOTT

AT MARINE SE

270830

DATE: JUN 6, 1977

DAY: MONDAY

* MAX HOUR	* STARTS AT	* 7AM-9AM RUSH FACTORS
* 141	* 7:10	N- 1.582

MORNING PEAK	* %	* RIGHT	* THRU	* LEFT	* %	* S-	* E-
	* 83.7	* 118	* 1	* 22	* 15.6	* 1.750	* 1.804
						* W-	* 1.762

* %	* LEFT
* 1.4	* 18

* RIGHT	* %
* 7	* 0.5

* THRU
* 1237

* THRU
* 1508

* %	* RIGHT
* 0.4	* 5

* LEFT	* %
* 23	* 1.5

* MAX HR	* START
* 1260	* 7:30

* MAX HR	* START
* 1538	* 7:15

NORTH

* %	* LEFT	* THRU	* RIGHT	* %	* X-WALKS
* 75.0	* 3	* 0	* 1	* 25.0	N- 1

E- 4

* MAX HOUR	* STARTS AT
* 4	* 7:55

* S-	* 6
* W-	* 0

29

4

* MAX HOUR	* STARTS AT	* 4PM-6PM RUSH FACTORS
* 47	* 15:40	N- 1.489

AFTERNOON PEAK	* %	* RIGHT	* THRU	* LEFT	* %	* S-	* E-
	* 70.2	* 33	* 0	* 14	* 29.8	* 0.889	* 1.664
						* W-	* 1.699

* %	* LEFT
* 12.6	* 229

* RIGHT	* %
* 39	* 2.9

* THRU
* 1589

* THRU
* 1311

* %	* RIGHT
* 6.2	* 3

* LEFT	* %
* 3	* 0.2

* MAX HR	* START
* 1821	* 15:50

* MAX HR	* START
* 1353	* 16:00

NORTH

* %	* LEFT	* THRU	* RIGHT	* %	* X-WALKS
* 22.2	* 2	* 1	* 6	* 66.7	N- 1

E- 4

* MAX HOUR	* STARTS AT
* 9	* 15:25

* S-	* 1
* W-	* 0

6

9

ENGINEERING DEPARTMENT - TRAFFIC DIVISION

INTERSECTION FLOW DIAGRAM FOR ELLIOTT

AT MARINE SE

270830

DATE: JUN 6, 1977

DAY: MONDAY

 * MAX HOUR * STARTS AT *
 * 18 * 9:30 *

 MORNING BASE * % * RIGHT * THRU * LEFT * % *
 * 72.2 * 13 * 0 * 5 * 27.8 *

 * % * LEFT *
 * 2.3 * 16 *

 * RIGHT * % *
 * 8 * 1.4 *

 * THRU *
 * 663 *

 * THRU *
 * 562 *

 * % * RIGHT *
 * 0.4 * 3 *

 * LEFT * % *
 * 2 * 0.3 *

 * MAX HR * START *
 * 682 * 1:10 *

 * MAX HR * START *
 * 572 * 9:55 *

* * *
 * * *
 * * *
 * * *
 NORTH
 *
 *

 * % * LEFT * THRU * RIGHT * % *
 * 28.6 * 2 * 1 * 4 * 57.1 *

 * MAX HOUR * STARTS AT *
 * 7 * 9:35 *

 X-WALKS
 N- 0
 E- 0
 S- 0
 W- 0

ENGINEERING DEPARTMENT - TRAFFIC DIVISION

INTERSECTION FLOW DIAGRAM FOR VICTORIA

AT MARINE SE

250830

DATE: JUN 3, 1977

DAY: FRIDAY

		* MAX HOUR		* STARTS AT		* 7AM-9AM RUSH FACTORS											
		* 95		* 7:50		* N- 1.895											

						* E- 1.791											
MORNING PEAK	*	%	* RIGHT	* THRU	* LEFT	*	%	* S- 1.364									
	*	78.9	* 75	* 14	* 6	*	6.3	* W- 1.764									

		* %		* LEFT				* RIGHT									
		* 5.2		* 66				* 37									
		* THRU						* THRU									
		* 1169						* 1389									
		* %		* RIGHT				* LEFT									
		* 2.7		* 34				* 49									
		* MAX HR		* START				* MAX HR									
		* 1269		* 7:15				* 1475									
								* 7:30									

		* %		* LEFT		* THRU		* RIGHT									
		* 0.		* 0		* 5		* 17									
								* X-WALKS									
								* N- 0									
								* E- 0									
								* S- 0									
								* W- 0									

		* MAX HOUR		* STARTS AT		* 4PM-6PM RUSH FACTORS											
		* 97		* 15:35		* N- 2.082											

						* E- 1.848											
AFTERNOON PEAK	*	%	* RIGHT	* THRU	* LEFT	*	%	* S- 1.506									
	*	72.2	* 70	* 3	* 24	*	24.7	* W- 1.913									

		* %		* LEFT				* RIGHT									
		* 12.0		* 157				* 75									
		* THRU						* THRU									
		* 1147						* 1265									
		* %		* RIGHT				* LEFT									
		* 0.2		* 3				* 6									
		* MAX HR		* START				* MAX HR									
		* 1307		* 15:46				* 1346									
								* 15:40									

		* %		* LEFT		* THRU		* RIGHT									
		* 2.4		* 2		* 18		* 65									
								* X-WALKS									
								* N- 0									
								* E- 0									
								* S- 0									
								* W- 0									

NORTH

22

66

NORTH

85

21

ENGINEERING DEPARTMENT - TRAFFIC DIVISION

INTERSECTION FLOW DIAGRAM FOR VICTORIA AT MARINE SE 250830

DATE: JUN 3, 1977

DAY: FRIDAY

```

*****
* MAX HOUR * STARTS AT *
*      84   * 10:20   *
*****
MORNING BASE * % * RIGHT * THRU * LEFT * % *
* 64.3 * 54 * 7 * 23 * 27.4 *
*****
* % * LEFT * * RIGHT * % *
* 7.5 * 47 * * 44 * 6.8 *
*-----*
* * THRU * * THRU *
* * 573 * * 595 *
*-----*
* % * RIGHT * * LEFT * % *
* 1.3 * 8 * * 9 * 1.4 *
*-----*
* * MAX HR * START * * MAX HR * START *
* * 628 * 10:25 * * 648 * 10:30 *
*****
* * * * % * LEFT * * THRU * RIGHT * % * X-WALKS
* * * * 22.2 * 6 * 8 * 13 * 48.1 * N- 0
* * * *-----*
* * * * MAX HOUR * STARTS AT * * S- 0
* * * * 27 * 10:25 * * W- 0
* * * *-----*

```

NORTH

ENGINEERING DEPARTMENT - TRAFFIC DIVISION

INTERSECTION FLOW DIAGRAM FOR MAIN

AT MARINE SE

190830

DATE: MAY 13, 1977

DAY: FRIDAY

		* MAX HOUR		* STARTS AT		* 7AM-9AM RUSH FACTORS					
		* 428		* 7:14		* N- 1.715					
		*****		*****		*****		*****			
MORNING PEAK		* %	* RIGHT	* THRU	* LEFT	* %	* S-	1.644			
		* 21.7	* 93	* 165	* 170	* 39.7	* W-	1.831			

		* %	* LEFT			* RIGHT	* %				
		* 13.2	* 131			* 85	* 7.3				
		*****		*****		*****		*****			
		* THRU				* THRU					
		* 606				* 951					
		*****		*****		*****		*****			
		* %	* RIGHT			* LEFT	* %				
		* 5.5	* 55			* 126	* 10.8				
		*****		*****		*****		*****			
		* MAX HR	* START			* MAX HR	* START				
		* 992	* 7:33			* 1162	* 7:35				

		* %	* LEFT	* THRU	* RIGHT	* %					
		* 9.4	* 15	* 113	* 32	* 20.0					
		*****		*****		*****		*****			
		* MAX HOUR		* STARTS AT							
		* 160		* 7:19							

		* MAX HOUR		* STARTS AT		* 4PM-6PM RUSH FACTORS					
		* 405		* 14:30		* N- 1.763					
		*****		*****		*****		*****			
AFTERNOON PEAK		* %	* RIGHT	* THRU	* LEFT	* %	* S-	1.693			
		* 24.7	* 100	* 163	* 142	* 35.1	* W-	1.836			

		* %	* LEFT			* RIGHT	* %				
		* 13.6	* 210			* 213	* 16.4				
		*****		*****		*****		*****			
		* THRU				* THRU					
		* 1317				* 1036					
		*****		*****		*****		*****			
		* %	* RIGHT			* LEFT	* %				
		* 1.2	* 18			* 50	* 3.8				
		*****		*****		*****		*****			
		* MAX HR	* START			* MAX HR	* START				
		* 1545	* 15:47			* 1299	* 15:52				

		* %	* LEFT	* THRU	* RIGHT	* %					
		* 18.7	* 75	* 228	* 98	* 24.4					
		*****		*****		*****		*****			
		* MAX HOUR		* STARTS AT							
		* 401		* 15:58							

NORTH

346

↓

↑

160

NORTH

231

↓

↑

401

NORTH 346 ↓

↑ 160

NORTH

231 ↓

↑ 401

ENGINEERING DEPARTMENT - TRAFFIC DIVISION

INTERSECTION FLOW DIAGRAM FOR MAIN

AT MARINE SE

190830

DATE: MAY 13, 1977

DAY: FRIDAY

 * MAX HOUR * STARTS AT *
 * 261 * 9130 *

MORNING BASE * % * RIGHT * THRU * LEFT * % *
 * 34.9 * 91 * 70 * 100 * 38.3 *

* % * LEFT *
 * 16.4 * 121 *

* RIGHT * % *
 * 85 * 12.2 *

* THRU *
 * 591 *

* THRU *
 * 573 *

* % * RIGHT *
 * 3.3 * 24 *

* LEFT * % *
 * 36 * 5.2 *

* MAX HR * START *
 * 736 * 9145 *

* MAX HR * START *
 * 694 * 9145 *

* % * LEFT * THRU * RIGHT * % *
 * 26.4 * 34 * 72 * 23 * 17.8 *

NORTH

130

129

* MAX HOUR * STARTS AT *
 * 129 * 9145 *

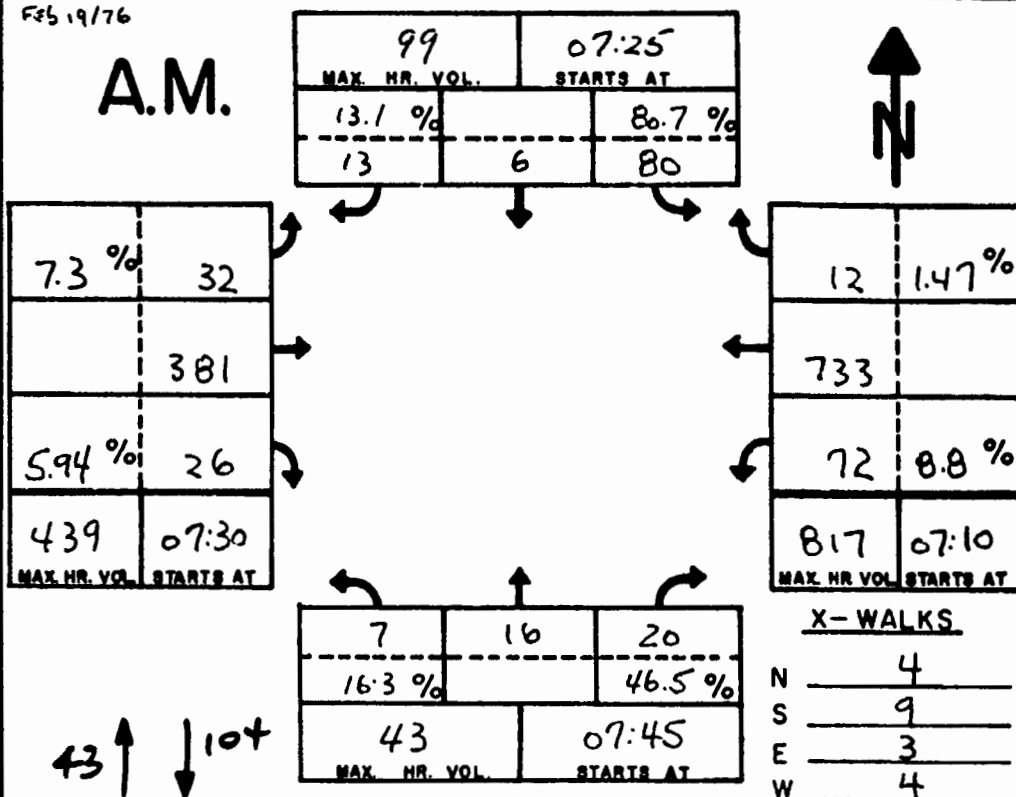
ENGINEERING DEPARTMENT - TRAFFIC DIVISION

INTERSECTION FLOW DIAGRAM

Location Hudson Marine
North-South Street East-West Street
 Date Feb 19 76 Tab. by T.M. Th - pl
Month Day Year

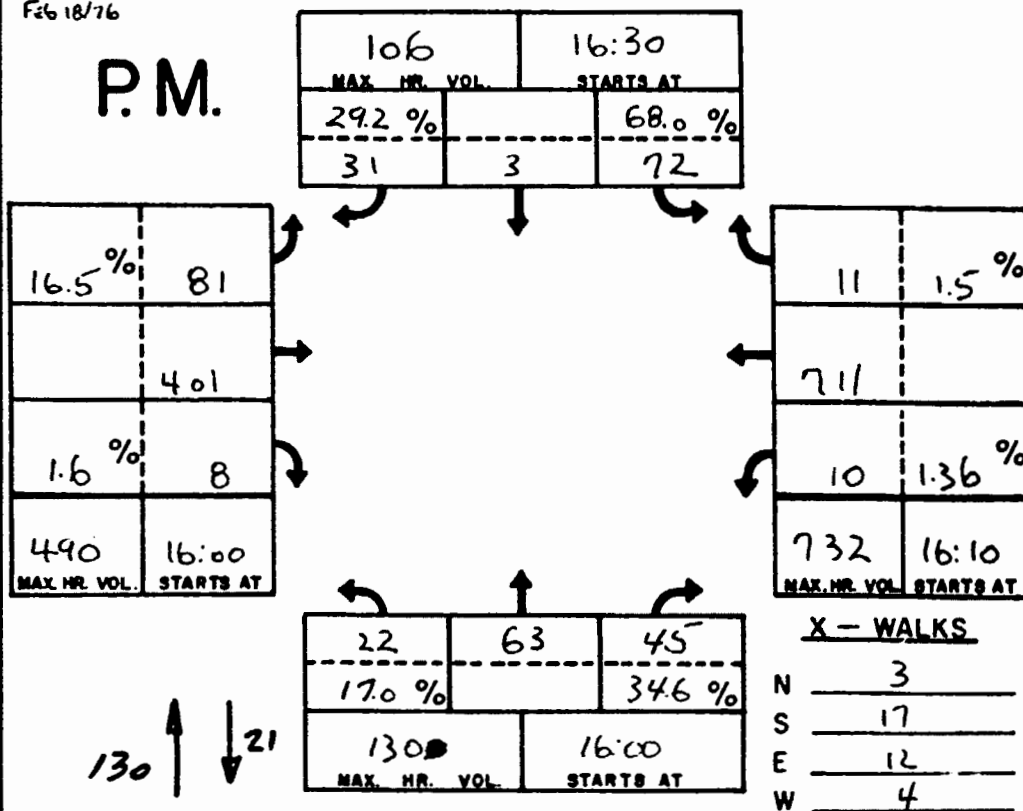
Feb 19/76

A.M.



Feb 18/76

P.M.



DLA: ~~1/17/75~~ - I believe this come under your control

TO J. McLEWIN	FROM A. J. INGRAM
OPERATIONAL PLANNING ENGINEER	DEPT. CLAIMS INVESTIGATOR
	DATE 3 JUNE 1975
RE "T" INTERSECTIONS ALONG KENT.	
MESSAGE Since Kent was paved, I have noticed an increasing tendency for drivers to treat it as a through street. I have seen several close calls at Kent & Manitoba but I'm sure failure to yield occurs at other intersections E & W of there. Could I suggest that you have someone take a look at the warrant for stop signs at these intersections?	
[Signature]	

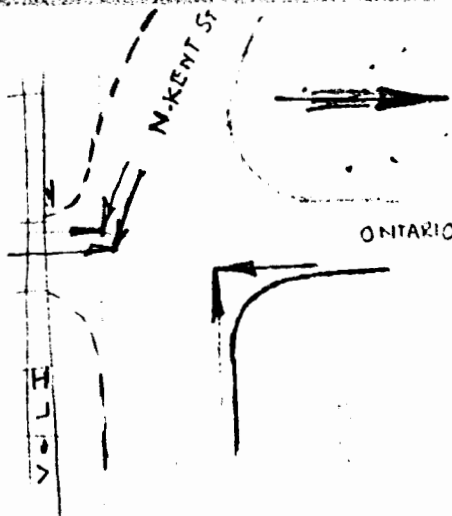
REPLY	DATE A. J. INGRAM 19
Done I'm pretty sure we authorized stops at Manitoba - we certainly had a look at it - is it not a through intersection rather than a "T"?	

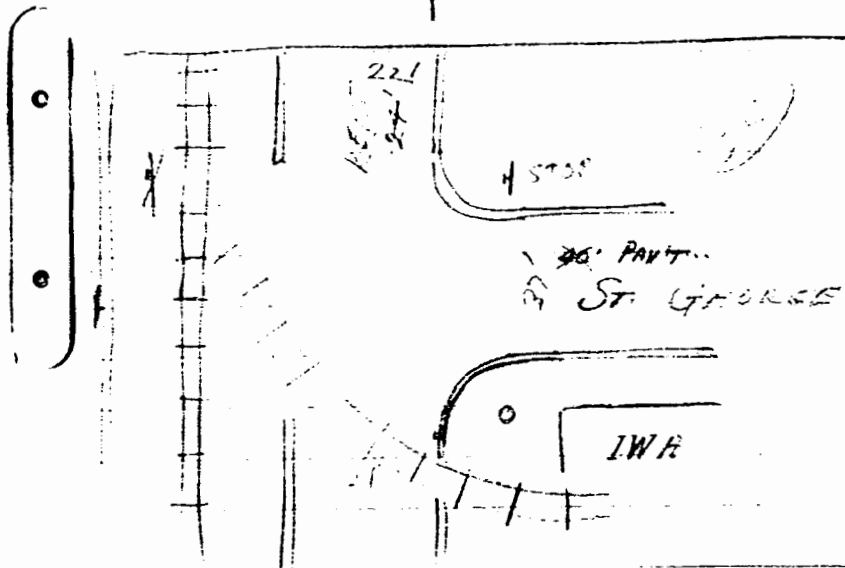
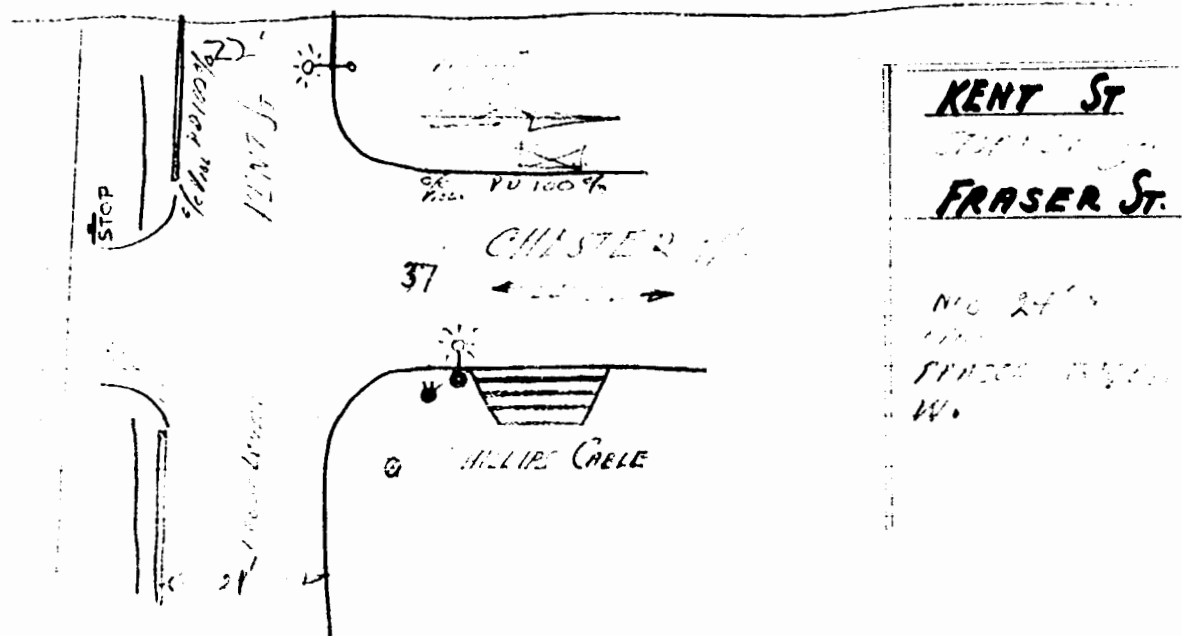
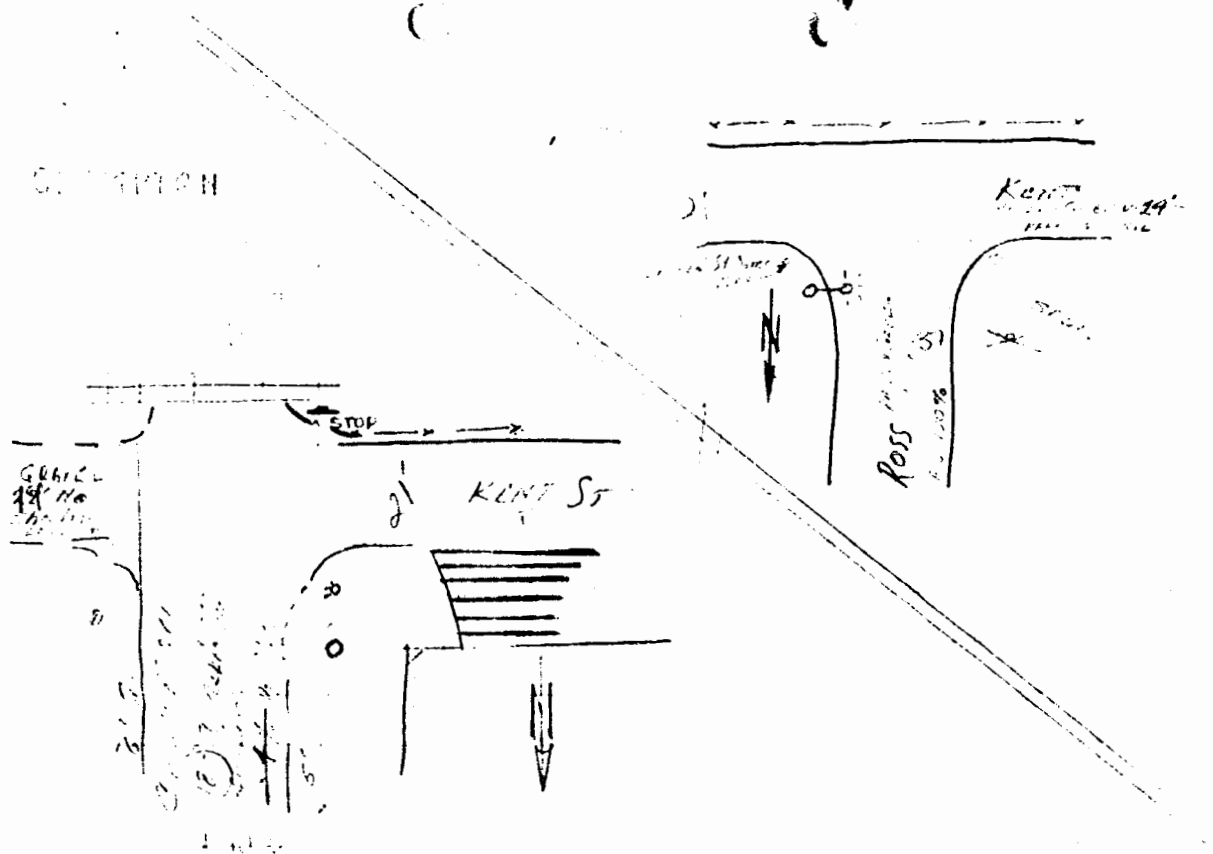
ONTARIO & KENT. N.
184-837

10-12-72 1115 I.S. \$580 WEST
SOUTH

26-3-73 1545 D.S. \$400 EAST
NORTH

21-12-73 1610 W.S. \$1200 NORTH
EAST





NANAIMO
FOREST
PRODUCTS

STOP

27' 1"
N. KENT
N. 145

ONTARIO ST.

BRICK EXT.
CONCRETE BLOCK

C.O.V.
YARDS

24'

MANITOBA

2 STORY
BRICK BUILDING

24' 0"
N. 145

6

10

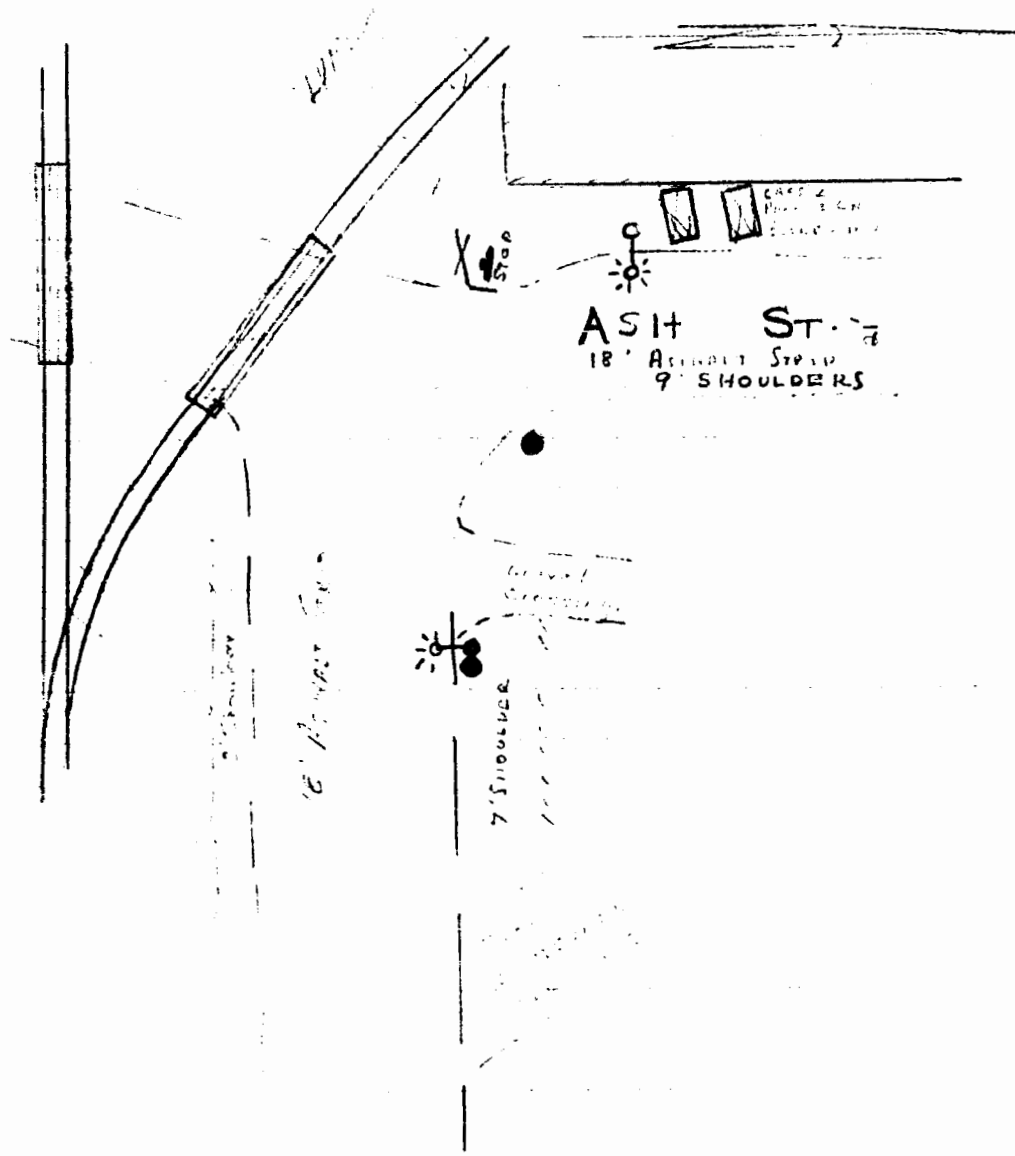
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36' Pex-

CON. CONT. WITH GRASS
31/1/1911

June 6/72



CITY ENGINEERING DEPARTMENT

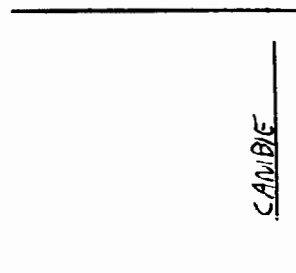
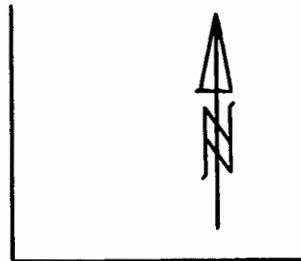
TRAFFIC DIVISION

ACCIDENT ANALYSIS - COLLISION DIAGRAM

170-837

Location CAMBIE & N. KENT
 Period: JAN 1 1971 - JUNE 15, 1975
 From LATEST ACCIDENT

Sheet No. _____
 Number of Accidents 0
 Recorder N.L.
 Traffic Control NIL



LEGEND

COLOR	YEAR	NO. OF ACC'S
	1971	0
	1972	0
	1973	0
	1974	0
	1975	0

LEGEND

- Automobile
- Parked Vehicle
- Accident during daylight
- Accident during dusk
- Accident during darkness
- Rear-end collision
- Side-Swipe
- Pedestrian
- Bicycle

Condition of pavement surface at time of accident indicated thus: Dry (D.S.), Wet (W.S.), Muddy (M.S.), Snow, Icy (I.S.), Sandy, Gravelly (G.S.). Other variable physical conditions such as fog, which are not continually existent and which would affect the analysis of an accident, are also indicated for each accident. Any abnormal conditions of driver or pedestrian are also indicated for each accident.

ENG 44 MLH

CITY ENGINEERING DEPARTMENT

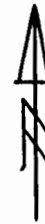
TRAFFIC DIVISION

ACCIDENT ANALYSIS - COLLISION DIAGRAM

Location YUKON & N. KENT
Period:
From JAN 1 1971 - JUNE 15 1975
LATEST ACCIDENT

Sheet No. 172-837
Number of Accidents 0
Recorder N.L.
Traffic Control NIL

N. KENT



YUKON

LEGEND

COLOR	YEAR	NO. OF ACC'S
	1971	0
	1972	0
	1973	0
	1974	0
	1975	0

LEGEND

Automobile _____ Pedestrian _____
Parked Vehicle _____ Bicycle _____
Accident during daylight _____
Accident during dusk _____
Accident during darkness _____
Rear-end collision _____
Side-Swipe _____

Condition of pavement surface at time of accident indicated thus: Dry (D.S.),
Wet (W.S.), Muddy (M.S.), Snow, Icy (I.S.), Sandy, Gravelly (G.S.).
Other variable physical conditions such as fog, which are not continually existent and
which would affect the analysis of an accident, are also indicated for each accident.
Any abnormal conditions of driver or pedestrian are also indicated for each accident.

CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

ACCIDENT ANALYSIS - COLLISION DIAGRAM

Location MANITOBA + N. KENT
 Period: JAN 1 1971 - June 15, 1975
 From LATEST ACCIDENT 7-11-72

Sheet No. 181-937
 Number of Accidents 1
 Recorder NL
 Traffic Control NIL

N KENT



7-11-72 1230 W.S. 1782

MANITOBA

LEGEND

COLOR	YEAR	NO. OF ACC'S
	1971	0
	1972	1
	1973	0
	1974	0
	1975	0

LEGEND

Automobile ----- Pedestrian
 Parked Vehicle ----- Bicycle
☐ Accident during daylight
☐ Accident during dusk
☐ Accident during darkness
☐ Rear-end collision
☐ Side-Swipe

Condition of pavement surface at time of accident indicated thus: Dry (D.S.), Wet (W.S.), Muddy (M.S.), Snow, Icy (I.S.), Sandy, Gravelly (G.S.). Other variable physical conditions such as fog, which are not continually existent and which would affect the analysis of an accident, are also indicated for each accident. Any abnormal conditions of driver or pedestrian are also indicated for each accident.

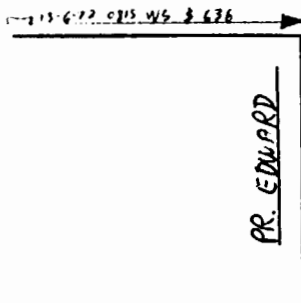
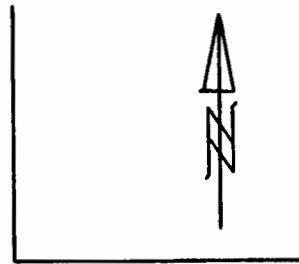
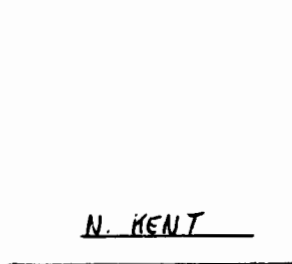
CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

ACCIDENT ANALYSIS - COLLISION DIAGRAM

Location PR. EDWARD & N. KENT
 Period:
 From JAN 1 1971 - JUNE 15, 1975
 LATEST ACCIDENT 13-6-72

Sheet No. 197-839
 Number of Accidents 1
 Recorder NL
 Traffic Control NIL



LEGEND

COLOR	YEAR	NO. OF ACC'S
	1971	0
	1972	1
	1973	0
	1974	0
	1975	0

LEGEND

- Automobile
- Parked Vehicle
- Accident during daylight
- Accident during dusk
- Accident during darkness
- Rear-end collision
- Side-Swipe
- Pedestrian
- Bicycle

Condition of pavement surface at time of accident indicated thus: Dry (D.S.), Wet (W.S.), Muddy (M.S.), Snow, Icy (I.S.), Sandy, Gravelly (G.S.). Other variable physical conditions such as fog, which are not continually existent and which would affect the analysis of an accident, are also indicated for each accident. Any abnormal conditions of driver or pedestrian are also indicated for each accident.

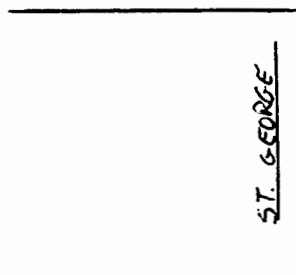
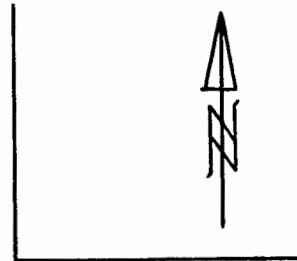
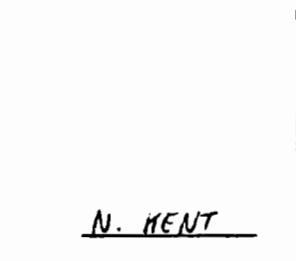
CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

ACCIDENT ANALYSIS - COLLISION DIAGRAM

Location ST. GEORGE & N. KENT
 Period:
 From JAN 1 1971 - JUNE 15, 1975
☒ LATEST ACCIDENT

Sheet No. 201-837
 Number of Accidents 0
 Recorder NL
 Traffic Control NIL



LEGEND

COLOR	YEAR	NO. OF ACC'S
	1971	0
	1972	0
	1973	0
	1974	0
	1975	0

LEGEND

- Automobile
- Parked Vehicle
- Accident during daylight
- Accident during dusk
- Accident during darkness
- Rear-end collision
- Side-Swipe
- Pedestrian
- Bicycle

Condition of pavement surface at time of accident indicated thus: Dry (D.S.), Wet (W.S.), Muddy (M.S.), Snow, Icy (I.S.), Sandy, Gravelly (G.S.).
 Other variable physical conditions such as fog, which are not continually existent and which would affect the analysis of an accident, are also indicated for each accident.
 Any abnormal conditions of driver or pedestrian are also indicated for each accident.

CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

ACCIDENT ANALYSIS - COLLISION DIAGRAM

Location POPLAR & N KENT
 Period: JAN 1 1971 - JUNE 15, 1975
 From LATEST ACCIDENT

Sheet No. 203-B37
 Number of Accidents 0
 Recorder N.L.
 Traffic Control NIL

N. KENT



POPLAR

LEGEND

COLOR	YEAR	NO. OF ACC'S
	1971	0
	1972	0
	1973	0
	1974	0
	1975	0

LEGEND

- Automobile
- Parked Vehicle
- Accident during daylight
- Accident during dusk
- Accident during darkness
- Rear-end collision
- Side-Swipe
- Pedestrian
- Bicycle

Condition of pavement surface at time of accident indicated thus: Dry (D.S.), Wet (W.S.), Muddy (M.S.), Snow, Icy (I.S.), Sandy, Gravelly (G.S.). Other variable physical conditions such as fog, which are not continually existent and which would affect the analysis of an accident, are also indicated for each accident. Any abnormal conditions of driver or pedestrian are also indicated for each accident.

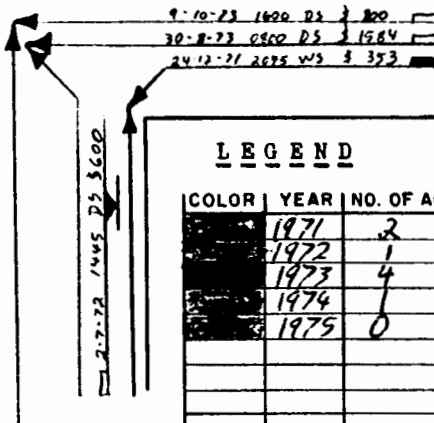
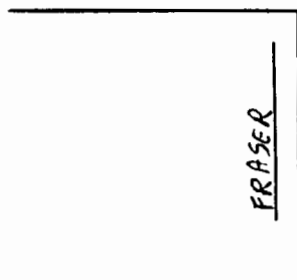
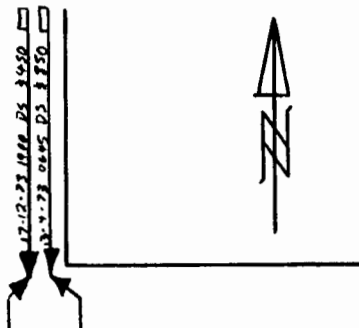
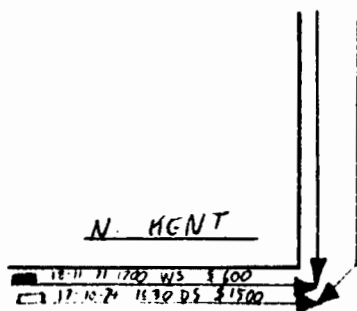
CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

ACCIDENT ANALYSIS - COLLISION DIAGRAM

Location FRASER & N. KENT
 Period: JAN 1 1971 - JUNE 15, 75
 From JAN 1 1971 - JUNE 15, 75
 LATEST ACCIDENT 17-10-74

Sheet No. 210-837
 Number of Accidents 8
 Recorder NL
 Traffic Control STOP E+W



LEGEND

COLOR	YEAR	NO. OF ACC'S
	1971	2
	1972	1
	1973	4
	1974	0
	1975	0

LEGEND

- Automobile
- Parked Vehicle
- Accident during daylight
- Accident during dusk
- Accident during darkness
- Rear-end collision
- Side-Swipe
- Pedestrian
- Bicycle

Condition of pavement surface at time of accident indicated thus: Dry (D.S.), Wet (W.S.), Muddy (M.S.), Snow, Icy (I.S.), Sandy, Gravelly (G.S.). Other variable physical conditions such as fog, which are not continually existent and which would affect the analysis of an accident, are also indicated for each accident. Any abnormal conditions of driver or pedestrian are also indicated for each accident.

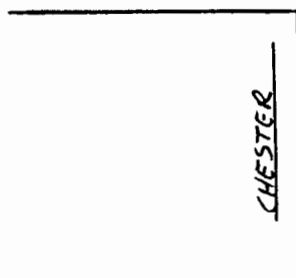
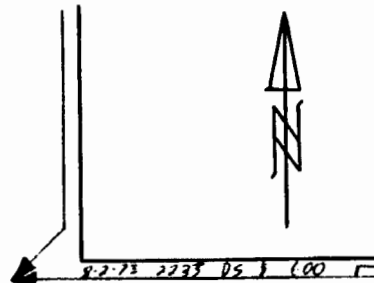
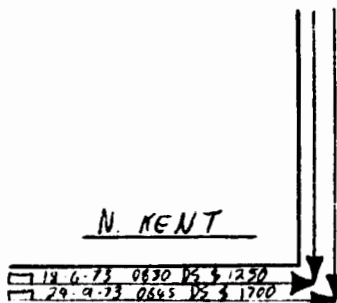
CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

ACCIDENT ANALYSIS - COLLISION DIAGRAM

Location CHESTER + N. KENT
 Period: JAN 1 1974 - JUNE 15, 1975
 From JAN 1 1974 - JUNE 15, 1975
 LATEST ACCIDENT 24-9-73

Sheet No. 211-837
 Number of Accidents 3
 Recorder NL
 Traffic Control NIL



LEGEND

COLOR	YEAR	NO. OF ACC'S
	1971	0
	1972	0
	1973	3
	1974	0
	1975	0

LEGEND

- Automobile
- Parked Vehicle
- Accident during daylight
- Accident during dusk
- Accident during darkness
- Rear-end collision
- Side-Swipe
- Pedestrian
- Bicycle

Condition of pavement surface at time of accident indicated thus: Dry (D.S.), Wet (W.S.), Muddy (M.S.), Snow, Icy (I.S.), Sandy, Gravelly (G.S.). Other variable physical conditions such as fog, which are not continually existent and which would affect the analysis of an accident, are also indicated for each accident. Any abnormal conditions of driver or pedestrian are also indicated for each accident.

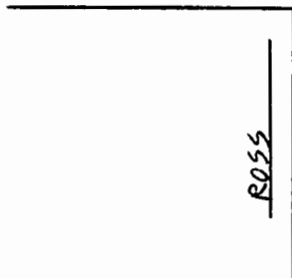
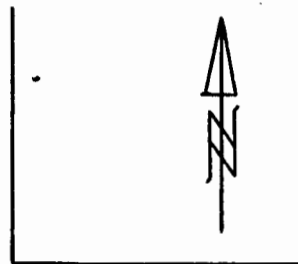
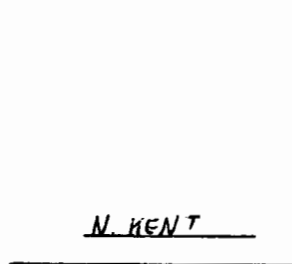
CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

ACCIDENT ANALYSIS - COLLISION DIAGRAM

Location ROSS & N. KENT
 Period: JAN 1 1971 - JUNE 15 1975
 From LATEST ACCIDENT 22-2-74

Sheet No. 218-837
 Number of Accidents 1
 Recorder NL
 Traffic Control NIL



1-22-2-74/1970 DS \$500

LEGEND

COLOR	YEAR	NO. OF ACC'S
	1971	0
	1972	0
	1973	0
	1974	1
	1975	0

LEGEND

- Automobile
- Parked Vehicle
- Accident during daylight
- Accident during dusk
- Accident during darkness
- Rear-end collision
- Side-Swipe
- Pedestrian
- Bicycle

Condition of pavement surface at time of accident indicated thus: Dry (D.S.), Wet (W.S.), Muddy (M.S.), Snow, Icy (I.S.), Sandy, Gravelly (G.S.). Other variable physical conditions such as fog, which are not continually existent and which would affect the analysis of an accident, are also indicated for each accident. Any abnormal conditions of driver or pedestrian are also indicated for each accident.

ENG 44 MLH

CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

ACCIDENT ANALYSIS - COLLISION DIAGRAM

225-837

Location CROMPTON & N. KENT
Period:
From JAN 1 1971 - JUNE 15, 75
To LATEST ACCIDENT

Sheet No. _____
Number of Accidents 0
Recorder NL
Traffic Control NIL

N. KENT



CROMPTON

LEGEND

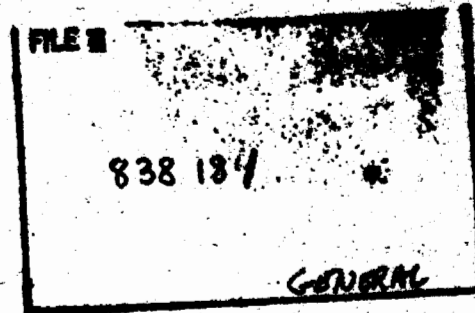
COLOR	YEAR	NO. OF ACC'S
	1971	0
	1972	0
	1973	0
	1974	0
	1975	0

LEGEND

Automobile _____ Pedestrian _____
Parked Vehicle _____ Bicycle _____
□ Accident during daylight
▣ Accident during dusk
■ Accident during darkness
⇐ Rear-end collision
⇨ Side-Swipe

Condition of pavement surface at time of accident indicated thus: Dry (D.S.),
Wet (W.S.), Muddy (M.S.), Snow, Icy (I.S.), Sandy, Gravelly (G.S.).
Other variable physical conditions such as fog, which are not continually existent and
which would affect the analysis of an accident, are also indicated for each accident.
Any abnormal conditions of driver or pedestrian are also indicated for each accident.

FEB 14 1975
Jnd



I. Marotte

December 27, 1974

Mr. A.E. Hilling,
Superintendent,
Vancouver Division,
C.P. Rail,
Ste. 700, Granville Square,
Vancouver, B.C. V6C 2R3

Dear Mr. Hilling:

- KENT AVE
RE: SEWERS CROSSING C.P.R. RIGHT-OF-WAY AT MILE 1.46
WESTMINSTER BRANCH, V. & L.I.

We respectfully request permission for a sewer crossing as per attached form R.W. 2, in duplicate, and enclosed plan UF 39.

A transparency and five (5) prints are enclosed.

Yours truly,

KF D. Gen
Assistant City Engineer,
Planning and Control.

IM/ib
Attach:

Canadian Pacific

APPLICATION FOR LEASE OF SITE

Form may also be used for Application for Wires, Pipes and Roadways across and along right-of-way

December 31

1974

To the Canadian Pacific Railway Company

The undersigned hereby makes application for lease of premises for purpose described herein, subject to lease, terms and conditions prescribed by Railway Company.

1. FULL NAME of Applicant City of Vancouver
(N.B.—If the application is made by a company (not incorporated) or by a person or persons trading under a firm name, the full name of each partner to be given as well as the name of the company or firm, as the case may be.)
2. Address of Applicant 453 West 12th Avenue, City Hall, Vancouver, B.C. V5Y 1V4
(If an incorporated company, give address of head office.)
3. Location Kent Avenue, Mile 1.46 Westminster Branch V.6 L.I.
(Give nearest station, and, if siding, the nearest mile-board.)
4. Business for which lease is required _____
5. State size of proposed building and estimated cost _____
(If Elevator or Grain Warehouse, give capacity in bushels.)
6. Estimated carloads to be handled per annum _____
7. Points between which freight will be handled _____
8. The Applicant shall not erect or permit to be erected any building or structure over four feet in height or permit any material over four feet in height to be placed within six feet from the gauge side of the nearest rail of any railway track or siding or spur track constructed or to be constructed on the said lands or lands adjoining the same, and will not erect or permit to be erected on the said lands any building or other structure over such railway track or siding or spur track with a space of less than twenty-two feet six inches between the overhead beams, members or portions of any such building or structure and the rail level of any such railway track, or siding or spur track except by leave of the Board of Transport Commissioners for Canada as provided in Sub-section (c) of Section 7 of General Order No. 236 of the said Board and Sub-section 3 of Section 253 of the Railway Act and any amendments thereto or substitutions therefor.

Signature of Applicant

K. G. Brown
Assistant City Engineer, Planning & Control

SUPERINTENDENT WILL PLEASE FILL IN BLANKS BELOW

9. Date lease (or agreement) to be made effective _____
10. Are any buildings included? _____
11. If applicant is an employee, state in what capacity _____
12. Is this a new lease or a transfer of an old lease? _____
13. Has proper fee or deposit been collected as per schedule below? _____
I recommend this application be granted.

Superintendent.

Three blue-prints of the site showing in red its location, dimensions and ties, should accompany this form to the Manager, Real Estate Department.

For all new leases a deposit of \$20 should be collected with the application, \$10 of which is applied towards the cost of survey, preparation of plans and recording of documents, and the balance of \$10 applied, as far as possible, on the first year's rental, if site is built on by applicant, otherwise deposit is forfeited to the Railway Company.

For a transfer or assignment of lease a fee of \$5 should be collected for recording of documents, etc.

With applications for poles and wires across track, the additional information called for on the back of this form should also be given.

Superintendents are reminded that under no circumstances should lands of the Railway Company be occupied unless under proper lease from the Railway Company.

Division Freight Agent

Approved

Additional Information required for WIRES crossing right-of-way

Number of wires? _____ Kind of wire? _____ Size? _____

Maximum current, volts and amperes carried by each wire _____ Purpose? _____

Distance between poles _____

Height above top of rail _____

Height above telegraph wires _____

What distance from centre of track is nearest pole
on both sides of the right-of-way? _____
(Above information to be shown on prints.)

Additional Information required for PIPE CROSSINGS
Vitrified Clay

Is pipe wood, steel, iron or concrete? _____
6 Inches

Diameter _____
6 Feet Minimum

Depth below base of rail _____
Nil

Pressure per square inch, pounds _____
Sanitary Sewer

What is pipe to be used for? _____
(Above information to be shown on prints.)

Additional Information required for PRIVATE ROAD CROSSINGS

Width of crossing _____
(To be shown on prints.)

Is right-of-way fenced on both sides? If on one
side only, state which _____

Will gates have to be provided by applicant? _____

Are gates shown on prints? _____

Will watchman have to be provided by applicant
when crossing is being used? _____

CITY OF VANCOUVERREGULAR COUNCIL MEETING

A Regular Meeting of the Council of the City of Vancouver was held on Thursday, May 13, 1993, at 3:10 P.M., in Committee Room No. 1, Third Floor, City Hall, following the Standing Committee on Planning and Environment meeting, to consider the recommendations of the Committee.

PRESENT: Mayor Campbell
Councillors Bellamy, Chan, Davies, Eriksen, Owen,
Price, Puil, Rankin and Wilson

ABSENT: Councillor Kennedy (Leave of Absence)

CLERK: Jean Sharpe

COMMITTEE REPORTS

Report of the Standing Committee
on Planning and Environment
[May 13, 1993]

The Council considered the recommendations of the Committee, as contained in the following clauses of the attached report:

- Cl. 1 Significant Rezoning Applications
- Cl. 2 Fraser Lands - Riverfront Park
Park Board's Delayed Portion
- Cl. 3 Adanac Bikeway
- Cl. 4 Alterations to a Municipally Designated Heritage
Structure - Rooftop Neon Sign at 1150 Station Street

Clauses 1 & 2

MOVED by Cllr. Price,
SECONDED by Cllr. Owen,

THAT the Recommendations of the Committee, as set out in
Clauses 1 and 2 of the attached report, be approved.

- CARRIED UNANIMOUSLY

Report to Council
Standing Committee of Council
on Planning and Environment
May 13, 1993

Page 3

Fraser Lands - Riverfront Park
Park Board's Delayed Portion

The Committee considered an Administrative Report dated April 5, 1993 (on file), from the Director of Housing & Properties, General Manager of Parks & Recreation and Fraser Lands Development Consultant, in consultation with the Directors of Finance and Risk Management, which reviewed a proposal for minimal improvements on the delayed portion of the Fraser Lands Riverfront Park at a cost of approximately \$184,000. This report sought Council's approval to proceed with construction funded by a loan to the Park Board from the Property Endowment Fund.

The report advised that with the objective of providing safe public access at a low cost and minimizing the loss of improvements when completing the final park, a proposal was developed with input from nearby residents, North Arm Transportation, BC Gas and staff. If approved, construction would be completed by the end of the summer, just prior to completion of the adjacent park improvements now under construction.

Although residents support the minimal improvements, they were concerned it will delay the final improvements, and requested Park Board's and Council's commitment in completing the final park in the next Park Board Capital Plan.

The report also discussed the Park Board's indebtedness to the City and included comments from the Director of Risk Management that noted health risks would be minimal, as the City would be complying with governing Ministry standards for soil remediation if the proposal is approved.

Mr. Steve Zuliani, Moodie Consultants, reviewed the report noting the portion of the Fraser Lands Riverfront Park between Elliott and Jellicoe, comprising of approximately 5 acres, has been delayed because of lack of funding. The Park Board has allocated sufficient funds to cover the minimal improvements, which include the environmental clean-up, but nothing towards the final improvements.

Ms. Elizabeth Lachowicz, representing Fraser Woods Strata Council and Fraser Lands Riverside Association, advised the residents supported the minimal improvements but felt the installation of the nine trees to screen the North Arm Transportation's two buildings was insufficient, and requested additional trees to screen the whole site.

Report to Council
Standing Committee of Council
on Planning and Environment
May 13, 1993

Page 4

Clause No. 2 Continued

Mr. Bob Tolsma and Mr. Don Thoreston, Fraser Lands Riverside Association, were concerned the Park Board would shelve the final improvements once the minimal improvements were completed. It was their impression the Park Board does not see any urgency in completing the park as no provision has been made in the Park Board's 92/93 budget.

In response to questions from Committee members, Mr. Zuliani advised no funding agreement or discussions have taken place with the Park Board regarding its portion of \$1.8 million.

Members of the Committee expressed concern with the delay and agreed that \$1.8 million for completion of the Fraser Lands Riverfront Park from Elliott to Jellicoe be funded from the Property Endowment Fund.

The following motion by Mayor Campbell was put and CARRIED. Therefore, the Committee

RECOMMENDED

- A. THAT approximately \$1.8 million for completion of the Park Board portion of the Fraser Lands Riverfront Park from Elliott to Jellicoe Streets be funded from the Property Endowment Fund with interest charges being waived;
- B. THAT the Park Board reimburse the Property Endowment Fund within five years in equal instalments of approximately \$360,000 per year;
- C. THAT the Park Board be requested to report back on the repayment of the existing loan of \$8.4 million.

INFORMATION

3. Adanac Bikeway

The Administrative Report dated April 7, 1993 (on file), was deferred to May 20, 1993, to allow for community consultation.

SUPPORTS ITEM NO. 2
P & E COMMITTEE AGENDA
MAY 13, 1993

ADMINISTRATIVE REPORT

Date: April 5, 1993
Dept. File No.: 3056

TO: Standing Committee on Planning & Environment

FROM: Director of Housing & Properties,
General Manager of Parks & Recreation and
Fraser Lands Development Consultant, in consultation with
Director of Finance
Director of Risk Management

SUBJECT: Fraser Lands - Riverfront Park
Park Board's Delayed Portion

RECOMMENDATIONS

- A. THAT Council approve a construction budget of \$160,000, including 3% GST, to be confirmed by tender, for the minimal improvements to the delayed portion of the Fraser Lands Riverfront Park, with financing via a loan from the P.E.F. to be repaid plus interest from funding identified by the Park Board, in accordance with Council Policy of October 8, 1992.
- B. THAT Council approve a sub-consultants budget of \$24,000, including 3% GST, to prepare construction drawings and tender documents, and provide construction inspection including environmental and landscape architectural aspects, funded by a transfer of PEF funds previously approved by Council.
- C. THAT Council authorize staff to tender the construction of minimal park improvements as described in this report.

CITY MANAGER'S COMMENTS

The City Manager RECOMMENDS approval of A, B and C.

- 2 -

COUNCIL POLICY

On October 8, 1992, City Council approved that construction of approximately 60% of the Fraser Lands Riverfront Park improvements proceed, and moved:

THAT Council and the Park Board work together on a plan to clean up and do preliminary development of the park between Elliott and Jellicoe Streets, and report back to Council as soon as possible.

PURPOSE

This report reviews a proposal for minimal improvements on the delayed portion of the Fraser Lands Riverfront Park and seeks Council's approval to proceed with construction funded by a loan from the P.E.F. to the Park Board. The report also discusses Park Board indebtedness to the City and liability of parks on contaminated soil.

BACKGROUND

On October 8, 1992, staff reported to Council on the entire Fraser Lands Riverfront Park. Construction of all improvements, except for the Park Board's Elliott to west of Jellicoe portion, started in late January 1993 and is expected to be completed by Fall 1993.

The Park Board portion's cost was previously estimated at approximately \$1,800,000. Approximately \$100,000, or 6%, of this is under construction. The balance of the work includes shoreline improvements (+\$500,000) and upland improvements (+\$1,200,000).

Representatives of the residents near to the delayed portion of park expressed concerns to the Park Board and Council about delaying park improvements both from a needs perspective and that the current site is a vacated industrial yard (see Appendix A).

Council requested a report back with regard to the Park Board's indebtedness to the City and the extent of City liability associated with contaminated soil and park use.

DISCUSSION

On November 18, 1992, the Fraser Lands Development Consultant and Park Board staff met with representatives of residents near the delayed park to discuss minimal improvements and timing of final improvements. The Fraser Lands Development Consultant joined the representatives at a second meeting on December 9, 1992, to discuss the minimal improvements further.

- 3 -

The last industrial tenant vacated the site on January 1, 1993, the last buildings were demolished and environmental testing was completed in late February 1993.

The site includes the 1.72 acre Centre Bay Holdings property purchased by the P.E.F. on behalf of the Park Board. Council has authorized either the transfer of ownership or responsibility to develop to the Park Board for all of the delayed park area.

PROPOSED MINIMAL IMPROVEMENTS

A variety of industrial activities have taken place on the site over time which has resulted in soil contamination over most of the site. Approximately half of the material is above the level acceptable for residential use (B) and below the acceptable level for industrial use (C), and the other half is above level C but below special waste. In accordance with Ministry of the Environmental, Waste Management Branch criteria, some form of environmental remediation is required for most of the site.

The work to remediate the site's contaminated soils is considered to be the minimum required to provide public access onto the site. The proposed remediation work has received the Ministry's approval in principal with final approval expected in April.

With the objective of providing safe public access at a low cost and minimizing the loss of improvements when completing the final park, the following proposal was developed with input from the nearby residents, North Arm Transportation, BC Gas and Staff (see Appendix B):

- Remove debris and some concrete slabs;
- Excavate some of the contaminated soil and dispose off-site;
- Excavate, fill and grade to remediate contaminated soils and establish positive drainage to the river;
- Complete Kent Avenue South's street construction;
- Install chainlink fence along BC Gas's west property line (BC Gas requirement);
- Install 9 trees to screen view of North Arm Transportation's two buildings (as per final design);
- Install short (4 ft.) chainlink fence along top of riverbank to avoid unintentional access;
- Build 6 ft. wide gravel path from Elliott Street end to Kent South cul-de-sac;
- Cover most of park area with topsoil and hydroseed with low grass mixture.

Steps 1 through 6 inclusive are in accordance with the final park design. Only items 7, 8 and 9 would be removed or damaged during construction of the final park improvements.

- 4 -

Providing temporary public riverfront access in front of BC Gas and the private site west of Jellicoe Street is not possible at this time. BC Gas requires that the final shoreline improvements including path lighting be completed to ensure public safety, and the private site's environmental conditions have not yet been assessed.

The estimated construction cost of the above work is approximately \$160,000 including a 15% contingency and 3% GST, to be confirmed by tender. The lost work (items 7, 8 and 9) represent approximately \$45,000. If authorized, construction could be completed by the end of the summer, just prior to completion of the adjacent park improvements now under construction.

While the residents near the site support the minimal improvements described above, they are concerned that completing this work may result in a longer delay of the final improvements which includes washrooms, tennis courts and children's play areas. The residents request Park Board's and Council's commitment to complete the final park from the next Park Board Capital Plan.

SUB-CONSULTANT REQUIREMENTS

To complete the above minimal improvements, final park construction drawings need to be modified and tender documents need to be prepared. Construction inspection will be required for the remediation work, civil work and landscape work. The project's engineering consultant (Westmar Consultants) has provided a proposal for \$21,500 including 3% GST to modify drawings, prepare tender documents and inspect the work (including project's environmental consultant and landscape architects). Allowing for a 10% contingency, a budget of \$24,000, including 3% GST, is recommended.

FUNDING

It is recommended that the construction cost and sub-consultant fees, totalling approximately \$184,000 be funded by the P.E.F. as a loan to the Park Board, to be repaid plus interest from funding identified by the Park Board.

PARK BOARD INDEBTEDNESS TO CITY

The existing loan to the Park Board inclusive of this land acquisition, plus the Evans Street purchase, totals \$8.4 million at the end of 1992.

- 5 -

COMMENTS FROM THE DIRECTOR OF RISK MANAGEMENT

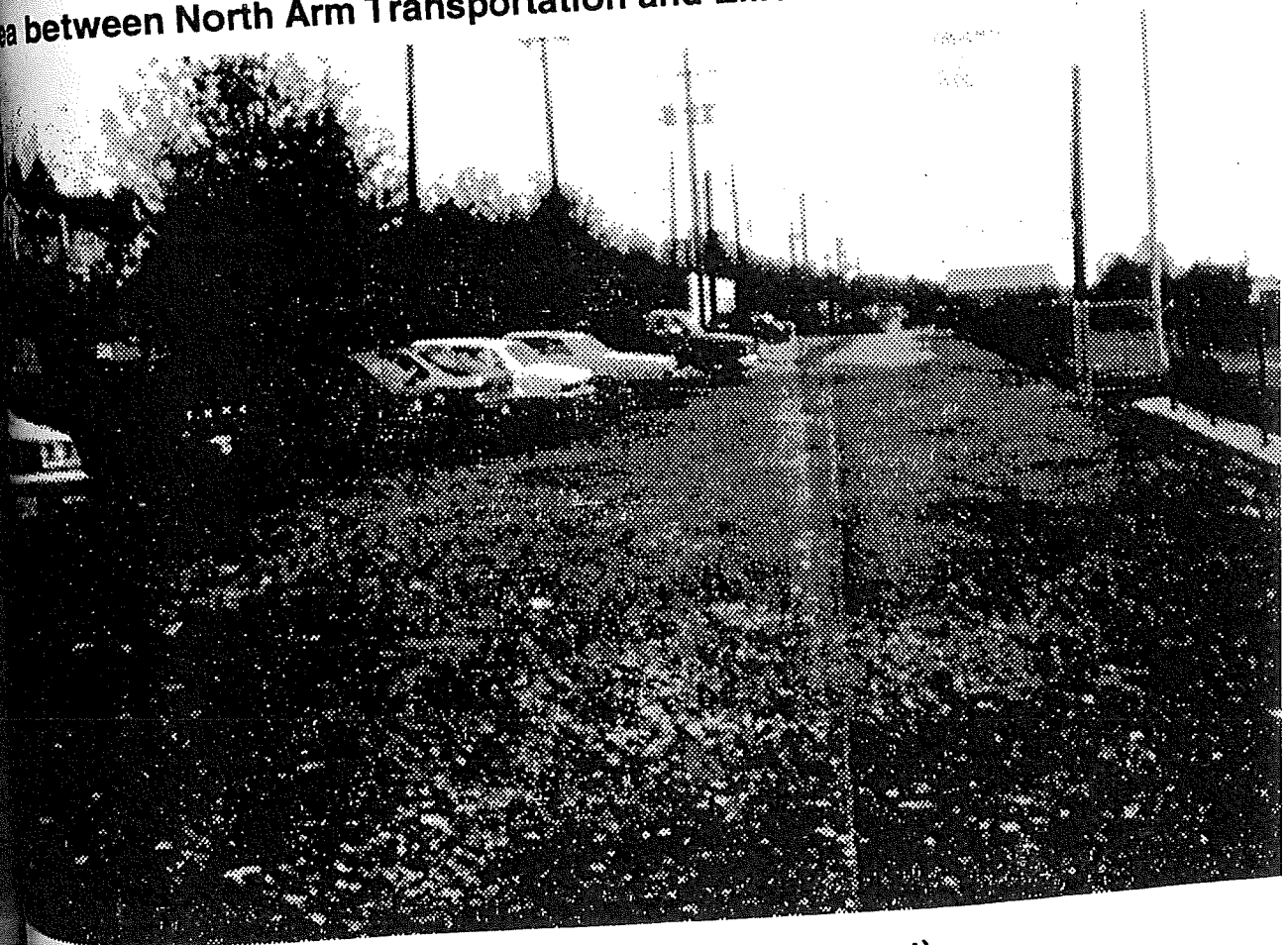
Council has asked about City liability if children are permitted to play on contaminated soil. The Medical Health Officer has previously advised Council that, if Ministry soil remediation requirements (such as those proposed in this report) are met, the health risk is minimal. If the proposal is approved, potential City liability would be virtually eliminated, given the minimal health risk and the City's compliance with governing standards.

If Council's enquiry relates to use of the site by children, without soil remediation, the answer is less clear. The health risk associated with soil contamination appears to relate to long term exposure and direct contact with contaminated material.. On this site, about half the contaminants identified (some above level B and some above level C) are at the surface. To the extent that direct contact with contaminants over a prolonged period is possible, and to the extent that this would pose a health risk, potential liability is possible.

* * * * *



Area between North Arm Transportation and Elliott Street (looking west)



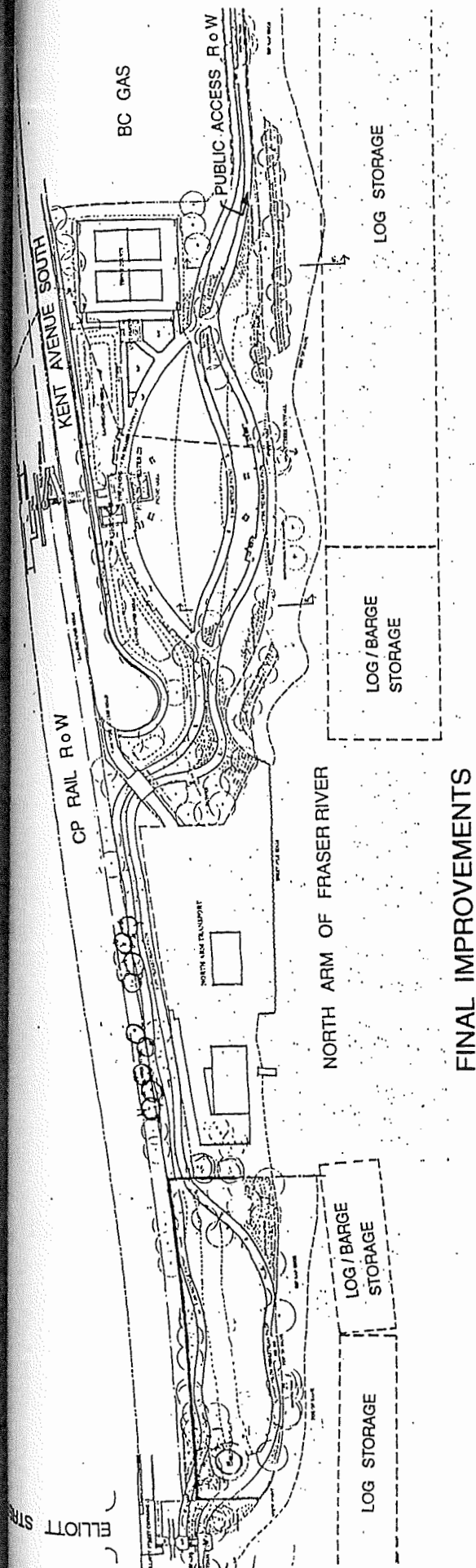
Corridor behind North Arm Transportation (looking east)



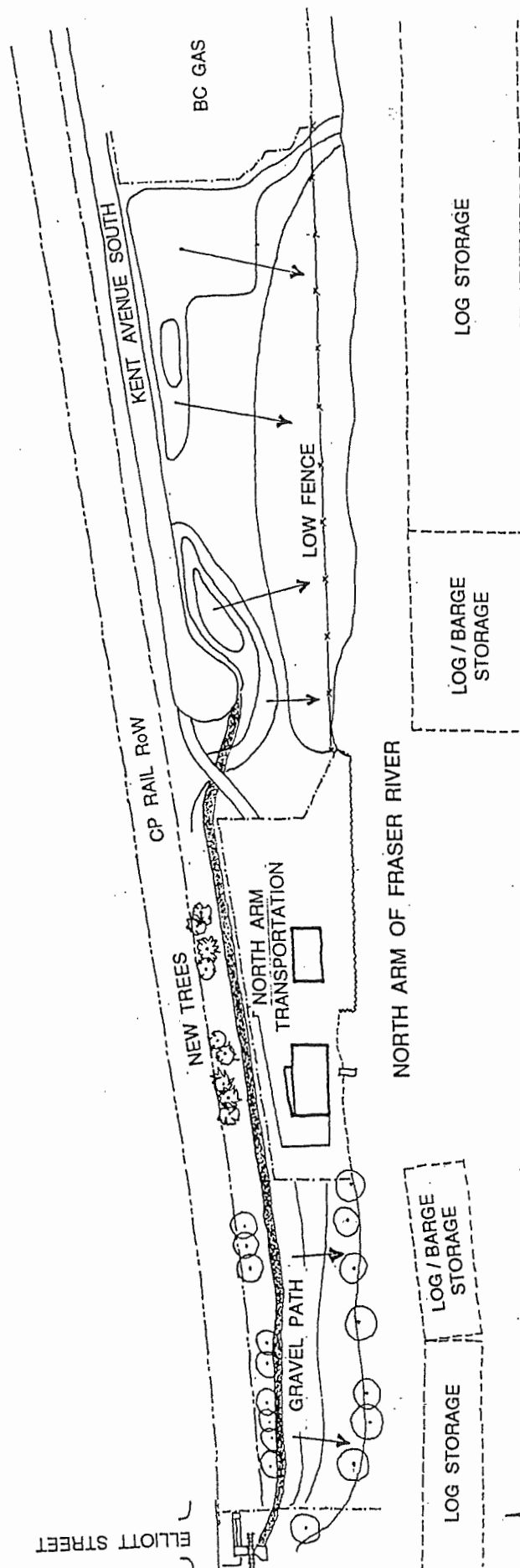
between North Arm Transportation and B. C. Gas (looking north-west)



bank east of North Arm Transportation (looking east)



FINAL IMPROVEMENTS



MINIMAL IMPROVEMENTS

Physical Development at Present

There exist two 33-foot rights-of-way for North and South Kent Avenues separated by a 66-foot CPR railroad right-of-way. Presently, traffic travels in both directions on each of the avenues.

Approximately 80% of the street allowance is available and approximately 70% of the street is open and in use. Of the 70% of the street now being used, about 20% is developed with curb and gutter and permanent pavement.

Over a long period of time, it is proposed to develop the streets as a one-way couplet; the roadways to be improved with permanent pavement, curb and gutter and when appropriate, provide full level of service to industry by regulating the streets for one-way westbound and eastbound.

Development Program

A specific development program has not been established for North/South Kent up to this point in time.

A very preliminary cost estimate for property acquisition, building demolition, grading, paving, street lighting, etc. is \$6,500,000 (Oak to Boundary). Because of current financial limitations and the long-term nature of the need for the additional roadway improvements, a 'staged' development taking place over a number of years would be reasonable. It appears unlikely that funds would be needed during this current 5-year plan for property acquisition.

If Council adopts recommendation No. 11, then a formal funding program would be proposed in the next 5-year program for an appropriate first stage section of the facility.

During the past months, discussions have been held with industrial representatives presently located along the North Arm of the Fraser. It is their firm contention that North/South Kent should be developed as an industrial couplet over the long period of time.

SUMMARY

It is the City Engineer's opinion that North/South Kent should be developed as a truck route to relieve Marine Drive and to service the North Fraser industrial area. Kent Avenue, developed as a continuous truck route, would still have traffic volumes (both cars and trucks) far less than those volumes currently using Marine Drive. Appreciating the volumes will be less than those using Marine Drive, the two 33-foot rights-of-way for Kent Avenue north and south of the CPR railroad line are adequate to accommodate the anticipated traffic volumes and to provide the necessary access to present and future industries. Over a long period of time, it is proposed to develop the streets as a one-way couplet, when appropriate measures will be taken to provide for full level of service to industry by regulating the streets for one-way westbound and eastbound. In effecting this system, an increase in safety will occur as a result of the reduction in vehicle-pedestrian conflicts at intersections and also by preventing pedestrians from being trapped between opposing streams of traffic. Sufficient property can be obtained to develop a roadway system which would offer adequate capacity and safety. As noted previously, 80% of the street allowance is available, with one property in the vicinity of Knight Street recently sold.

Due to the limited real estate available south of the railroad between Gladstone and Elliott, two options are available to provide the required road allowance. Agreement could be negotiated from senior Governments to convert water areas beyond the high water mark into real land, or additional right-of-way could be acquired north of the tracks to provide for the future continuous roadway.

Marine Drive is almost at capacity at a number of locations. Truck traffic has been observed on City streets. In the peak a.m. travel period for automobile traffic (7:00 to 9:00 a.m.), high volumes of truck activity also take place. For example, the data indicate that about 80% of the peak truck volumes are occurring by 8:30 a.m.

The development of the Kent Avenue roadway would provide for traffic coming from, or destined to the Oak Bridge and the Knight Bridge. This would be achieved by adequately and properly signing a truck route.

Good transportation service would not be provided to industry because there is not adequate capacity along Marine Drive. Without the development of Kent Avenue, these industries would seriously suffer from lack of roadway access. In addition, all vehicular traffic along Marine Drive would be drastically affected as its capacity deteriorated in the future. Traffic would also continue to permeate the south slope of Vancouver at an increasing rate if Kent Avenue were not developed as a continuous arterial.

The possibility of a third crossing via Annacis Island is uncertain at this time. Nevertheless, if it were developed, there would still be a need for the Kent Avenue roadway system. If this crossing were constructed, satisfactory connections would be made between it and Kent Avenue.

The Director of Planning reports as follows:

The proposed continuous extension of N - S Kent couplet is of considerable planning concern in that the provision of service to industry and relief of S. E. Marine Drive are mutually exclusive. The City can, in fact, provide good service access to industry located south of S. E. Marine Drive without also providing an additional E - W arterial route.

It is considered that the appropriate function of N - S Kent Avenue must also take into consideration the constraints of Kent Avenue right-of-way, other city-wide objectives, and the long-term traffic movement patterns.

1. Constraints of Kent Avenue right-of-way

With increased traffic volume the narrow right-of-way may not adequately serve as an E - W arterial connector and could impede accessibility to industry. The narrow right-of-way affords limited space for truck maneuvering, impedes through traffic, and raises some concerns for safety. These standards cannot be improved without substantial capital costs to the City. Further, there are additional problems in securing the required rights-of-way by purchasing land - some of which was recently sold - and securing required agreement from senior governments to convert water areas beyond the high water mark into real land.

Traffic volumes and the capacity of S. E. Marine Drive must be related to the nature of truck movement: there is evidence suggesting that most truck movement does not occur during the morning and afternoon peak periods in order to avoid traffic congestion. Hence, the need for an additional E. W. arterial to serve most truck traffic is questioned.

The proposed E. W. Kent couplet would also have limited value for truck and auto movement because the Oak and Knight Street bridgeheads (eg. entrance/exist ramps) were not designed to link up with Kent Street.

2. City-wide Objectives

The City also has a responsibility to:

- (a) Provide good service to industry located south of Marine Drive.
This can be achieved without a continuous north-south Kent connector.
- (b) Maintain a balance between environment and service in recognition of the fact that lands along the river foreshore have a multiple-use function: industry, recreation and residential uses. At present, approximately 90 houses are located in two residential pockets south of S. E. Marine Drive between Argyle Street and approximately 400 feet east of Elliott Street; of which 21 are private houses abutting Kent Avenue north.
- (c) To uphold existing City Policy to provide public access to the river foreshore for a variety of recreational uses.

3. Long-term Traffic Patterns

In the event that a third crossing was constructed via Annacis Island, it would provide a more direct and quicker route to the industrial areas in Burnaby with consequent reduction in truck movement over the Oak and Knight Street bridges and along S. E. Marine Drive.

The projected net increase in industrial establishments south of S. E. Marine Drive (although not quantified in detail) might not be substantial suggesting that a continuous N - S Kent couplet is not required to service these firms.

In summary, the Director of Planning is of the opinion that recommendation Number 11 contained in the Report of the City Manager dated November 5, 1975 proposing development of a continuous North and South Kent Avenues as an industrial street and relief of S. E. Marine Drive not be approved.

The City Engineer submits the foregoing report for INFORMATION and requests the Committee to CONSIDER the City Engineer's recommendation No. 11 contained in the City Manager's report 'Truck Transportation in Vancouver' dated November 5, 1975."

The City Manager submits the foregoing report of the City Engineer for INFORMATION and CONSIDERATION.

City Manager to complete:

Approved _____

Officials to be present _____

Report Reference _____

RCB/RCG/BWW/cm

Report Dated May 5, 1977

Department Head Feb
City Engineer

Author's Initials _____

Concurrence of other
involved Departments:

Officials recommended to be
present _____

CITY ENGINEERING DEPARTMENT

FILE #	CENTRAL REGISTRY DOCUMENT
p/v 838 181 (Kent)	
November 19, 1976.	
File #c270 738	

MEMO TO: Director of Planning
Attention: W. Dickinson

FROM: City Engineer

SUBJECT: PROPOSED ELLIOTT, GLADSTONE AND SHANAGNESSY STREETS AND PARKS

I have reviewed your minutes of the Champlain Heights Advisory Committee meeting of November 8, 1976, and have some comments on your item #11.

We have recently forwarded a number of comments to the Planning Department regarding the draft "Southeast Marine Drive Industrial Lands Report". Many of our comments relate to two particular areas of concern with respect to development of the lands for industrial purposes, namely, the necessary transportation system for the area and the desire to avoid encouragement of residential development in an area of industrial use. In terms of transportation alternatives, the option for extension of North and South Kent Avenues must be left open so that we can ensure that an adequate transportation system will be available for new industrial development. Furthermore, we have agreed to participate in the implementation of the street-end mini-parks on the basis that the future possibilities for North and South Kent will not be prejudiced. This condition has been expressed by the Engineering Department previously although your statement in the minutes relating to "the potential impacts of this proposal (North and South Kent) ... on the mini-parks" does not appear to recognize this fact. I believe it is reasonable to request that in future, you relate the necessary information so that the committee will be fully informed on the particular topic.

Geo 1975-77 838230 Kent

FOI Request – 2026-360 E Kent Ave

Pg 13,14 – reviewed but there is no mention of East Kent Avenue dead-end road, Green Infrastructure.

DIRECTOR OF LEGAL SERVICES EMERIL & FERNING ASSISTANT DIRECTORS JOHN A. TUNNEY JOHN I. MULLERNEY TERENCE W. BLAND SOLICITORS ROBERT B. JACKSON IAN G. HENLEY P. J. W. GILBERT JOE BURNS ROBERT C. H. WALKER		CENTRAL REGISTRY DOCUMENT OUR FILE NO. 270 758 (E.C. 5157) 838-230 (Kent St) CITY HALL 433 WEST 10TH AVENUE VANCOUVER, B.C. V6Y 1V6 TELEPHONE 873-7507 Aug. 16, 1977														
Canadian Transport Commission Bentall One 1710 - 505 Burrard St. Vancouver, B.C. V7X 1M6 Attention: Mr. J.J. Eisler, Reg. Mgr. Railway Transport Committee Dear Sirs: Re: Your File No. 27073.681 Pedestrian Crossing over CPR track at Kent & Elliott Sts. Mile 3.55, V & L.I., New Westminster Branch We have received copy of letter dated July 8th, 1977 from Mr. McLearn of Canadian Pacific. We object to the requirement by the Railway that the City accept responsibility for all liabilities at the crossing. We are prepared to assume those liabilities which properly arise out of the granting of a crossing by your Committee and certainly not of all liabilities which may be attributable to the negligence or arise out of the acts of the Railway or others. The Railway also requests that "the City confirm the understanding that this crossing will never become a public vehicular crossing". The City is not in the position to give such an undertaking having regard for the fact that circumstances may very well change on the south side of the Railway line and a vehicular crossing may be required in the future and the City would wish to reserve its right at all times to apply for a crossing. Yours truly,,  Ian G. Henley																
C O P ENGINEERING CENTRAL REGISTRY AUG 17 1977 <table border="1" style="border-collapse: collapse;"><tr><td style="padding: 2px;">ROUTING</td></tr><tr><td style="padding: 2px;">CE/SD/</td></tr><tr><td style="padding: 2px;">IGH:mk</td></tr><tr><td style="padding: 2px;">cc:</td></tr><tr><td style="padding: 2px;">INFORMATION</td></tr><tr><td style="padding: 2px;">D. Holloway, Eng.</td></tr><tr><td style="padding: 2px;">Mr. J. d'Avignon, CTC</td></tr><tr><td style="padding: 2px;">Mr. J.D. Bromley, CPL</td></tr><tr><td style="padding: 2px;">CROSSING</td></tr><tr><td style="padding: 2px;">Mr. R.M. McLearn, CPL</td></tr><tr><td style="padding: 2px;"> </td></tr><tr><td style="padding: 2px;"> </td></tr><tr><td style="padding: 2px;"> </td></tr><tr><td style="padding: 2px;"> </td></tr></table>			ROUTING	CE/SD/	IGH:mk	cc:	INFORMATION	D. Holloway, Eng.	Mr. J. d'Avignon, CTC	Mr. J.D. Bromley, CPL	CROSSING	Mr. R.M. McLearn, CPL				
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Mr. J.D. Bromley, CPL																
CROSSING																
Mr. R.M. McLearn, CPL																

CITY ENGINEERING DEPARTMENT

FILE #	CENTRAL REGISTRY DOCUMENT
270 758 (Elliott)	
✓ 838 230 (Kent)	
July 26, 1977.	
File #270 750	

MEMO TO: Director of Legal Services - Attention: Ian G. Henley

FROM: City Engineer

SUBJECT: PEDESTRIAN CROSSING OVER CPR TRACK AT KENT AND ELLIOTT STREETS
MILE 3.55 V. & L.I., VAN NECHILSKER BRANCH

This is in reply to your memo of July 19, 1977.

It is not our intention that the above crossing should become a public vehicle crossing. However, to my knowledge, we have not given a commitment to the railway that it would never become one.

I am concerned about the railway's request for the City to accept all responsibility for liabilities at this location. I was of the opinion that one of the reasons for making the pedestrian crossing public was that such liabilities were avoided.

D.T.Holloway:bhg aH


W. H. Curtis,
City Engineer.

Reviewed Railway Transport Committee records related to the pedestrian crossing at Kent Avenue and Elliott Street (1977). Record does not reference the East Kent Avenue North dead-end road, green infrastructure, or park development; determined not responsive.

Pg 21 – Pedestrian Crossing over CPR track at Kent Ave & Elliot St.

City of Vancouver



Inter-Office Correspondence

LAW DEPARTMENT

FILE #

CENTRAL
REGISTRY
DOCUMENT

270 758 (Elliott St)
✓ 838 230 (Kent St)
July 19, 1977

MEMO TO: City Engineer
Attention: D. Holloway

FROM: Ian G. Henley

RE: Pedestrian Crossing over CPR track at Kent & Elliott
Sts., Mile 3.55 V & L.I., New Westminster Branch

Attached is copy of letter July 8, 1977 from Canadian Pacific
to the C.T.C.

Canadian Pacific has no objection to the pedestrian crossing
provided we assume all costs and liabilities and confirm the
understanding that this crossing will never become a public
vehicular crossing.

Have you, in fact, reached the understanding that this crossing
will never become a public vehicular crossing?

I am concerned that at this stage of the game we can give a
categoric undertaking that this will never occur. I think the
position we should be taking is that we do not intend that
this become a public vehicular crossing.

May I have your comments.

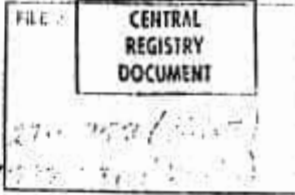
RECEIVED
CENTRAL
REGISTRY

JUL 20 1977

ROUTING
CA/SD/
INFORMATION
CH

Ian G. Henley

Pg - 25 Pedestrian Crossing Over C.P.R track at Kent & Elliot St, Mile 3.55, V & LI NWR
Branch. Below:



CITY ENGINEERING DEPARTMENT

May 24th, 1977

MEMO TO: Mr. I. Henley
FROM: Assistant City Engineer, Streets
SUBJECT: PEDESTRIAN CROSSING OVER C.P.R. TRACK AT
KENT AND ELLIOTT STREETS, MILE 3.55, V & LI
HIGH RAILWAY

Attached are six prints of drawing RB 6B showing the above crossing. They are revised to show information requested by the Canadian Transport Commission.

The City is senior at this location so we would expect the railway to bear the cost of constructing and maintaining the crossing. However, the City would be responsible for other improvements.

It is anticipated that the crossing will have an average use of ten persons per day.

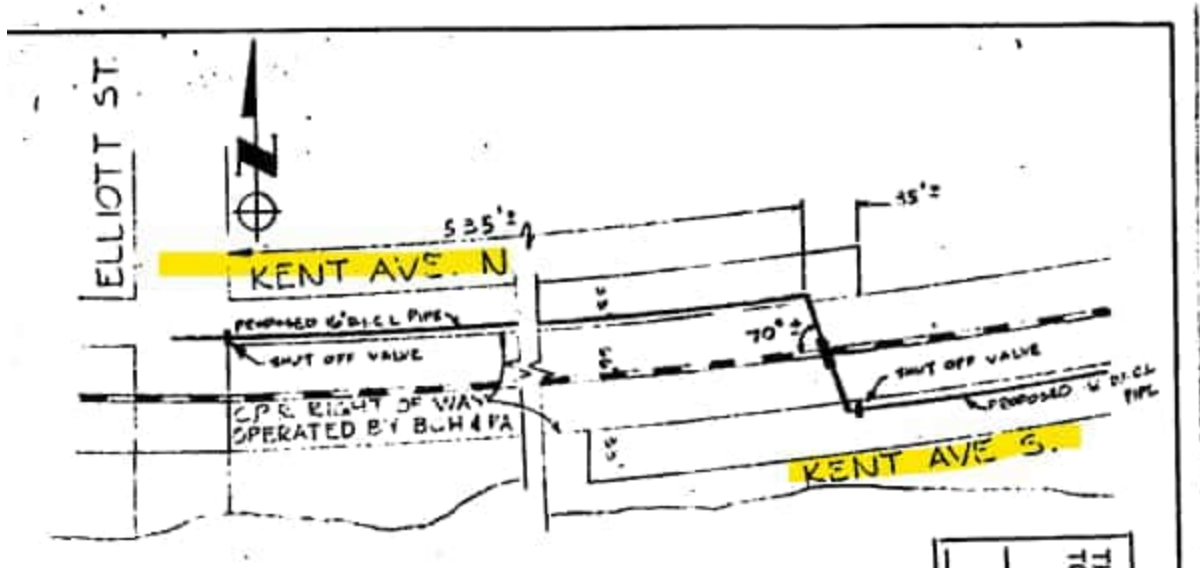
A handwritten signature in cursive script, appearing to read "E. A. West".

E. A. West
Assistant City Engineer
Streets

D.Holloway/pac
Attach. DH

Pg 39 – Pipe Crossing

Reviewed Railway Transport Committee drawing (1977) regarding pedestrian crossing at Kent Avenue North and Elliott Street. Record reviewed due to location proximity; no reference identified to green infrastructure, park improvements, or dead-end road project. Determined non-responsive.



Pg 42 – Public Pedestrian Crossing Over C.P Rail Tracks on Knight St and Elliot St at Kent Ave Memo.

COPY

CITY ENGINEERING DEPARTMENT
VANCOUVER, B.C.

FILE.

270 758 (Elliot)

✓ 638 230 (Kent)

230 790 (Knight)

CENTRAL

REGISTRY

DOCUMENT

CITY ENGINEERING DEPARTMENT

November 23, 1976

MEMO TO: Director of Legal Services (Attention: I. Henley)
FROM: Administrative Assistant, Engineering
COPY TO: E. Martin
J. McLevin
S.D. Tammes & (Attention: D. Holloway)
SUBJECT: PUBLIC PEDESTRIAN CROSSINGS OVER C.P. RAIL TRACKS
ON KNIGHT AND ELLIOTT STREETS AT KENT AVENUE

Attached hereto is an extract of Works and Utility Matters of

November 18, 1976 which was adopted by City Council on

November 23, 1976.



T. Milsted
Administrative Assistant
Engineering

TH/BJ

Attach.

4. Public Pedestrian Crossings Over C.P. Rail Tracks on Knight and Elliott Streets at Kent Avenue

4 The City Engineer reports as follows:

" At its meetings on May 28, 1974, and August 31, 1976, Council authorized the establishment of street end parks at the south foot of Elliott and Knight Streets. The parks are intended for pedestrians only and access must be obtained by crossing over the C.P. Rail tracks that parallel Kent Avenue at these locations.

In order to have the pedestrian crossings available to the public, the City must make application to the Canadian Transport Commission to have public pedestrian crossings at grade ordered for these locations.

It is estimated that this work which is payable by the City will cost \$500 at each location. Funds for the crossing at Elliott Street are available in Account #550/7901 and funds for the crossing on Knight Street are available in Account #148/7916.

I RECOMMEND that:

- (a) The Director of Legal Services be instructed to make application to the Canadian Transport Commission.
- (b) The City Engineer be authorized to sign requisite plans on behalf of the City.
- (c) The sum of \$500 be appropriated from Account 550/7901 for the crossing work on Elliott Street and \$500 be appropriated from Account 148/7916, 'Miscellaneous Projects Unappropriated,' for the crossing work on Knight Street."

The City Manager RECOMMENDS that the foregoing report be approved.

838230 KENT (1400E - 3600E BLK) (KNIGHT TO BOUNDARY)

0

3

2

8

3

8

Ste. 700 Granville Square
200 Granville Street
Vancouver, B. C.
V6C 2R3

August 25, 1977

File: WL.2.83 P

City of Vancouver
City Engineering Department
City Hall
453 West 12th Avenue
Vancouver, B. C.
V5Y 1V4

Attention: Mr. P. S. Herring, P. Eng.

Dear Sirs:

RE: Permit PV-6851 covering Pipe Crossing located
at Mile 2.83 Westminster Branch, V & L.I. Railway

Enclosed, for your records, is a fully executed copy of the above mentioned Permit.

Yours truly,

G. A. Swanson
Superintendent

Enclosure

CENTRAL REGISTRY DOCUMENT	FILE # 838 230 (Kent)
--	--

**ENGINEERING
CENTRAL
REGISTER**

AUG 26 1977

ROUTING
DCE / WIS / M /
GAS
FORMATION
REFERENCE
27/9/77
MR

PERMIT: PV-6851

July 20, 1977

File: WVL.2.83 P

Vancouver, B. C.



By Supplementary Letters Patent the name "Canadian Pacific Railway Company" has been changed, and such name wherever appearing herein shall be read as "Canadian Pacific Limited".

**UNDERGROUND PIPE CROSSING
STAMP PERMIT**

THE CANADIAN PACIFIC RAILWAY COMPANY hereby consents to the undersigned Applicant placing, laying down and maintaining under the railway of the said Railway Company the pipes shown on this plan and as located thereon, subject to the placing, laying down, and maintenance thereof by the Applicant being in accordance with the orders, rules, regulations, plans and specifications issued, adopted or approved by the Board of Transport Commissioners for Canada for the placing, laying down, construction and maintenance of pipes and pipe crossings under and across railways and such other orders, rules, regulations, plans and specifications as may be issued, adopted or approved from time to time by the said Board governing the same, and subject to the terms and conditions therein contained, and subject further to payment by the Applicant to the Railway Company of the cost of any work, which shall be performed by the Railway Company, of supporting the Railway Company's tracks or structures, or of protecting train movements made necessary by the construction, maintenance or repair of the pipes, all of which the Applicant for itself, its successors and assigns or for himself, his heirs, executors, administrators and assigns hereby covenants, promises and agrees with the said Railway Company to observe, perform and fully comply with.

Dated this 20th day of July A.D. 19 77

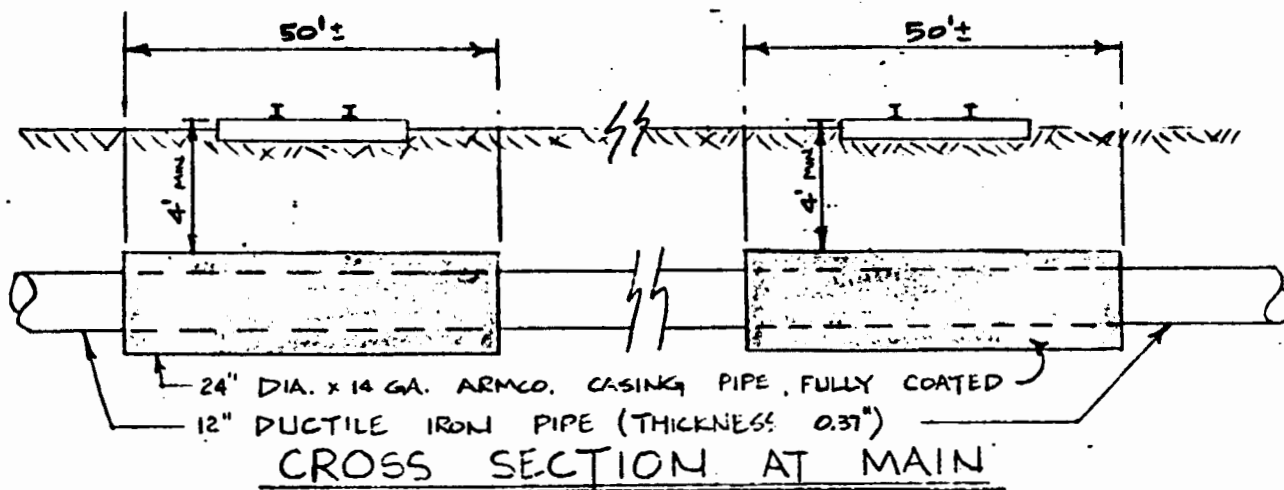
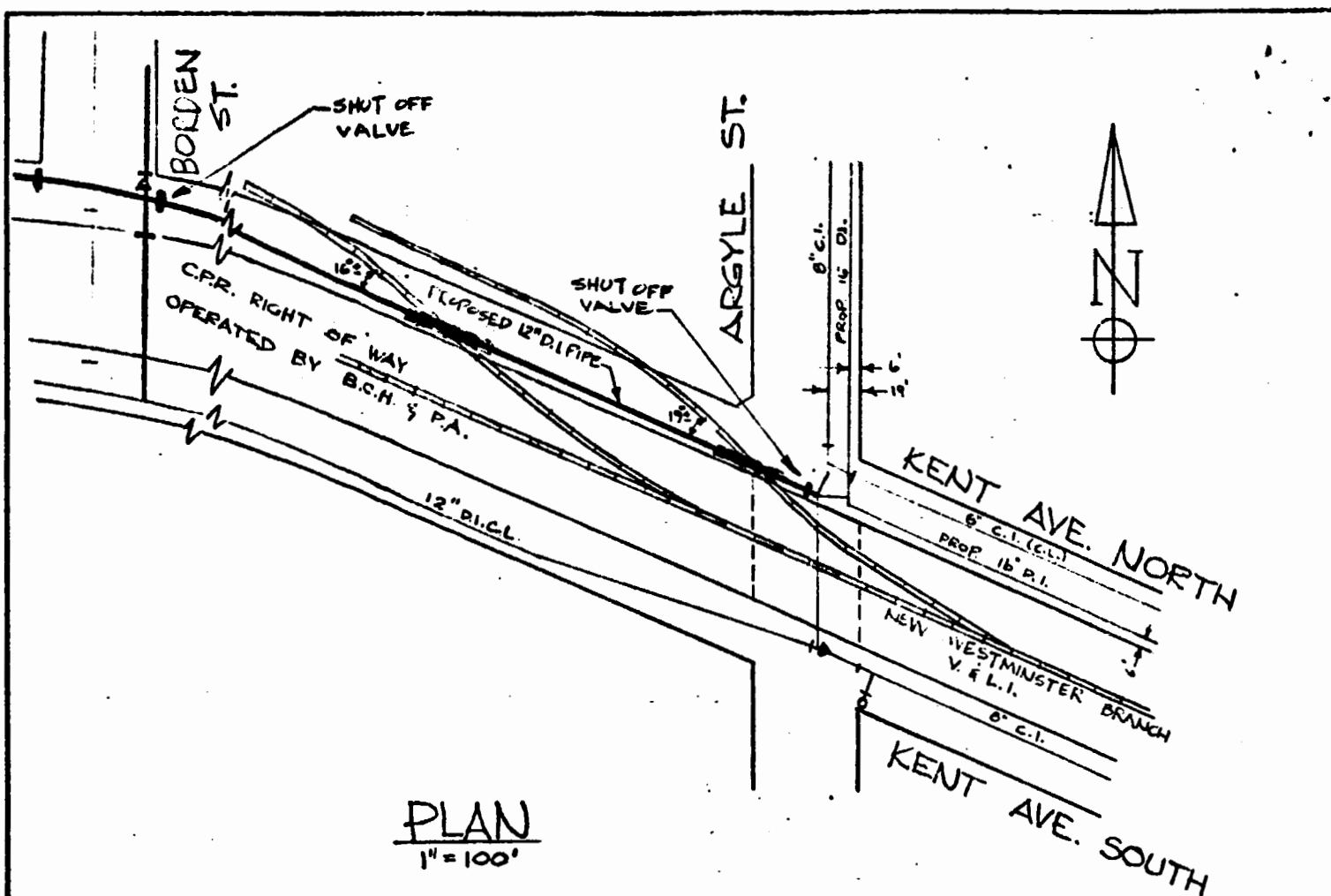
CANADIAN PACIFIC RAILWAY COMPANY

[Signature]
Regional Manager, Operation and Maintenance
Applicant:

CITY OF VANCOUVER

[Signature]
CITY ENGINEER

[Signature]
DIRECTOR OF LEGAL SERVICES



NOTE:

- NORMAL MAX. OPERATING PRESSURE -150 PS.I.
- TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH CANADIAN TRANSPORT COMMISSIONERS GENERAL ORDER E-10

[Signature]
DIVISION ENGINEER
WVL 2 83 P

NO.	DATE	REVISION	BY
CITY ENGINEERING DEPARTMENT, VANCOUVER, B.C.			
W.S.E.M. DIVISION NEW WESTMINSTER BRANCH			
PIPE CROSSINGS			
KENT AVE N. - WEST OF ARGYLE ST MILE 2.84 & MILE 2.87 NEW WEST. BR. V&L.I.			
REFS. W 806	DATE 3/16/77	DESIGN M.R	
SCALE AS SHOWN	DWG. 2	CHK.	
CODE		DRAWING NUMBER	A-430
S			SHEET OF

City of Vancouver

Inter-Office Correspondence

FILE #	CENTRAL REGISTRY DOCUMENT
AL	320 577 (4500) 838 230 (Kint) 306 819 (Kinniss)

LAW DEPARTMENT

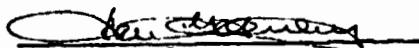
December 6, 1977

TO: City Engineer
Attention: A. Vandalen
Departmental Services & Sewers Division

FROM: Ian Henley

RE: Agreement between MacMillan Bloedel Limited
and the City of Vancouver relating to two
pumping stations - your file C 320 557 (4500)

We now enclose a copy of the fully executed agreement for your files. The effect of this agreement is that the pumping stations are now the property of the City of Vancouver, and the City is responsible for their operation.


Ian G. Henley

IGH:EG
Enc.

ENGINEERING
CENTRAL
REGISTRY
DEC 7 1977

ROUTING CE/DS/s/
INFORMATION
City of Vancouver
NOTED FOR FILING INITIAL

THIS AGREEMENT made the day of in
the year One Thousand, Nine Hundred and Seventy-seven (1977).

BETWEEN:

CITY OF VANCOUVER
(hereinafter called the "City")

OF THE FIRST PART

AND:

CCLS
MacMILLAN BLOEDEL ~~BOOK~~ LIMITED
(hereinafter called the "Company")

OF THE SECOND PART

A. WHEREAS the City by resolution of its Council adopted on February 6th, 1973, agreed to permit the Company to install two pumping stations including the force mains connecting them to the Greater Vancouver Regional District's trunk sewer of a size, design and specification approved by the City (hereinafter called the "works") on properties owned by the City at the north-west corner of Boundary Road and Kent Avenue North and at the corner of Kinross Street and Kent Avenue North which are more particularly known and described as Lot 52 and 53A, Blocks 24 to 29, District Lots 330 and 331, Plan 14773 and Lots 9, 10, 11, Block B of Block 10, District Lots 330 and 331, Plan 3091 (hereinafter called the "Lands").

B. The said resolution provided that the City would accept the two pumping stations and force mains when they have been satisfactorily completed and are operating to the satisfaction of the City Engineer after the initial operating period of two years by the Company.

C. AND WHEREAS the said works have been installed for a period in excess of two years.

FILE #	CENTRAL REGISTRY DOCUMENT
320 577(4500) <i>Ind. Rd.</i>	
✓ 838 230 (<i>Rent Ave</i>)	
✓ 306 819 (<i>Kinross</i>)	

ENGINEERING DEPARTMENT

November 25, 1977

File #C 320 577 (4500)

MEMO TO: Director of Legal Services
Att'n: Mr. I.G. Hanley

FROM: City Engineer

SUBJECT: SEWAGE PUMPING STATIONS LOCATED AT THE NORTH WEST
CORNER OF BOUNDARY ROAD AND KENT AVENUE NORTH AND
THE CORNER OF KINROSS STREET AND KENT AVENUE NORTH

With reference to your memo dated November 15, 1977 regarding the take-over agreement of these pumping stations, please be advised that they are in good operating condition.

We hereby request you to execute this agreement on behalf of the City.

BD
Form
a
AV/r1

W.H.C. Curtis

W. H. Curtis
CITY ENGINEER

City of Vancouver



Inter-Office Correspondence

FILE #

CENTRAL
REGISTRY
DOCUMENT

320577(4500)

✓ 838230 (Kent)

AL 306819 (Kinross)

November 15, 1977

Law Department

MEMO TO:

City Engineer

Attn: A. Vandalen
Departmental Services
& Sewers Division

FROM:

Ian G. Henley

SUBJECT:

Pumping Stations located at the northwest
corner of Boundary Road and Kent Avenue North
and the corner of Kinross Street and Kent
Avenue North

Attached is a copy of the revised agreement that has been
agreed upon by MacMillan Bloedel Limited.

Please note that the effective date of the take-over by the
City is October 1, 1977. Are you satisfied that the stations
are in good order and that all the necessary equipment for
the operation is in place? If so, we will arrange to have
the agreement executed on behalf of the City and forward you
a copy for your records.

RECEIVED
TRAFFIC
STRY

NOV 16 1977

ICH:my
Att.

CE/DS/LS

Ian G. Henley

City of Vancouver



Inter-Office Correspondence

LAW DEPARTMENT

CENTRAL
REGISTRY
DOCUMENT

FILE #

320 577 (4500) Bndy Rd.
✓ 838 230 (Kent Ave)
306 819 (Kerr St)

Sept. 9, 1977

Your File #320 577

MEMO TO: Engineering
Attention: P. Connolly, Sewers Engineer

FROM: Ian G. Henley

RE: TAKE-OVER OF TWO SEWAGE PUMPING STATIONS
OWNED BY MacMILLAN BLOEDEL LTD.

As you requested, I have prepared the attached agreement in draft for your perusal.

Please let me know if it is satisfactory.


Ian G. Henley

IGH:sk
Att.

ENGINEERING
CENTRAL
REGISTRY

SEP 9 1977

ROUTING CE/DS+S/
INFORMATION
CROSS REFERENCE
RELEASED FOR FILING
INITIAL

PR

CP Rail

Ste. 700 Granville Square
200 Granville Street
Vancouver, B. C.
V6C 2R3

August 25, 1977

File: WL.2.59 P

City of Vancouver
City Engineering Department
City Hall
453 West 12th Avenue
Vancouver, B. C.
V5Y 1V4

Attention: Mr. P. S. Herring, P. Eng.

Dear Sirs:

RE: Permit PV-6852 covering Pipe Crossing located
at Mile 2.59 Westminster Branch, V & L.I. Railway

Enclosed, for your records, is a fully executed copy
of the above mentioned Permit.

Yours truly,

G. A. Swanson
G. A. Swanson
Superintendent

Enclosure

ENGINEERING
CENTRAL
REGISTRY

AUG 26 1977

ROUTING
DE/NS/mj GVB
FORMATION
REFERENCE
27/9/77 MR

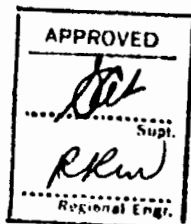
FILE #
838 230
(clerk)
CENTRAL REGISTRY DOCUMENT

PERMIT: PV-6852

July 20, 1977

File: WL.2.59 P

Vancouver, B. C.



By Supplementary Letters Patent the name "Canadian Pacific Railway Company" has been changed, and such name wherever appearing herein shall be read as "Canadian Pacific Limited".

UNDERGROUND PIPE CROSSING
STAMP PERMIT

THE CANADIAN PACIFIC RAILWAY COMPANY hereby consents to the undersigned Applicant placing, laying down and maintaining under the railway of the said Railway Company the pipes shown on this plan and as located thereon, subject to the placing, laying down, and maintenance thereof by the Applicant being in accordance with the orders, rules, regulations, plans and specifications issued, adopted or approved by the Board of Transport Commissioners for Canada for the placing, laying down, construction and maintenance of pipes and pipe crossings under and across railways and such other orders, rules, regulations, plans and specifications as may be issued, adopted or approved from time to time by the said Board governing the same, and subject to the terms and conditions therein contained, and subject further to payment by the Applicant to the Railway Company of the cost of any work, which shall be performed by the Railway Company, of supporting the Railway Company's tracks or structures, or of protecting train movements made necessary by the construction, maintenance or repair of the pipes, all of which the Applicant for itself, its successors and assigns or for himself, his heirs, executors, administrators and assigns hereby covenants, promises and agrees with the said Railway Company to observe, perform and fully comply with.

Dated this 20th day of July A.D. 19 77

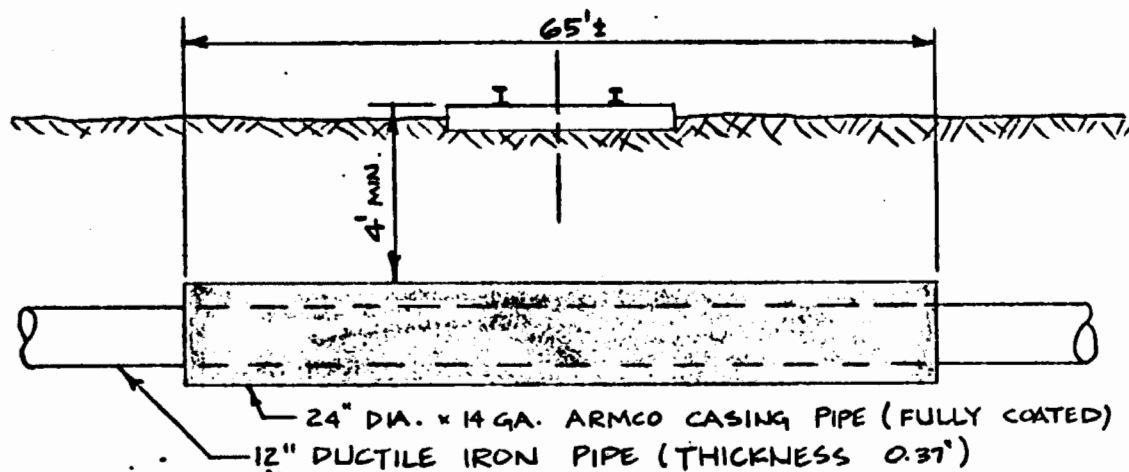
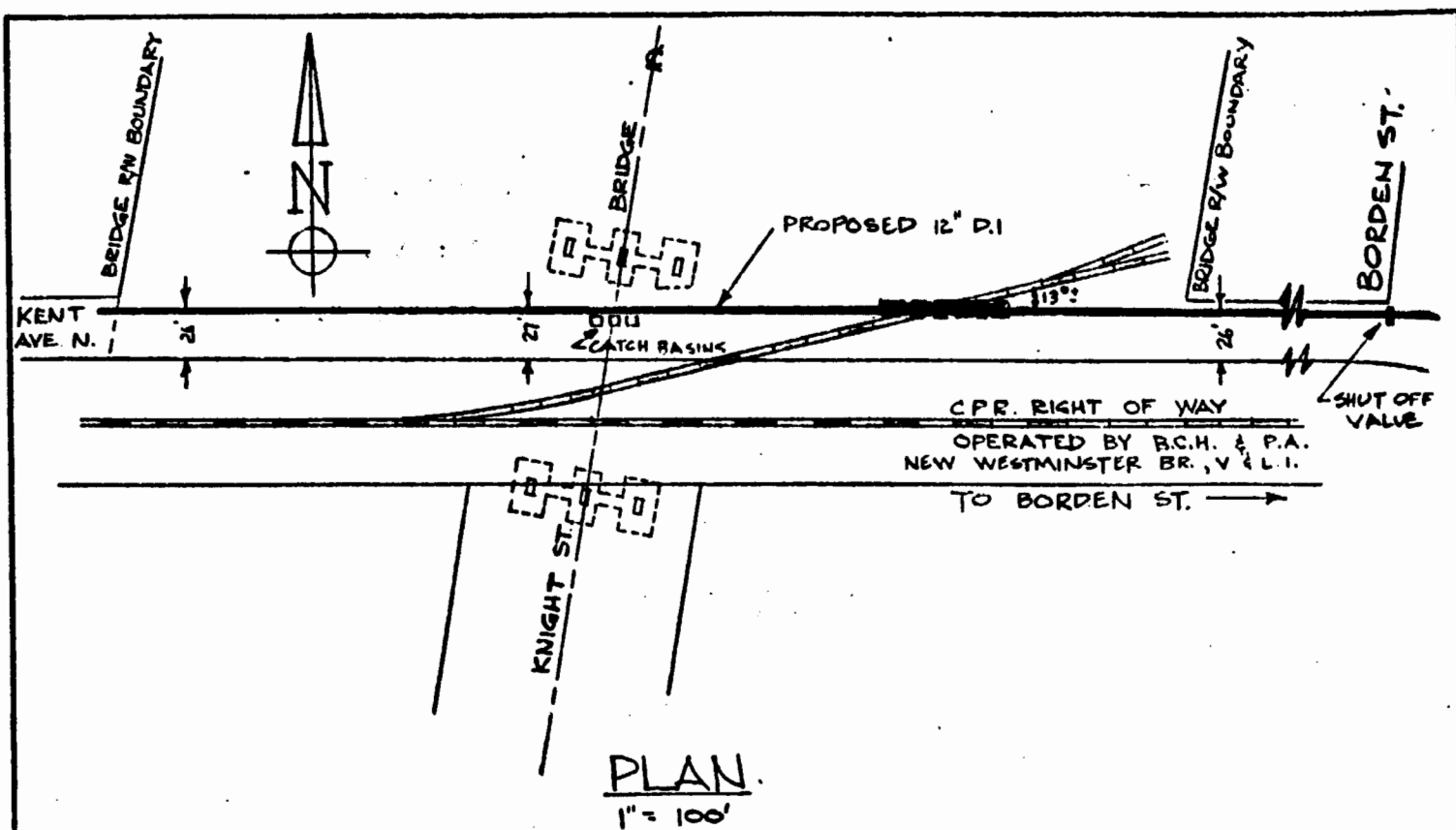
CANADIAN PACIFIC RAILWAY COMPANY

J. B. Brumley
Regional Manager, Operation and Maintenance
Applicant:

CITY OF VANCOUVER

[Signature]
CITY ENGINEER

[Signature]
DIRECTOR OF LEGAL SERVICES



CROSS SECTION AT MAIN

N.T.S.

NOTE:

- NORMAL MAX. OPERATING PRESSURE 150 P.S.I.
- TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH CANADIAN TRANSPORT COMMISSIONERS GENERAL ORDER E-10

B. M. O. Rourke
DIVISION ENGINEER

WVL 2.59 P

NO.	DATE	REVISION	BY
CITY ENGINEERING DEPARTMENT, VANCOUVER, B.C.			
W.S. & M. DIVISION WATERWORKS BRANCH			
PIPE CROSSING			
KENT AVE. N. - APPROX. 600' W. OF BORDEN ST. (UNDER KNIGHT ST. BRIDGE)			
MILE 2.53 NEW WESTMINSTER BR. V & L.I.			
REFS. W 80b	DATE 3/1/51	DESIGN M.R.	
SCALE AS SHOWN	DWG. B.H.	CHK.	
CODE		DRAWING NUMBER	AF. 481
S			SHEET OF

DIRECTOR OF LEGAL SERVICES
CHARLES S. FLEMING

ASSISTANT DIRECTORS

JOHN A. COWLEY
JOHN L. MULBERRY
TERRANCE R. BLAND

SOLICITORS

ROBERT G. JACKSON IAN G. HENLEY
P. J. V. GILBERT JOE STUBBS
ROBERT C. P. WALKER



FILE	CENTRAL REGISTRY DOCUMENT
OUR FILE NO. 270 758 (Elliott St) 838 230 (Kent St)	
CITY HALL 453 WEST 12TH AVENUE VANCOUVER, B.C. V5Y 1V4	

TELEPHONE 873-7507

Aug. 16, 1977

Canadian Transport Commission
Bentall One
1710 - 505 Burrard St.
Vancouver, B.C. V7X 1M6

Attention: Mr. J.J. Eisler, Reg. Mgr.
Railway Transport Committee

Dear Sirs:

Re: Your File No. 27073.681
Pedestrian Crossing over CPR track at Kent & Elliott Sts.
Mile 3.55, V & L.I., New Westminster Branch

We have received copy of letter dated July 8th, 1977 from Mr. McLearn of Canadian Pacific.

We object to the requirement by the Railway that the City accept responsibility for all liabilities at the crossing. We are prepared to assume those liabilities which properly arise out of the granting of a crossing by your Committee and certainly not of all liabilities which may be attributable to the negligence or arise out of the acts of the Railway or others.

The Railway also requests that "the City confirm the understanding that this crossing will never become a public vehicular crossing". The City is not in the position to give such an undertaking having regard for the fact that circumstances may very well change on the south side of the Railway line and a vehicular crossing may be required in the future and the City would wish to reserve its right at all times to apply for a crossing.

AUG 17 1977

Yours truly,,

Ian G. Henley

ROUTING
CE/SD/
IGH:sk
CC:
INFORMATION
D. Holloway, Eng.
Mr. J. d'Avignon, CTC
Mr. J.D. Bromley, CPL
CROSS-REFERENCE
Mr. R.M. McLearn, CPL
PREPARED FOR
FILE

CENTRAL
REGISTRY
DOCUMENT

FILE #

270 758 (Elliott)

✓ 838 230 (Kent)

July 26, 1977.

File #270 758

CITY ENGINEERING DEPARTMENT

MEMO TO: Director of Legal Services - Attention: Ian G. Henley

FROM: City Engineer

SUBJECT: PEDESTRIAN CROSSING OVER CPR TRACK AT KENT AND ELLIOTT STREETS
MILE 3.55 V. & L.I., VAN WESTMINSTER BRANCH

This is in reply to your memo of July 19, 1977.

It is not our intention that the above crossing should become a public vehicle crossing. However, to my knowledge, we have not given a commitment to the railway that it would never become one.

I am concerned about the railway's request for the City to accept all responsibilities for liabilities at this location. I was of the opinion that one of the reasons for making the pedestrian crossing public was that such liabilities were avoided.

D.T.Holloway:bg DH


W. H. Curtis,
City Engineer.

FILE #

CENTRAL REGISTRY DOCUMENT

838 190 (Kent)
938 230 (Kent)

CITY ENGINEERING DEPARTMENT

July 26, 1977

W.W.2.4.1.0

MEMO TO: Director of Legal Services
Attention: Mr. I. G. Henley

FROM: Assistant City Engineer
Water, Sanitation & Materials

SUBJECT: PIPE CROSSING PERMITS
PV6851 AND PV6852

Attached are documents for two pipe crossing permits: PV6851 (Kent Avenue North - west of Argyle Street, Mile 2.83 New Westminster Branch, V. & L.I. Railway) and PV6852 (Kent Avenue North-approximately 600 feet west of Borden, under Knight Street Bridge, Mile 2.59 Westminster Branch, V. & L.I. Railway).

We have asked Accounting to supply you with a cheque for \$10.00 for documentation fees for C.P. Rail.

Please execute the above on our behalf.

nm
nr
MLR/re
Attach


P. S. Herring
Assistant City Engineer
Water, Sanitation & Materials

Office of the
Superintendent

CP Rail

Ste. 700 Granville Square
200 Granville Street
Vancouver, B. C.
V6C 2R3

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 230 (tentative)

July 20, 1977

File: WL.2.83 P

City of Vancouver
City Engineering Department
City Hall
453 West 12th Avenue
Vancouver, B. C.
V5Y 1V4

Attention: Mr. P. S. Herring, P. Eng.

Dear Sirs:

RE: Permit PV-6851 covering pipe crossing located
at Mile 2.83 Westminster Branch, V & L.I. Railway

Enclosed, in triplicate is a Permit covering the above
mentioned installation. Would you please have this Permit
executed under seal.

Upon completion, please return all copies to this office for
execution by Canadian Pacific Limited, after which one copy
will be forwarded to you for your records.

Please note, that forty-eight hours notice is required before
any work is undertaken on the above installation, please
contact Mr. F. Friedel, P. Eng. B. C. Hydro and Power Authority,
phone 521-1966.

Please also forward your cheque in the amount of \$5.00 to cover
documentation fee.

Yours truly,

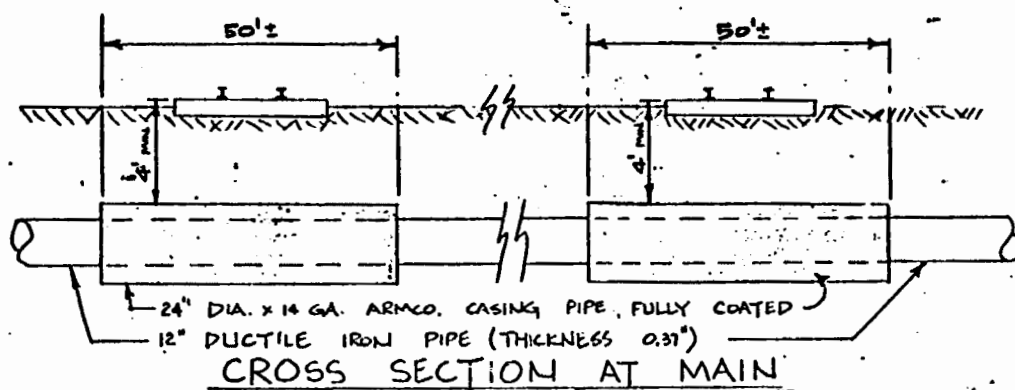
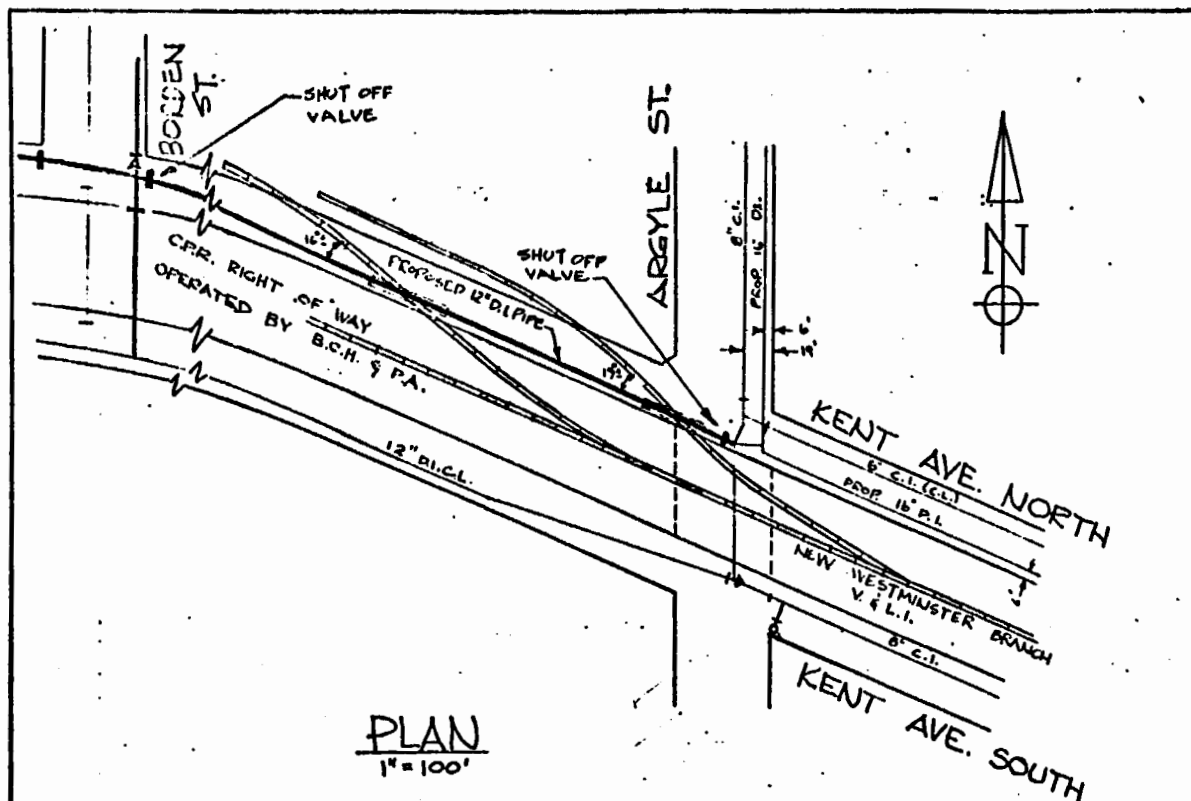
G. A. Swanson
G. A. Swanson
Superintendent

Enclosure

ENGINEERING
CENTRAL
REGISTRY

JUL 21 1977

ROUTING
DEC 1 1977
RECEIVED
27/7/77
218



NOTE:

- NORMAL MAX. OPERATING PRESSURE - 150 PSI.
- TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH CANADIAN TRANSPORT COMMISSIONERS GENERAL ORDER E-10

[Signature]
 DIVISION ENGINEER
 WVL 2.83 P

NO.	DATE	REVISION	BY
CITY ENGINEERING DEPARTMENT, VANCOUVER, B.C.			
W.S. & M. DIVISION WATERWORKS BRANCH			
PIPE CROSSINGS			
KENT AVE N. - WEST OF ARGYLE ST MILE 2.84 & MILE 2.87 NEW WEST. BR. V. & L.I.			
REFS. W 806	DATE 3/15/72	DESIGN M.R	
SCALE AS SHOWN	DWG. P.H.	CHK.	
CODE	DRAWING NUMBER	A 480	
S		SHEET ____ OF ____	

4P

Office of the
Superintendent

CP Rail

Ste. 700 Granville Square
200 Granville Street
Vancouver, B. C.
V6C 2R3

CENTRAL
REGISTRY
DOCUMENT

838 230 (Kent Ave.)

MR.

July 20, 1977

File: WVL.2.59 P

City of Vancouver
City Engineering Department
City Hall
453 West 12th Avenue
Vancouver, B. C.
V5Y 1V4

Attention: Mr. P. S. Herring, P. Eng.

Dear Sirs:

RE: Permit PV-6852 covering pipe crossing located
at Mile 2.59 Westminster Branch, V & L.I. Railway

Enclosed, in triplicate is a Permit covering the above mentioned installation. Would you please have this Permit executed under seal.

Upon completion, please return all copies to this office for execution by Canadian Pacific Limited, after which one copy will be forwarded to you for your records.

Please note, that forty-eight hours notice is required before any work is undertaken on the above installation, please contact Mr. F. Friedel, P. Eng. B. C. Hydro and Power Authority phone 521-1966.

Please also forward your cheque in the amount of \$5.00 to cover documentation fee.

Yours truly,

G. A. Swanson
G. A. Swanson
Superintendent

Enclosure

674
ENGINEERING
CENTRAL
REGISTRY

JUL 22 1977

ROUTING
DEC/WJH/11
INFORMATION
CROSS
RELEASE FOR FILING
INITIAL J. H. K.

PERMIT: FV-6852

July 20, 1977

File: WVL.2.59 P

Vancouver, B. C.



By Supplementary Letters Patent the name "Canadian Pacific Railway Company" has been changed, and such name wherever appearing herein shall be read as "Canadian Pacific Limited".

**UNDERGROUND PIPE CROSSING
STAMP PERMIT**

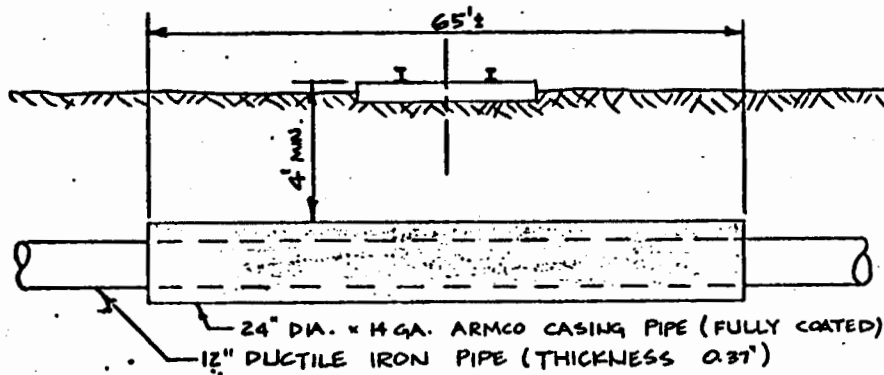
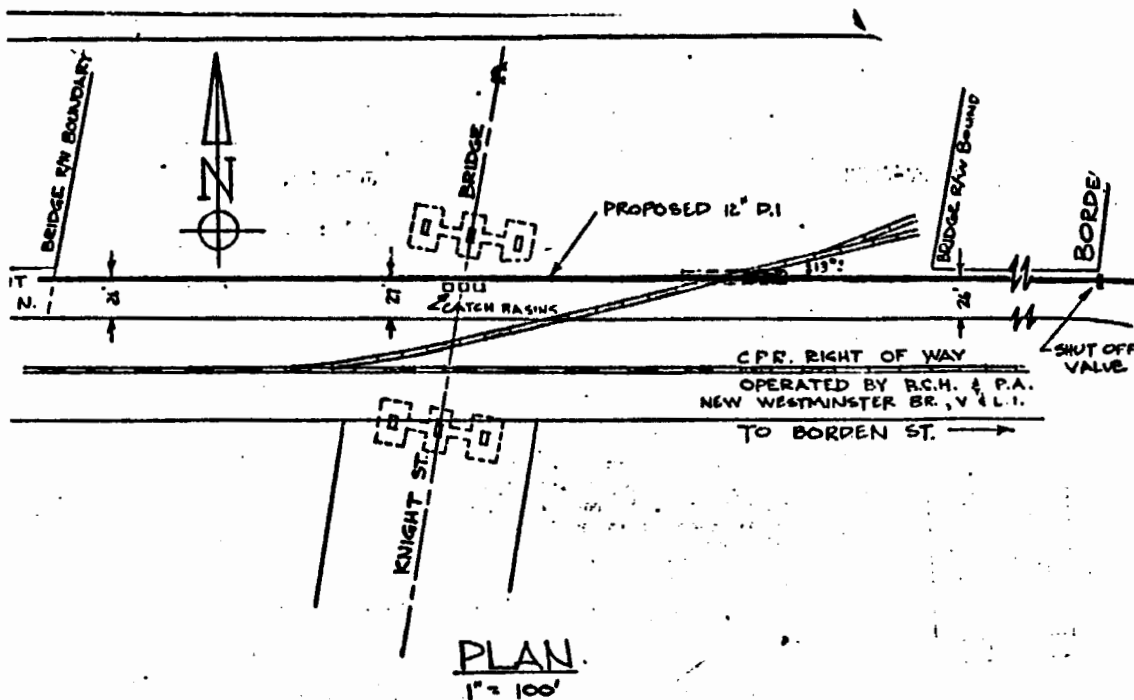
THE CANADIAN PACIFIC RAILWAY COMPANY hereby consents to the undersigned Applicant placing, laying down and maintaining under the railway of the said Railway Company the pipes shown on this plan and as located thereon, subject to the placing, laying down, and maintenance thereof by the Applicant being in accordance with the orders, rules, regulations, plans and specifications issued, adopted or approved by the Board of Transport Commissioners for Canada for the placing, laying down, construction and maintenance of pipes and pipe crossings under and across railways and such other orders, rules, regulations, plans and specifications as may be issued, adopted or approved from time to time by the said Board governing the same, and subject to the terms and conditions therein contained, and subject further to payment by the Applicant to the Railway Company of the cost of any work, which shall be performed by the Railway Company, of supporting the Railway Company's tracks or structures, or of protecting train movements made necessary by the construction, maintenance or repair of the pipes, all of which the Applicant for itself, its successors and assigns or for himself, his heirs, executors, administrators and assigns hereby covenants, promises and agrees with the said Railway Company to observe, perform and duly comply with.

Dated this 20th day of July A.D. 19 77
CANADIAN PACIFIC RAILWAY COMPANY

Regional Manager, Operation and Maintenance
Applicant:

CITY OF VANCOUVER

ENGINEER



CROSS SECTION AT MAIN

N.T.S.

NOTE:

- NORMAL MAX. OPERATING PRESSURE 150 P.S.I.
- TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH CANADIAN TRANSPORT COMMISSIONERS GENERAL ORDER E-10

B. M. O. Rourke
DIVISION ENGINEER
WVL 2.59 P

NO.	DATE	REVISION	BY
CITY ENGINEERING DEPARTMENT, VANCOUVER, B.C.			
W.S. & M. DIVISION WATER MAINS BRANCH			
PIPE CROSSING			
KENT AVE. N. - APPROX. 600' W. OF BORDEN ST. (UNDER KNIGHT ST. BRIDGE)			
MILE 2.53 NEW WESTMINSTER SR. V.L.L.			
REFS. W Bob	DATE 3/15/77	DESIGN M.R.	
SCALE AS SHOWN	DWG. S.H.	CHK.	
CODE	DRAWING NUMBER	AF. 481	
S		SHEET ____ OF ____	

City of Vancouver



Inter-Office Correspondence

LAW DEPARTMENT

FILE #

CENTRAL
REGISTRY
DOCUMENT

270 758 (Elliot St)
✓ 838 230 (Kent St)

July 19, 1977

MEMO TO: City Engineer
Attention: D. Holloway

FROM: Ian G. Henley

RE: Pedestrian Crossing over CPR track at Kent & Elliott
Sts., Mile 3.55 V & L.I., New Westminster Branch

Attached is copy of letter July 8, 1977 from Canadian Pacific to the C.T.C.

Canadian Pacific has no objection to the pedestrian crossing provided we assume all costs and liabilities and confirm the understanding that this crossing will never become a public vehicular crossing.

Have you, in fact, reached the understanding that this crossing will never become a public vehicular crossing?

I am concerned that at this stage of the game we can give a categoric undertaking that this will never occur. I think the position we should be taking is that we do not intend that this become a public vehicular crossing.

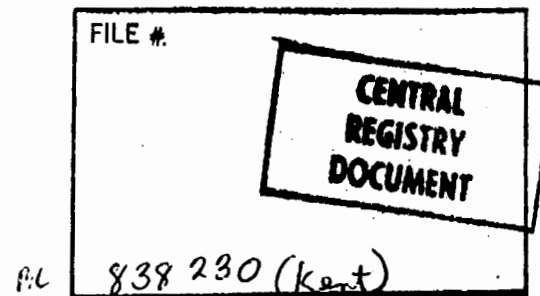
May I have your comments.

ENGINEERING
CENTRAL
REGISTRY

JUL 20 1977k

ROUTING
CE/SD/
INFORMATION
CR
RECEIVED
DATE

Ian G. Henley



M. Robertson
June 21, 1977

W.W.2.4.1.0

Mr. G. A. Swanson,
Superintendent,
C.P. Rail,
Ste 700 Granville Square,
200 Granville Street,
Vancouver, B. C.

Dear Mr. Swanson:

**WATERMAIN CROSSINGS UNDER CPR NEW WESTMINSTER
BRANCH ALONG KENT AVENUE WEST OF ARGYLE STREET**

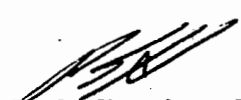
The City of Vancouver Water Works Branch intends to make five crossings under the CPR tracks (New Westminster Branch, V&L.I.) along Kent Avenue. Details of the crossings are shown on the following plans.

- A^F478 - crossing at Borden Street from Kent Avenue South to Kent Avenue North,
- A^F479 - crossing at St. George Street from Kent Avenue South to Kent Avenue North
- A^F480 - crossing 2 spur tracks along Kent Avenue North between Borden Street and Argyle Street
- A^F481 - crossing spur track along Kent Avenue North approximately 600 ft. west of Borden (in Highways right-of-way under Knight Street Bridge).

The crossings shown on A^F478, A^F479 and A^F481 require agreements so 8 copies of these plans are attached along with 2 copies each of CPR application from R.W.2. An agreement is not necessary for the two spur track crossings on plan A^F481 of which 12 copies are attached (6 for each crossing).

As we wish to begin watermain installation in July, 1977 we would appreciate a verbal or written approval at your earliest convenience, prior to execution of the agreements if possible.

Yours truly,


P. S. Herring, P. Eng.
Assistant City Engineer
Water, Sanitation & Materials

MLR/re
Attach

CITY OF VANCOUVER
Traffic Engineering DivisionCENTRAL
REGISTRY
DOCUMENT

- REQUEST FORM -

REQUEST FOR: Stop sign
 AT: Jellicoe & Kent.
 FROM: Mr. Kennedy, Goodman Motor Transport 850 Jellicoe 433-3611
(Individual and/or Name of Firm) (Address) (Telephone)

REMARKS: View obstruction? Motorists on Jellicoe cannot
see vehicles approaching on Kent & vice versa.

RECEIVED	FORM OF REQUEST	DISPOSITION	DATES
DATE: <u>June 8-77</u>	PERSON: _____	PASSED TO SUPERVISOR BY: <u>W.H.</u>	<u>June 8-77</u>
BY: <u>W.H.</u>	TELEPHONE: ☒	ASSIGNED BY SUPERVISOR TO: _____	
		OUTSTANDING TO: _____	

INVESTIGATION



285-837

DATE

ACCIDENT HISTORY

77-0
 76-0
 75-0
 74-0
 73-0

Phoned Mr. Kennedy and advised no problem at this location. He asked for S/S for N/B vehicles on Jellicoe at S. Kent to prevent potential accidents. I explained our stop sign request policy. He understood that there is no need for further traffic control. No accidents recorded at either intersections near Kent N & S. Request submitted on a preventative basis only.

SIGNATURE

CENTRAL REGISTRY



FILE #	MacMillan Bloedel Limited
	838 230 (Kent)
	306 819 (Kinross)
	P.O. Box 340, Postal Station "A"
	Vancouver, B.C. V6C 2N1
Area Code: 604	Telephone: 435-1487

Vancouver Plywood Division

June 6, 1977

Mr. P. Connelly,
Ass't City Engineer,
Departmental Services & Sewers,
City Of Vancouver,
453 West 12th Avenue,
Vancouver, B. C.
V5Y 1V4

Dear Pat:

Re: Ownership Transfer - Pumping Stations
at Kent & Kinross

We refer to our letter of April 5th, 1977, and past conversations and agreements regarding ownership transfer of these stations from MacMillan Bloedel Limited to the City of Vancouver.

Could you please let us know when this transfer will be complete?

Can our Legal Department assist in any way in order to speed up the process?

We would appreciate an answer as to the progress at your earliest convenience.

Yours very truly,

O. Friele
O. FRIELE -
Project & Development
Engineer.

ENGINEERING
CENTRAL
REGISTRY
JUN 7 1977

ROUTING
CE/dsds/
INFORMATION
CROSS REFERENCE
RELEASED FOR FILING
INITIAL

OF/c1

FILE #

CENTRAL
REGISTRY
DOCUMENT

270 758 (10/17)
770 130 (10/17)

CITY ENGINEERING DEPARTMENT

May 24th, 1977

MEMO TO: Mr. I. Henley
FROM: Assistant City Engineer, Streets
SUBJECT: PEDESTRIAN CROSSING OVER C.P.R. TRACK AT
KENT AND ELLIOTT STREETS, MILE 3.55, V & LI
NWR BRANCH

Attached are six prints of drawing RB 68 showing the above crossing. They are revised to show information requested by the Canadian Transport Commission.

The City is senior at this location so we would expect the railway to bear the cost of constructing and maintaining the crossing. However, the City would be responsible for other improvements.

It is anticipated that the crossing will have an average use of ten persons per day.

E. A. West

E. A. West
Assistant City Engineer
Streets

D. Holloway/pac
Attach. DH

FILE #

**CENTRAL
REGISTRY
DOCUMENT**

Date: May 12, 1977

838 230 (Kent ave)
302 770 (Gerr St) m
830 267 (SE Marine)

Subject: Rezoning - Area Bounded by S.E. Marine Drive on the North, Hartley Street on the East, Kent Avenue on the South and Kerr Street on the West

Council also amended the voting record on item 1, page 1 of the same Minutes to show Alderman Brown as opposing the application re Earles Street and Vanness.

MAY 13 1977

ROLLING
86/DC/1
E. V. P. 1

CENTRAL
REGISTRY
DOCUMENT

FILE #

320577 (4500)
✓ 338230 (Kent)
306819 (Kinross)

May 12, 1977

File #320 577

CITY ENGINEERING DEPARTMENT

MEMO TO: Director of Legal Services

FROM: Acting Assistant City Engineer,
Departmental Services & Sewers

SUBJECT: TAKE-OVER OF TWO SEWAGE PUMPING STATIONS OWNED BY
MACMILLAN BLOEDEL LTD.

The two pumping stations concerned are located on the NW corner of Boundary and N. Kent (on City-owned property) and the NW corner of Kinross and N. Kent (on City-owned property leased by MacMillan Bloedel). These pump stations are still owned by MacMillan Bloedel Ltd.

The historical development of this arrangement is explained in the attached correspondence and reports. MacMillan Bloedel is now requesting transfer of ownership of these pump stations to the City. One minor deficiency has been discovered upon inspection, but has been repaired as per MacMillan Bloedel letter dated April 5, 1977.

Please prepare the necessary documents to permit the City to take over these stations. If any questions arise, please call the Sewers Engineer at Local 356.



R.H. Currie
Acting Assistant City Engineer
Departmental Services & Sewers

 A.Vandalen/nh
Attach:

CENTRAL REGISTRY



BRITISH COLUMBIA HYDRO AND POWER AUTHORITY

FILE #

838 230 (Kantare)

3777 Lougheed Highway
Burnaby, B. C. V5C 3Y3

April 25, 1977

File: M/1

City of Vancouver
453 West 12th Avenue
Vancouver, B. C. V5Y 1V4

Dear Sir:

Off-line gas main

We wish to advise that our 3" High Pressure gas main as noted in red on the attached map is off-line.

The approved running line for this extension, installed on GCO 3203B/67 was 9' south side, but you will note that the running line varies from 6' to 8' south side.

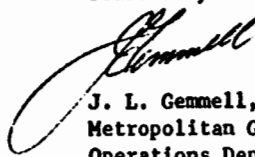
It is understood that, should future installations by the City of Vancouver be hampered by the section of main found off-line, re-adjustment will be undertaken by the Authority at no cost to Vancouver.

For the clarification of terminology, a variation in excess of one foot from the approved running line is deemed off-line. All measurements are taken to the centre line of the pipe where exposed and rounded generally to the nearest foot. All other measurements are based on pipe locator indications.

ENGINEERING Should you require any further information as to this
CENTRAL installation, please do not hesitate to contact our Mr. K. Gamble,
REGISTRY at 298-1311, Local 228.

APR 29 1977

Yours very truly,


J. L. Gemmell, Manager
Metropolitan Gas
Operations Department

ROUTING
DCE/E/EC/
INFORMATION
CROSS-REFERENCE /yz
RELEASED FOR FILING
INITIAL

Attach.

CENTRAL REGISTRY DOCUMENT	FILE #
	838.230 (Kent Ave)

wp

G.N. Bratton, P. Eng.

March 18, 1977

Mr. K. E. Robinson, P. Eng.,
Dames & Moore Consulting Engineers,
1464 Main Street,
North Vancouver, B. C.

Dear Mr. Robinson:

**SOIL INVESTIGATION AND PRELIMINARY RECOMMENDATIONS
FOR WATERMAIN INSTALLATION, KENT AVENUE**

With reference to your discussions with Messrs. Bratton and McDonald of the Water Works Branch concerning your preliminary report disclosing extremely weak soils encountered at Kerr Road and Kent Avenue, this letter is your authority to carry out additional testing on Kent Avenue to determine the extent of this weak soil, and to design suitable piles to carry the thrust of the 90° bends.

We agree with your suggestion that any thrust restraint be designed to minimize the differential settlement between the watermain and any supported thrust block.

To cover this additional work, an additional \$1,500 has been allocated for this assignment. It is therefore my understanding that the total cost of your services, including this additional task will not exceed \$4,500.

Please call Mr. Bratton, telephone 873-7350 if more information is required.

Yours truly,

GNB/re
GNB/re

cc: P.S. Herring

GNB
Deputy City Engineer

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 230 (Kent Ave)

MR

G. L. Jardine
March 3, 1977

838 230

Superintendent,
C. P. Rail,
Ste. 700 Granville Square,
Vancouver, B. C.
V6C 2R3

Attention: Mr. G. A. Swanson

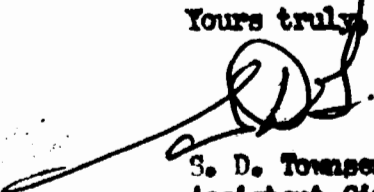
Dear Sir: RE: SPUR TRACK CROSSING OVER KENT AVENUE SOUTH,
EAST OF JELICO STREET

Reference your letter of February 23, 1977, please be advised that your drawing, plan number SV 2909, file VLI.0.349.102 correctly shows the spur we desire removed for our water line construction.

Our Waterworks Branch has informed me that construction is tentatively scheduled to commence at the beginning of April, 1977.

Please advise us as to what date our forces can begin removal of the spur.

Yours truly,


S. D. Townsend,
Assistant City Engineer,
Streets

GLJ/em DH

cc Waterworks Design

~~CENTRAL REGISTRY~~

City of Vancouver



Inter-Office Correspondence
Properties Division February 11, 1977

CENTRAL
REGISTRY
DOCUMENT

FILE #

000 258

~~838 230 (Sent to)~~

MR.

Blk 3

To: Mr. W.H. Curtis, City Engineer,
City Hall

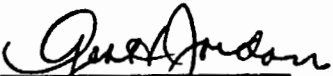
Attention: Mr. A. Burhoe

From: Mr. G.H. Jordan,
Supervisor of Properties

Subject: Agreement for Railway Spur Track
Crossing - Our Account #4269

Attached hereto is a photocopy of a letter which is self-explanatory. Would you please advise as to whether or not you have any objection to the assignment of this agreement from Ocean Construction Supplies Limited to Standard General Construction (B.C.) Limited.

An early and prompt reply would be appreciated.


Supervisor of Properties

PM/js

ENGINEERING
CENTRAL
REGISTRY

FEB 14 1977

ROUTING
CE/DCE/SD
Surveys/
INFORMATION
CROSS-REFERENCE
838 230 (Sent to) ✓
RELEASED FOR FILING
INITIAL



OCEAN CONSTRUCTION SUPPLIES LIMITED

8955 Shaughnessy Street, Vancouver, British Columbia, Telephone (604) 261-2211

Mailing Address: P.O. Box 2300, Vancouver, B.C. V6B 3W6

February 3, 1977

City of Vancouver
Property & Insurance Office
City Hall - East Wing
453 West 12th Avenue
Vancouver, B.C. V5Y 1V4

Dear Sirs:

Re: Agreement for Railway Spur
Track Crossing - Acct. #4269

Ocean Construction Supplies Limited is in the process of preparing a Lease from Ocean to Standard-General Construction (B.C.) Ltd. on property belonging to Ocean at the Foot of Kerr Road on the Fraser River.

Ocean has an Agreement (copy enclosed) for a Railway Spur Track Crossing with the City of Vancouver and would like to have approval, in writing, to sublet this crossing to Standard-General Construction.

We would appreciate an early reply to our letter.

Yours very truly,

L. J. Campbell
L. J. Campbell,
Vice-President,
Finance

/ec
Encl.

L. J. Barber

670 No. 3 ROAD
RICHMOND, B.C.
V6Y 2C3

OFFICE PHONE
278-9881

MacDonald & Eedy Realty Ltd.

INSURANCE - MORTGAGES

FILE #	CENTRAL REGISTRY DOCUMENT
4256	

February 8, 1977

Assistant City Engineer of Street,
City Hall,
12th Ave. & Cambie St.,
Vancouver, B. C.

Dear Sirs:

We are agents for the sale of two adjacent residential properties namely, 8466 Victoria Drive and 2025 Kent Avenue north.

Both of these properties are residential in use as are all the neighboring properties to the north up to Marine Drive. Mr. & Mrs. Peter & J. Hrycenko have owned 2025 Kent for over 20 years and recently acquired 8466 Victoria Drive (formerly Mr. Hrycenko's mother and father's home).

Legals: Kent Lot E Blk O D.L. 328 45 x 184.10
Victoria Lot D Blk O D.L. 328 45 x 194.10

The question has been asked by an interested purchaser (an administrative employee of Canadian Forest Products) as to the city's present and future plans re Kent Ave. North as he indicated he had heard it was slated for a truck route, if not he is very interested in buying. However if it is to be a truck route, then he definitely is not interested. Also what will happen with the vacant acreage immediately to the east and fronting on Victoria Drive and going down to the tracks? Will this be a park?

Trusting for an early reply as both the owner (vendor) and purchaser want to know.

Yours very truly,

MacDONALD & EEDY REALTY LTD.

Per:

N. MacDonald
President

M:eb

ENGINEERING
CENTRAL
REGISTRY
FEB 10 1977

ROUTING CE / DCE / TD / Survey /
INFORMATION
CROSS 232 230 (Kent) ✓ 253 733 (Victoria)
RELEASED FOR FILING
INITIAL



EQUITY TRADERS LTD.
A NATIONAL Real Estate Relocation
company . . . professional independent
Real Estate men and women selling
houses and helping to relocate people
and businesses across the country.

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 230 (Kent Ave)

MR

D. T. Holloway
January 24, 1977

838 230

Division Superintendent
C. P. Rail
200 Granville Street
Vancouver, B. C.

Attention: Mr. P. Green

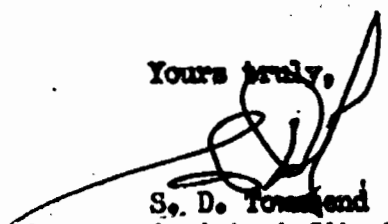
Dear Sir:

SPUR TRACK CROSSING OVER KENT AVENUE SOUTH,
EAST OF JELICOE STREET

We are proposing to lay a water line along Kent Avenue ten feet south of your south right of way limit. The above spur extends into the street about ten feet and would interfere with the work.

As discussed by telephone, our forces will remove the rails and ties from the road allowance and pile them on your right of way. It is anticipated this will be done within the next two months.

Yours truly,


S. D. Townsend
Assistant City Engineer
Streets

DTH/lta DH

c.c.: Waterworks Design Branch

Mr. F. Friedel
B. C. Hydro Railway
260 12th Street
New Westminster, B. C.

City of Vancouver



Inter-Office Correspondence

CENTRAL
REGISTRY
DOCUMENT

838 230

(Kent Ave)

Dec. 20, 1976

File #3/4/76

LAW DEPARTMENT

MEMO TO: Assistant City Engineer
Water, Sanitation & Materials
Attention: A. Hildebrand
Water Engineering Branch

FROM: Ian G. Henley

RE: Agreement PV-6748 covering Watermain Crossings
located on CPR Right-of-Way property at Mile 3.28
and 3.64 Westminster Branch, V & L.I. Railway

Attached please find for your records, photocopy of executed Agreement PV-6748 in connection with the above crossings.

I. G. Henley per sk
Ian G. Henley

:sk
Att.

1161
ENGINEERING
CENTRAL
REGISTRY

DEC 21 1976

ROUTED TO

DEC 21 1976
1.10

24.
RECEIVED

By Supplementary Letters Patent the name
"Canadian Pacific Railway Company" has
been changed, and its name wherever
appearing herein shall be read as "Canadian
Pacific Limited".

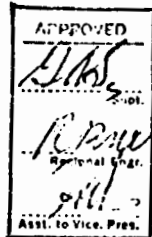
R.E. 21

FILE NO. WVL 3.28 & 3.64 P
Agreement: PV-6748

Canadian Pacific Railway Company

AGREEMENT FOR THE LAYING OF PIPE LINES, WATER PIPES, SEWERS,
CONDUITS, ETC., UNDER RAILWAY LANDS.

THIS AGREEMENT made in ~~quadruplicate~~ ^{quadruplicate} this **First** day
of **August**, 19 **76**



CANADIAN PACIFIC APPROVED
Superintendent
Reg. Engineer
Asst. to V.P.

BETWEEN:

CANADIAN PACIFIC RAILWAY COMPANY, hereinafter called the
"Railway Company", and **BRITISH COLUMBIA HYDRO AND POWER
AUTHORITY**, hereinafter called "B.C. HYDRO" of the First Part;

and

CITY OF VANCOUVER, of
453 West 12th Avenue, Vancouver, British Columbia

hereinafter called the "Applicant",

of the Second Part;

Location

WHEREAS the Applicant has applied to the Railway Company for
permission to construct and maintain under railway lands ~~at two~~
**watermain crossings located at 3.28 and 3.64 Westminster
Branch, V & L.I. Railway**

as shown on the plan hereto attached, dated the **27th** day
of **April**, 19 **76**, which plan is hereby declared to be
part of this agreement.

NOW THEREFORE THIS AGREEMENT WITNESSETH and it is
hereby agreed by and between the parties hereto as follows:

Designation

1. That for the purpose of this agreement the said **pipe
crossings** shall be known and designed as the "said works".

Construction,
maintenance
and repair

2. That the Railway Company hereby permits the Applicant to
construct, maintain and repair the said works under the Railway
Company's lands and railway as aforesaid subject to and in accordance
with the rules and regulations of the Canadian Transport Commission
now made or which may hereafter be made in reference thereto, and to
the terms and conditions of this agreement

Work of
supporting
tracks

3. That any work of supporting the Railway Company's tracks or
structures or of protecting train movements made necessary by the
construction, maintenance or repair of the said works shall be performed
by the Railway Company and the Applicant shall pay to the Railway
Company the entire cost of all such work forthwith upon receipt of
certified accounts therefor on the basis of cost plus labour overheads
as may be currently applicable and as set by the Railway Association
of Canada, and material handling cost as may be currently applicable
on the Railway Company.

Placement of
signs

4. As directed by the Railway Company or required by the appli-
cable Commission Order, that the Applicant at its own expense shall
install and maintain at locations satisfactory to the Railway Company,
signs prominently marking the said works and their distance underground.

Supervision

5. That the work of construction, renewal and repair of the said
works shall be subject to the supervision of a representative of the
Railway Company whose instructions shall be strictly followed and
whose wages and expenses shall be paid by the Applicant, but the
Applicant shall not thereby be relieved from any of its obligation under
this agreement. The Applicant shall give to the local Superintendent
of the Railway Company at least forty-eight hours' notice in writing of

intention to do such work, which notice period shall not be deemed to include Saturdays, Sundays, and statutory holidays. When construction, renewal or repairs have been completed, the property of the Railway Company shall be restored by the Applicant to its former condition, and the Applicant shall at all times maintain the said works in good order and condition and to the entire satisfaction of the Railway Company.

Indemnity

6. That the Applicant shall at all times wholly indemnify the the Railway Company from and against all loss, costs, damage, injury and expense to which the Railway Company may be put by reason of any injury or damage to persons or property caused by the said works or by any substance being carried in the said works or by any works herein provided for, or by the imprudence, neglect or want of skill of the employees or agents of the Applicant in connection with the laying, maintenance, renewal, repair, moving, altering or removal of the said works, or the use thereof, unless the cause of such loss, cost, damage, injury or expense can be traced elsewhere, the burden of proof whereof shall be upon the Applicant.

Applicant's
employees on
Railway
Company's
premises

7. That subject to and in conformity with any rules or regulations now or hereafter in force governing railway employees, or the operation of railways, the Applicant and the agents and employees of the Applicant shall have the right to enter upon the lands of the Railway Company at such times as may be necessary for the purpose of the construction, maintenance, inspection, removal and repair of the said works herein contemplated; and that all persons so entering upon the lands of the Railway Company shall assume all risks of and the Railway Company shall not be liable for any injury (including injury resulting in death) loss, damage or expense to such person or his property while on the lands of the Railway Company, and the Applicant shall indemnify and save harmless the Railway Company against all claims and demands arising or resulting from any injury (including injury resulting in death) loss, damage or expense in connection therewith.

Default

8. That if at any time during the continuance of this agreement the Applicant shall neglect to do such work of repair or maintenance as in the opinion of the Railway Company is necessary, the Railway Company may carry out such work of repair or maintenance itself as agent of the Applicant, and the Applicant shall pay to the Railway Company the entire cost of all such work forthwith upon receipt of certified accounts therefor on the basis of cost plus labour overheads as may be currently applicable and as set by the Railway Association of Canada, and material handling cost as may be currently applicable on the Railway Company.

Taxes

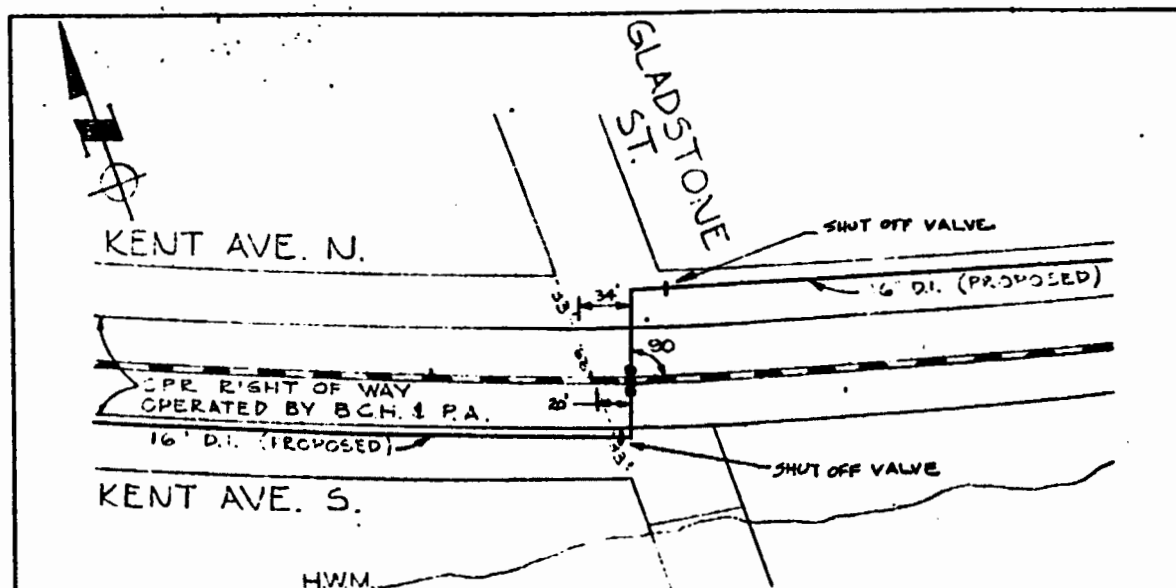
9. That the Applicant shall indemnify the Railway Company from and against all taxes or assessments of any description whatsoever levied by any authority in respect of the said works herein contemplated.

Fee

10. That the Applicant shall pay to the Railway Company as compensation for the permission hereby granted the sum of - - - - -
- - - - - **TWENTY** - - - - - (\$ 20.00)
per year, in advance, on the **First** day of **August**,
in each year, during the continuance of this agreement, provided that on the termination of this agreement by either party hereto during any contract year, there shall be no prorata adjustment of such sum.

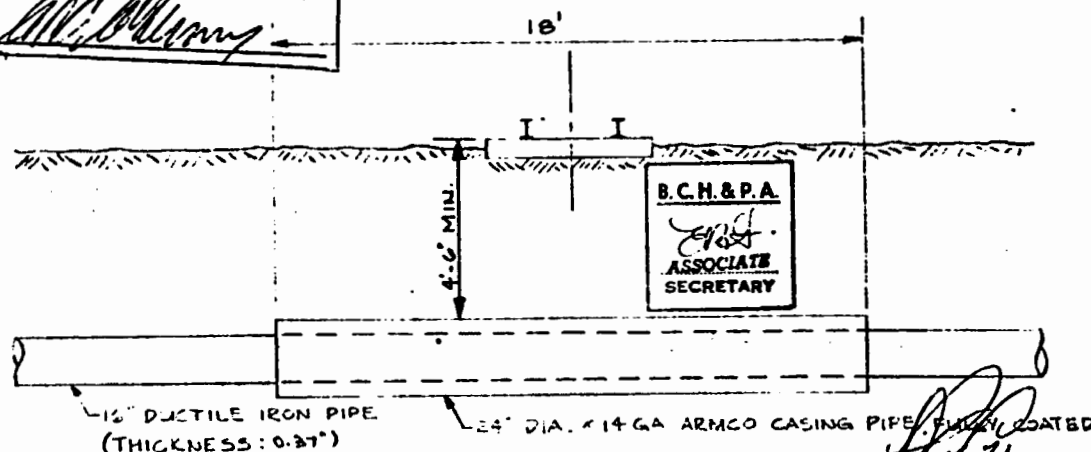
Moving or
alteration

11. That should the Railway Company at any time desire, or be ordered by the Canadian Transport Commission, or other authority having jurisdiction, to make such changes in the Railway Company's tracks, structures or facilities as would in the opinion of the Railway Company necessitate the moving or alteration of the said works herein contemplated, or should the Railway Company desire to build on the property crossed by the said works, or use it for any other purpose, or deem it necessary in order to protect its tracks, structures or property to make any change in the location or construction of said works, the Applicant shall at its own expense and to the entire satisfaction of the Railway Company perform all such work of moving or altering or carrying out protective measures to safeguard the said works as may be necessary within one month after receipt of notice so to do, and should the Applicant fail to perform such work of moving or altering within the time specified the Railway Company shall have the right to do such work as agent of the Applicant and the Applicant shall pay to the Railway Company the entire cost of all such work forthwith upon receipt of certified accounts therefor on the basis of cost plus labour



THIS IS THE PLAN REFERRED TO IN THE ATTACHED DOCUMENT.

PLAN
1" = 100'



CROSS SECTION AT MAIN

NOTE:

- NORMAL MAX. OPERATING PRESSURE - 149 PSI
- TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH CANADIAN TRANSPORT COMMISSIONERS GENERAL ORDER E-10

N.T.S.

NO.	DATE	REVISION	BY
CITY ENGINEERING DEPARTMENT, VANCOUVER, B.C.			
W. J. L. B. DIVISION WATERWORKS BRANCH			
PIPE CROSSING			
GLADSTONE STREET, KENT AVE. N. & S.			
MILE 3.28 NEW WESTMINSTER BR., V.C.L.I.			
REFS.	W 796-1803	DATE	DESIGN M.L.R.
SCALE	AS SHOWN	DWG. NO.	CHK.
CODE		DRAWING NUMBER	472
S		SHEET	OF

W/L 3.28 & 3.64 P

overheads as may be currently applicable and as set by the Railway Association of Canada, and material handling cost as may be currently applicable on the Railway Company, and all the provisions of this agreement shall apply to the said works while being moved or altered and in their changed condition or location and to the parties hereto in respect thereof.

Assignment

12. That the Applicant shall not assign, transfer or dispose of this agreement or of the rights and privileges conferred thereby, without the consent in writing, first obtained, of the Railway Company.

Termination

13. That this agreement shall continue and be in force for a period of one (1) year from the date hereof, and from year to year thereafter, subject, however, to termination at any time by either party giving to the other party a written notice naming therein a date at least twelve (12) months from the giving of such notice upon which this agreement shall terminate and on the day so named in such notice this agreement and all rights and privileges thereunder shall come to an end, provided that notwithstanding such termination the Applicant shall continue to be liable to the Railway Company for all payments due and obligations incurred thereunder prior to the date of such termination. The notice above mentioned may be given by mailing it postage prepaid and registered, addressed to the Superintendent of the Railway Company in the Division in which the said works is located, or to the Applicant at the address mentioned above.

Agreement binding successors and assigns

14. That this agreement shall, subject to clause 12 hereof, enure to the benefit of and be binding upon the parties hereto, the successors and assigns of the Railway Company, and the heirs, executors, administrators, successors and assigns of the Applicant.

Removal of works

15. And that upon the termination of this agreement the Applicant shall, if requested by the Railway Company so to do, remove at the expense of the Applicant the said works from the lands of the Railway Company, and restore the property of the Railway Company to its original state and condition; provided that the Railway Company may, at its option, perform such work as agent of and at the expense of the Applicant and in either case, the conditions embodied in paragraphs 6 and 7 hereof shall remain applicable and effective until such time as all work to be performed by the Applicant or by the Railway Company as agent of the Applicant as provided for in this clause shall have been carried out to the entire satisfaction of the Railway Company.

16. The Railway upon the said lands is operated by B.C. Hydro and in consideration of the consent of B.C. Hydro to the within agreement, which said consent is hereby granted, it is agreed that B.C. Hydro shall be a party hereto and that the expression "Railway Company" wherever the same appears herein shall include B.C. Hydro and the Canadian Pacific Railway Company and that the said Corporations shall jointly and severally have the benefit of each and every clause hereof, except that the rental mentioned in Clause 10 hereof shall be payable only to the Canadian Pacific Railway Company.

PB
K
EAST
INITIALS

PB
Assistant-Secretary

APPROVED
ASSISTANT
GENERAL MANAGER
TRANSPORTATION

NAS

BRITISH COLUMBIA HYDRO AND POWER AUTHORITY

CHAIRMAN
ASSOCIATE SECRETARY



Applicant:
SEALED with the Common Seal
of the CITY OF VANCOUVER and signed by:

City Engineer

Director of Legal Services

Director of Legal Services

COPY

CITY ENGINEERING DEPARTMENT
VANCOUVER, B.C.

FILE .

CENTRAL

CF-REISTRY
DOCUMENT

270 758 (Elliot)

✓ 838 230 (Kent)

230 790 (Knight)

CITY ENGINEERING DEPARTMENT

November 25, 1976

MEMO TO: Director of Legal Services (Attention: I. Henley)

FROM: Administrative Assistant, Engineering

COPI TO: E. Martin
J. McLevin
S.D. Townsend (Attention: D. Holloway)

SUBJECT: PUBLIC PEDESTRIAN CROSSINGS OVER C.P. RAIL TRACKS
ON KNIGHT AND ELLIOTT STREETS AT KENT AVENUE

Attached hereto is an extract of Works and Utility Matters of

November 19, 1976 which was adopted by City Council on

November 23, 1976.


T. Milsted
Administrative Assistant
Engineering

TH/ej

Attach.

4. Public Pedestrian Crossings Over C.P. Rail Tracks on Knight and Elliott Streets at Kent Avenue

The City Engineer reports as follows:

" At its meetings on May 28, 1974, and August 31, 1976, Council authorized the establishment of street end parks at the south foot of Elliott and Knight Streets. The parks are intended for pedestrians only and access must be obtained by crossing over the C.P. Rail tracks that parallel Kent Avenue at these locations.

In order to have the pedestrian crossings available to the public, the City must make application to the Canadian Transport Commission to have public pedestrian crossings at grade ordered for these locations.

It is estimated that this work which is payable by the City will cost \$500 at each location. Funds for the crossing at Elliott Street are available in Account #550/7901 and funds for the crossing on Knight Street are available in Account #148/7916.

I RECOMMEND that:

- (a) The Director of Legal Services be instructed to make application to the Canadian Transport Commission.
- (b) The City Engineer be authorized to sign requisite plans on behalf of the City.
- (c) The sum of \$500 be appropriated from Account 550/7901 for the crossing work on Elliott Street and \$500 be appropriated from Account 148/7916, 'Miscellaneous Projects Unappropriated,' for the crossing work on Knight Street."

The City Manager RECOMMENDS that the foregoing report be approved.



CENTRAL REGISTRY DOCUMENT
FILE MacMillan Bloedel Limited 320 577 (2500) ✓ 838 230 (2007 81)

P.O. Box 340, Postal Station "A"
Vancouver, B.C. V6C 2N1
Area Code: 604 Telephone: 436-146

Vancouver Plywood Division

October 28, 1976

Street Lighting & Traffic Signal Maintenance,
301 West 1st Avenue,
Vancouver, B.C.

Dear Sir:

A hazardous traffic condition exists at the intersection of Boundary Road and North Kent Street. The hazardous condition is a support pole brace located at the shoulder edge of Boundary Road approximately twenty feet north of the Boundary Road and North Kent intersection.

This intersection is one of the exits for 1,769 employees employed at the six MacMillan Bloedel Limited divisions that are located between Boundary Road and Dominion Avenue. There is also service traffic to facilitate the operation of these divisions.

ENGINEERING CENTRAL REGISTRY
In view of the heavy vehicle traffic and the poor weather conditions that will prevail throughout the Fall and Winter months, the hazard should be clearly identified.

OCT 29 1976

Your earliest attention to this matter would be most appreciated.

Yours truly,

MacMILLAN BLOEDEL LIMITED
Vancouver Plywood Division

E.P. Wallis
Personnel & Administration Manager

ROUTING CE/DCE/ELEC TO/
INFORMATION
CR...REFERENCE
RELEASED FOR FILING INITIAL EPW/lmr

Was phoned to L.M. McLeod previously
on Oct. 15/76 by B. Wrightman

L.M. McLeod

J.C.

CENTRAL
REGISTRY
DOCUMENT

FILE #

320 577 (1000)
✓ 838 230

BRITISH COLUMBIA TELEPHONE COMPANY

4839 CANADA WAY, BURNABY, B.C. V5G 3W4 TELEPHONE: 433-3740 AREA CODE 604

File: W.O. #219857

Hemlock
(AA/jb)

PLEASE ADDRESS YOUR REPLY
TO THE UNDERSIGNED

October 12, 1976

City Engineering Dept.
City Hall
453 W. 12th Ave.
Vancouver, B.C.

Attention: R. Hurry

Dear Sir:

RE: Requested Telephone Plant Rearrangements
Location: Boundary & Kent Rd.
Refer to your Letter of Authority

Please be advised that B.C. Telephone work order 219857
was approved and forwarded to our Construction Department
on October 8th, 1976.

This order covers the relocation of telephone plant at the
above mentioned location.

If you require information regarding the scheduled completion
of this work please contact our Construction Operations
Supervisor Mr. D. Moffat at 291-6918.

Yours very truly,


G.C. Harding
EXCHANGE FACILITIES
ENGINEER

ENGINEERING
CENTRAL
REGISTRY

OCT 22 1976

ROUTING

CE/elec/

GCH/jb
cc - D. Moffat

INFORMATION

PROCESS-REFERENCE

RECEIVED
ON FILE

INITIAL

CENTRAL
REGISTRY
DOCUMENT

230 845

20.45

Reference: [redacted]

Re: FUGITIVE CAR - INT. OVER CAR TRACKED FOR FIVE HOURS
MILES 2-567 & 11, TERMINATED IN BUREAU
UNDER THE EIGHT SEVEN BRIDGES AT EIGHT AVENUE
NORTH
YOUR FILE NO. 100-2-568

I have taken the liberty of forwarding a copy of your letter to Mr. Malisser and trust that this matter will be cleared up in the near future.

Assistant City Engineer
Streets

c.c.: Mr. Waliser,
Dept. of Highways
309 - 6th Street, New Westminster



Central Mortgage
and Housing Corporation

Vancouver Office

Société centrale
d'hypothèques et de logement

Bureau de Vancouver

July 23, 1976



Mr. William Curtis
City of Vancouver
453 West 12th Avenue
Vancouver, B.C.
V5Y 1V4

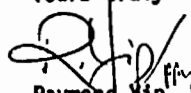
Dear Sir:

Re: 940-STP-70M

We enclose our C.M.H.C. 1338 and 1338A in which we give approval to a grant in the amount of \$30,833 to the City of Vancouver towards the cost of the installation of a storm sewer system in your Cedar Village development.

The grant payment is made after completion of the project and the final amount of grant is based on the actual cost, as determined by this Corporation at time of final audit.

Yours truly


Raymond Vip, P.Eng.
for Program Manager
Land & Infrastructure Division

CLT:mcr

ENGINEERING
CENTRAL
REGISTRY

JUL 27 1976

ROUTING Ce/Dsds/Budgets/
INFORMATION Budgets/
CROSS-REFERENCE 838 230 (K-1)
RELEASED FOR FILING
INITIAL

5511 West Boulevard
Vancouver, B.C.
V6M 3W6

5511 Boulevard ouest
Vancouver (C.B.)
V6M 3W6



Central Mortgage
and Housing Corporation

Société centrale
d'hypothèques et de logement

CMHC 1336
4/75

Office: Vancouver

Bureau:

ENV 563 8 (2)

CITY OF VANCOUVER,
453, W. 12th Ave.,
Vancouver, B.C.

Date: July 20, 1976.

NOTICE - APPROVAL
AVIS DE L'APPROBATION

940-STP-70W

☐ LOAN/PRÊT	OR ☒ GRANT/SUBVENTION	LOCATION ENDROIT	PROV.	CO.	MUNIC.
☐ SEWAGE TREATMENT PROJECT PROJET DE TRAITEMENT DES EAUX D'ÉGOUT	OR ☐ STORM TRUNK SEWER SYSTEM SYSTÈME DE COLLECTEURS D'ÉGOUTS PLUVIAUX	09	15	81015	
X Water Supply		CLASS CAT.	SUB-CLASS SOUS-CAT.		
AMOUNT/MONTANT: \$30,833.00	INTEREST RATE/TAUX D'INTÉRÊT (CALCULATED SEMI-ANNUALLY) (CALCULÉ SEMESTRIELLEMENT) - % PER ANNUM L'AN	TERM/TERME: - YEARS ANS	CMHC ACCOUNT NO./N° DE COMPTE SCHL: 08 381 550 G		

DESCRIPTION OF PROJECT/DESCRIPTION DU PROJET

To install 9,100 lin.ft. of 16" dia watermain at Arglye St. along Kent Ave. to Kinross St. as alternative feed to Phase I & II

LOAN

- Approval is subject to:
(A) General requirements attached
(B) Execution of an agreement (to follow)
- The estimated loan amount is:
(A) Not to exceed two-thirds of the eligible cost as determined by CMHC.
(B) Based on the present estimated eligible cost.
(C) Subject to be reduced should the actual eligible cost, as determined by CMHC, be less than this estimate.
(D) Subject to be increased two-thirds of such eligible costs exceeding this estimate, as approved by CMHC.
- Enclosed is a supply of Request - Loan Advance, CMHC 1336. Additional copies are available upon request.

GRANT (in lieu of 25% loan forgiveness)

- Approval is subject to the general requirements attached.
- The estimated grant is:
(A) Not to exceed 1/6 of the eligible project cost as determined by CMHC.
(B) Based on the present estimated eligible cost.
(C) Subject to be reduced should the actual eligible cost, as determined by CMHC, be less than this estimate.
(D) Subject to be increased two-thirds of such eligible costs exceeding this estimate, as approved by CMHC.
(E) Grant payment is to be made only after the project is completed to the satisfaction of CMHC.
- Enclosed is a supply of Request - Grant Payment, CMHC 1907.

PRÊT

- L'approbation est sujette à ce qui suit:
(A) Exigences générales ci-jointes
(B) Signature d'un accord (à venir)
- Le montant estimatif du prêt
(A) Ne doit pas dépasser les deux tiers du coût estimatif tel que déterminé par la SCHL.
(B) Est fondé sur le coût estimatif admissible en ce moment.
(C) Est sujet à réduction advenant que le coût réel admissible, tel que déterminé par la Société, soit inférieur à cette estimation.
(D) Est sujet à être augmenté des deux tiers de ces coûts admissible en excédent de cette estimation, telle qu'approuvée par la SCHL.
- Sous pli, un certain nombre de "Demande - avance sur le prêt" CMHC 1336. Vous pouvez obtenir des exemplaires supplémentaires en faisant la demande.

SUBVENTION (au lieu d'une renonciation à 25% du prêt)

- L'approbation est sujette aux exigences générales ci-jointes
- La subvention estimative
(A) Ne doit pas dépasser 1/6 du coût du projet admissible tel que déterminé par la SCHL.
(B) Est fondé sur le coût estimatif admissible actuel.
(C) Est sujette à une réduction advenant que le coût admissible réel tel que déterminé par la SCHL soit inférieur à ce chiffre estimatif.
(D) Est sujette à une augmentation égale aux deux-tiers des frais admissibles en excédent du coût estimatif tel qu'approuvé par la SCHL.
(E) Ne sera versée qu'après le parachèvement du projet, à la satisfaction de la SCHL.
- Sous pli, un certain nombre de formules CMHC 1907 "Demande - paiement de la subvention."

C.C. Regional Director
C.C. Statistical Services Division,
N.O.

Yours truly/Bien à vous,

le gérant,

[Signature]
Manager

FILE #

CENTRAL
RECORDS
DOCUMENT

838 230 (Kent Ave E.)

M.R.

M. Robertson

838 230

July 22, 1976

W.W.2.4.1.0

Mr. A. E. Hilling,
Superintendent,
C.P. Rail,
Ste 700 Granville Square,
200 Granville Street,
Vancouver 2, B. C.

Dear Mr. Hilling:

**WATERMAIN CROSSING UNDER TRACK AT
WESTMINSTER BRANCH, V. & L. I.
ALONG KENT AVENUE**

In reply to your letter of July 15, 1976, we are enclosing 8
copies of revised Drawing No. AF472 and three copies each of drawing
Nos. AF473 and AF474.

Yours truly,

MLR
MLR/re

Encl.

P. S. Herring
P. S. Herring, P. Eng.
Assistant City Engineer
Water, Sanitation & Materials

CP Rail

Ste. 700 Granville Square
200 Granville Street
Vancouver, B. C.
V6C 2R3

FILE #

CENTRAL
REGISTRY
DOCUMENT

838 230 (Kent Ave)

July 15, 1976

Files: WVL 3.28 & 3.64 P
WVL 3.09 & 4.19 P

City Engineering Department
City Hall
453 West 12th Avenue
Vancouver, B. C.
V5Y 1V4

Attention: Mr. M. Robertson

Dear Sirs:

RE: Watermain Crossings under track @ Westminster
Branch, V & L.I. along Kent Avenue

Reference your applications of June 28, 1976, file
W.W.2.4.1.0. regarding above crossings.

As C. P. Rail is senior in Gladstone Street, would you
please revise Drawing No. AF 472 as shown on the attached
plan and re-submit. Also, we require extra three copies
of your drawing no. AF 473 and AF 474.

Yours truly,

A. E. Hilling
A. E. Hilling
Superintendent

Enclosure

ENGINEERING
CENTRAL
REGISTRY

JUL 16 1976

ROUTING

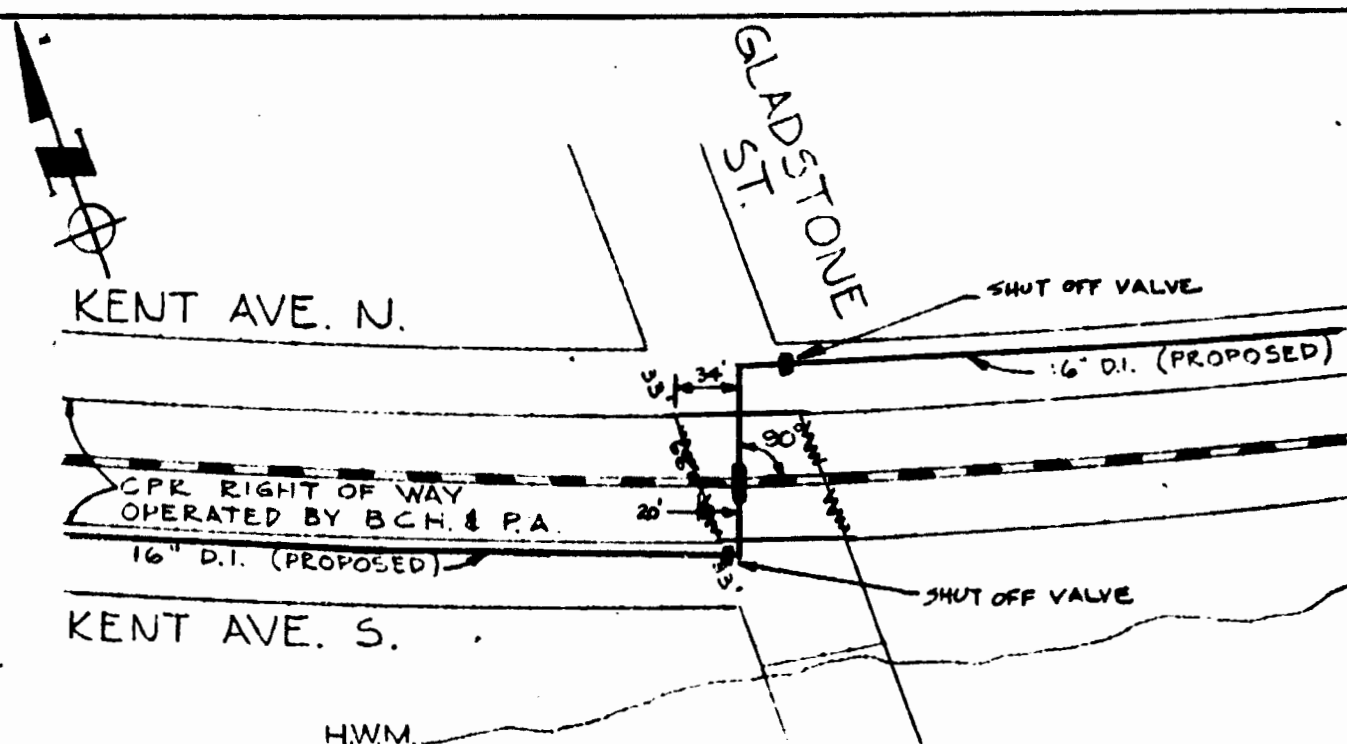
DEC/WSE/MT
29
GNB

INFORMED

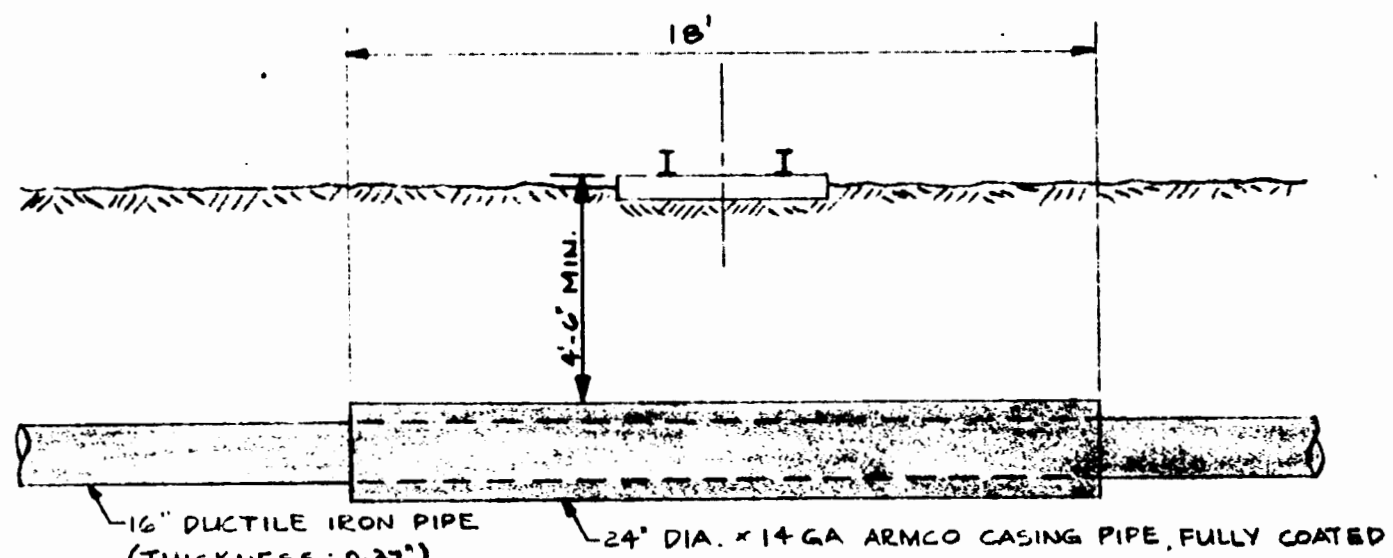
FOR REVIEW

266 695 (Gladstone) no

FOR REVIEW
INITIAL July 29/76



PLAN
1" = 100'



NOTE:

- NORMAL MAX. OPERATING PRESSURE - 149 PSI
- TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH CANADIAN TRANSPORT COMMISSIONERS GENERAL ORDER E-10

NO.	DATE	REVISION	BY
CITY ENGINEERING DEPARTMENT, VANCOUVER, B.C.			
W. S. L. B. DIVISION WATER WORKS BRANCH			
PIPE CROSSING			
GLADSTONE ST BET. KENT AVE. N. & S.			
MILE 3.28 NEW WESTMINSTER BR., V.C.L.I.			
REFS.	W 796 & 804	DATE 7/4/74	DESIGN MLR
SCALE	AS SHOWN	DWG. PLW	CWL
CODE		DRAWING NUMBER	A ^F 472
S			SHEET OF

FILE #	CENTRAL REGISTRY DOCUMENT
236 814 (1st Loc)	
✓ 838 230 (2nd Loc)	

D. T. Holloway

236 814

June 10, 1976

Mr. F. Friedel, P. Eng.
Railway Engineer
B. C. Hydro & Power Authority
260 - 12th St.
New Westminster, B. C.

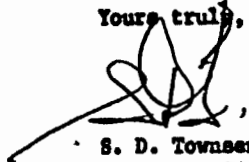
Dear Sir:

LEVEL CROSSING AT BORDEN STREET AND KENT AVENUE

This will confirm that the City is prepared to accept the cost flange rails for the above crossing which you estimated to be \$300.00. After the flanges are placed, our forces will asphalt the crossing.

Would you please contact A. C. Murray at 327-8121 prior to commencing work.

Yours truly,


S. D. Townsend
Assistant City Engineer
Streets

DTH/lta DH

c.c.: A. C. Murray

Would you arrange for asphaltting. The City is responsible for maintenance of this crossing. Charges should be to Account 8032/2767.

CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

FILE #

838 230 (Kent Ave)

Field No. 644 53

File No. CENTRAL
REGISTRY

DOCUMENT

Request Parking prohibition on north side of Kent Ave. south between Borden and Argyle
(1600-1700 block)Source Name Berryman & Wallace 1850 Kent Ave. South
Address Coast Ferries Ltd. 1400 Kent Ave. South

Date Received _____ Date Acknowledged _____

RemarksInvestigation _____ Person Interviewed _____ Date May 6/76

The part of South Kent between Borden and Argyle has 33' R/W with 20' spraycap and dirt shoulders. On the south side is a fence built to the property line and on the north side there is a B.C. Hydro wire fence also built on the property line. Parking occurs on both sides leaving a narrow roadway causing conflict for vehicles approaching each other, especially the wide mobile homes being towed to Coast Ferries Terminal on Kent. Both sides of the road are parked bumper to bumper every day (employees and customers) with very few spaces available for lay-over when meeting on-coming traffic.

It is the same situation immediately east of Argyle on Kent with a fence and building constructed along the south property line for about 300 feet. Parking on the remainder of Kent to the east is broken up with entrances and driveways on the south side.

Movement of vehicles have been observed for several weeks and there is a demonstrated problem. Recommend prohibit parking on north side of Kent to facilitate movement.

GHM:tj

Suggested ActionDate May 6/76

Prohibit parking full time on north side of South Kent between Borden and Argyle.
Prohibit parking full time on north side of South Kent from Argyle to 300 feet east.

GHM:tj

RecommendationsDate May 10/76

~~That parking be prohibited on the north side of Kent Avenue South from Borden Street to a point 340 feet east of the east property line of Argyle Street.~~

SUPERSEDED CCA NOV 23 1983

HLC:tj

RecommendedAuthorizedAssistant City Engineer,
Traffic & TransportationB. G. GarcoyneCity Engineer Win. CurtisDate May 18, 1976Work Order (Date) MAY 20, 1976Work Completed (Date) MAY 25, 1976

Noted on Record Plans, Statistics Cards, Etc.

Noted 7 Jul 76 TMTPolice Notified (Date) 25-5-76 Applicant Notified (Date) _____ Indexed _____

COAST FERRIES LIMITED

Phone 6833

B. W. (Brian) SHERBANOWSKI
Sales Representative

Coastwise Scheduled Services:
Ships - Trucks - Barges

1400 KENT AVENUE E.
VANCOUVER, B.C.

TO

FROM

Southerly Rd.

Request R.P. o/s.

BOROW

Parking on 3/5 of St. Kent
border - Cripple.

CLIFF EMPEY

ENG 458-MLH-72

CITY OF VANCOUVER
Traffic Engineering Division

53

- REQUEST FORM -

REQUEST FOR: _____

AT: _____

FROM: _____
(Individual and/or Name of Firm) (Address) (Telephone)

REMARKS: _____

RECEIVED

FORM OF REQUEST

DISPOSITION

DATES

DATE: _____ PERSON: _____ PASSED TO SUPERVISOR BY: _____

BY: _____ TELEPHONE: _____ ASSIGNED BY SUPERVISOR TO: _____

INVESTIGATION

OUTSTANDING TO: _____

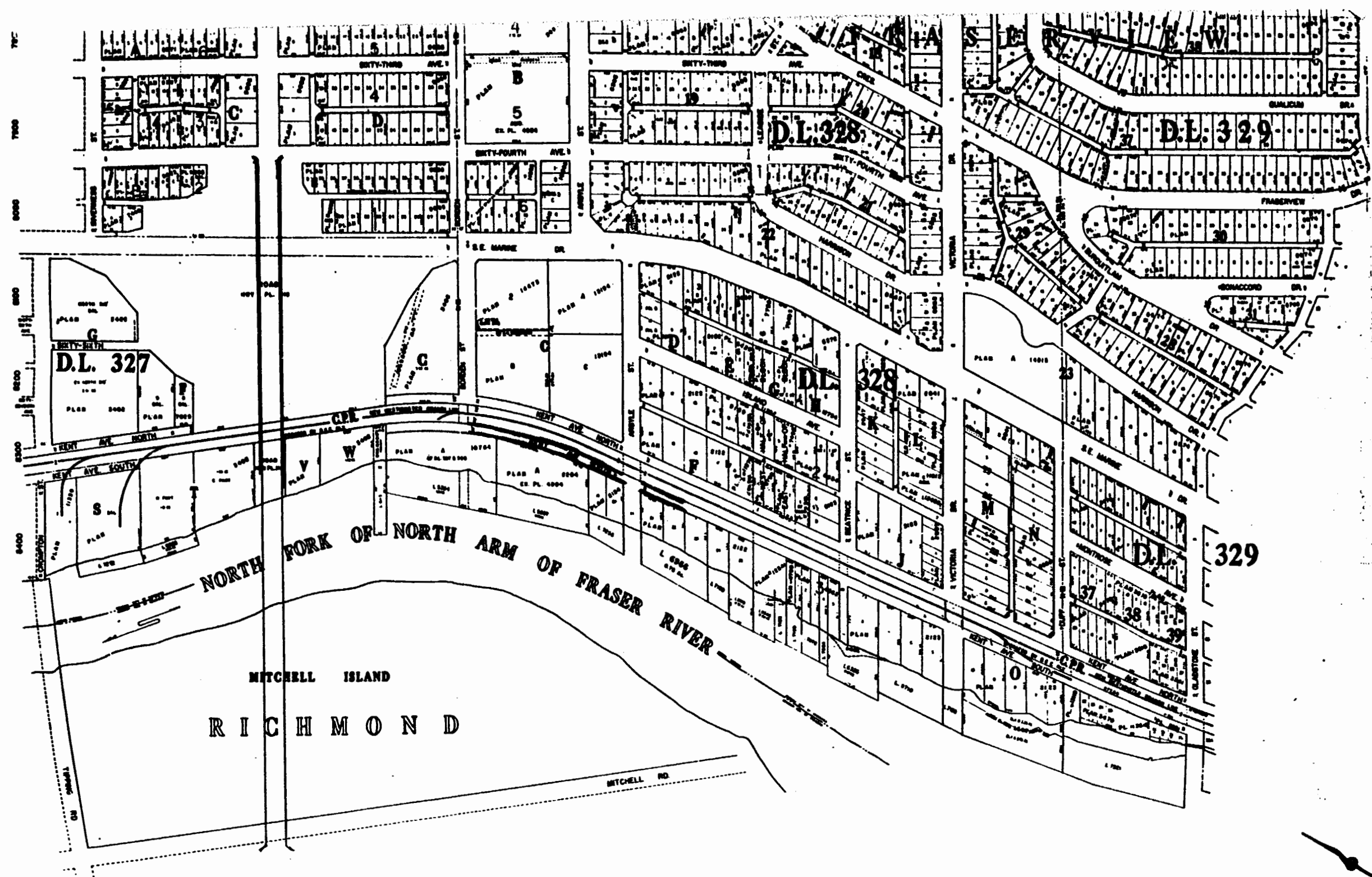
DATE _____

23/1/76
a committee of Council to-day dealt with the
subject of upgrading both N & S Kent as
a truck route - get details from J McKeown
and read report (goes to Council on 27th I believe)
if adopted by Council may have a bearing on all
these requests we are receiving

20.2.76 Spoke with John re: truck route potential for Kent. He said there
is nothing definite in the works and to ^{continue to} handle requests on a complaint basis.
Have had several complaints on abandoned vehicles. Have advised Police.

Several observations over a lengthy period of time shows that employees
working in area are parking everyday B/S. The south side of South Kent
is broken up with driveways and entrances between Victoria and Argyle. The
section between Argyle and Braden is heavily parked B/S with a wooden
fence built along the R for most of the south side creating a very narrow roadway
and virtually no room for bypass layover

SIGNATURE _____



25 x 10

32 x 10

卷之四

AVE.
66

ST.

BEATRICE

DR.

VICTORIA

City of Vancouver - FOI 201

FILE #	CENTRAL REGISTRY DOCUMENT
2122-4 11	

CITY ENGINEERING DEPARTMENT

May 5, 1976

File No. 2122-4

MEMO TO: Director of Planning
(Attn: W. Dickinson)

FROM: Deputy City Engineer

SUBJECT: MINI-BIKE SITE - SOUTH-EAST SECTOR

The attached plan indicates the City-owned property (6.0 acres) which has been designated as a possible site for mini-bike activities. Engineering works required to prepare the site for this particular use include fencing, parking facilities (parking on N. Kent Avenue is prohibited), a gravel crossing and the possibility of toilet facilities. Estimated costs are as follows:

1. Fencing (\$8/lineal foot) - \$20,000 to enclose the 6-acre compound.
2. Parking facility - gravel surface adequate for about 20 cars (6000 sq. ft.) would cost about \$3500.
3. Gravel crossing - including culvert could cost about \$1500.
4. Toilet facilities (temporary) - \$100 per month.

Property and Insurance has stated that the entire open area north of N. Kent Avenue from approximately Kinross St. to west of Boundary Rd. may have to be enclosed if this particular use is permitted. Additional fencing at \$8 per lineal foot to enclose this entire area is estimated to cost as much as \$60,000.

Please forward a copy of your report to us for our concurrence.

RS
R. C. Boyes
Deputy City Engineer

JEM
JEM/lta
Attach.

2101-2
✓838230 (Kent Ave.)

**CENTRAL
REGISTRY
DOCUMENT**
CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

FILE # 838 230
(Kent)
Field No. GMM-jp
File No.

Request Establish parking prohibition on the N/S of Kent Ave. South, from Borden St. West to the Coast Ferries properties.

Source Name Coast Ferries Limited - Mr. W.A. New
Address 1400 East Kent Avenue

Date Received _____ Date Acknowledged _____

Remarks

Investigation _____ **Person Interviewed** _____ **Date** March 26, 1976

The existing road has a 21 foot gravel surface. Coast Ferries are hauling wide and long prefab trailers to their Kent Ave. facilities for shipping. Cars parking on Kent Ave., make it very difficult to manoeuvre the large trailers. The manager of Kent Metal Products has no objection to a full time parking prohibition, provided some parking space is available for his customers.

GMM
GMM:ch

Suggested Action _____ **Date** March 26, 1976

Supplement stopping prohibition on S/S Kent Avenue at intersection with Borden Street.
Establish full time parking prohibition on N/S Kent Avenue south.
Establish parking prohibition on S/S Kent Avenue S at entrance to Coast Ferries.

GMM
GMM:ch

Recommendations _____ **Date** March 26, 1976

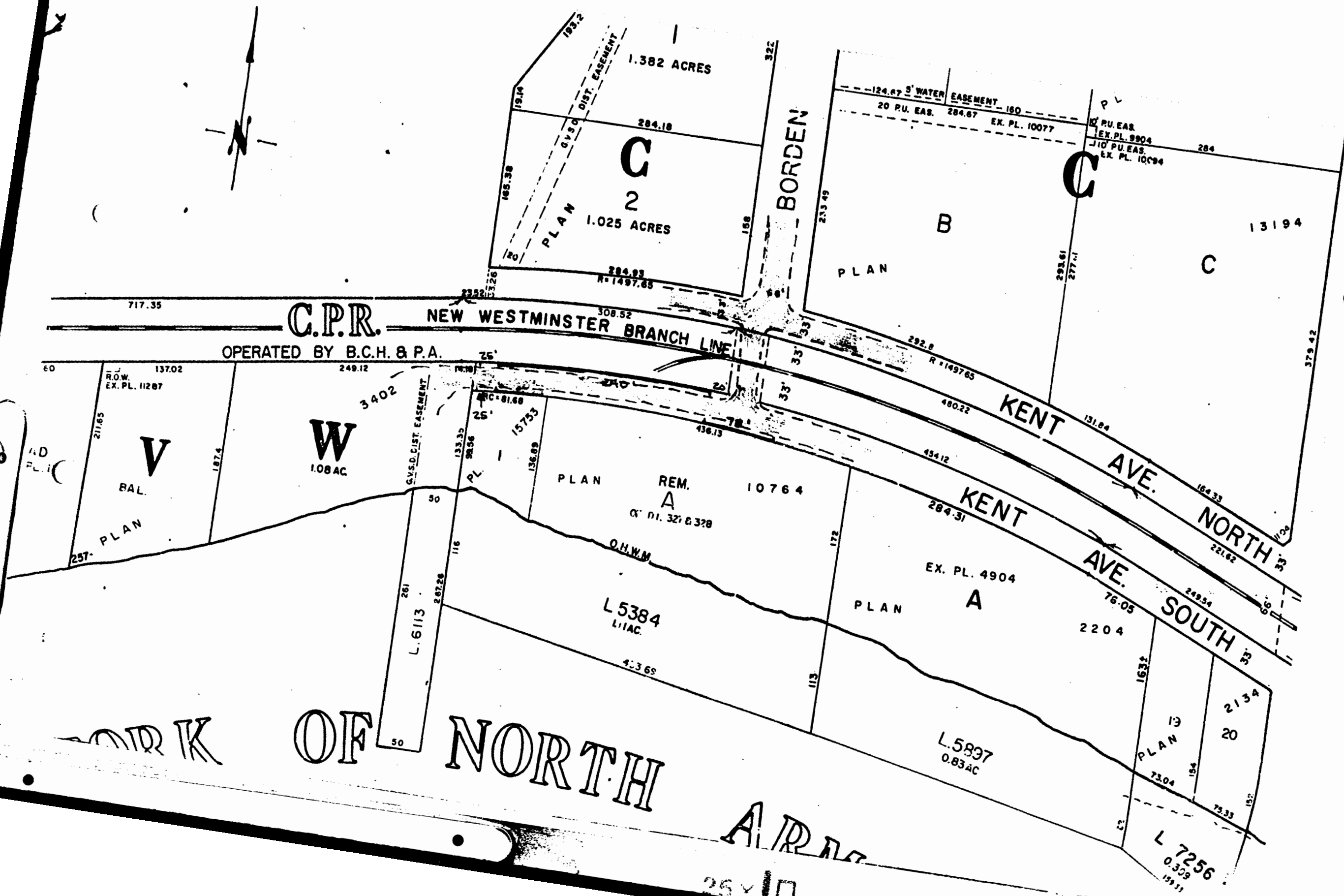
That "NO STOPPING" signs be installed on the south side of Kent Avenue from a point 20 feet west of the west property line to a point 20 feet east of the east property line of Borden Street, (from the north,) in supplement to Section 21(b) and (e) of the Street and Traffic By-law 2849.

That parking be prohibited on the north side of Kent Avenue south from 20 feet west to a point 260 feet west of the west property line of Borden Street.

That parking be prohibited on the south side of Kent Avenue south from a point 210 feet west to a point 260 feet west of the west property line of Borden Street.

HLC:ch

Recommended	Authorized
Assistant City Engineer, Traffic & Transportation <u>B. J. Partridge</u>	City Engineer <u>Wm. Curtis</u>
	Date <u>March 26, 1976</u>
Work Order (Date) <u>APRIL 22 - 1976</u>	Work Completed (Date) <u>APRIL 27 - 1976</u>
Noted on Record Plans, Accident Cards, Etc. <u>Noted May 19, 1976 TMT</u>	
Police Notified (Date) <u>27-4-76</u>	Applicant Notified (Date) _____ Indexed _____



COAST FERRIES LIMITEDPhone 321-6833
Res.: 433 7

Phone: 273-4951

W. A. (Bill) NEW, A.I.Mar.E.
PresidentCoastwise Scheduled Services:
Ships - Trucks - Barges1400 KENT AVENUE E.
VANCOUVER, B.C.**Towing Co. Ltd.**

1240 VICKERS WAY

RICHMOND, B.C.
V6V 1J1PLEASE NOTE OUR NEW ADDRESS IS
1400 KENT AVENUE EAST
VANCOUVER, B.C. V5P 4N8
321-6833

September 10, 1975.

Mr. R. C. Gascoyne,
Assistant City Engineer,
Traffic Department,
City of Vancouver,
453 West 12th Avenue,
Vancouver, B. C.
V5Y 1V4

Dear Sir:-

We enclose a copy of Mr. Duncan's letter, re the position of B. C. Hydro Railway Freight Service on our application for a private crossing at our newly developed location in southeast Vancouver. The three crossings referred to are probably Rhodes Vaughan, the new Knight Bridge "mini-park", and Borden Street.

The Hydro Rail position is accepted with regret, particularly considering the mini-park crossing is seldom used and our proposed private crossing would have been actively used between 8:00 a.m. and 5:00 p.m., five days a week. However, it appears their position is final and therefore, we are writing to formally apply for the widening of Borden Street in the way of the Hydro Rail crossing. We further ask that "No Parking" signs be posted on the north side of South Kent between Borden Street and the entrance to Coast Ferries' property, approximately one city block. We expect a steady flow of semi-trailers, mobile homes, etc., commencing the week of September 15, 1975 and traffic will be routed via Argyle where possible.

D. Holloway
*Traffic***ENGINEERING
CENTRAL
REGISTRY**

SEP 11 1975

ROUTING
CE/96/DH
S 408
INFORMATION
TD.
CROSS REFERENCE
is
Enclosure
RELEASED AT SEAWORTHY. THE TOWBOAT OWNER IS NOT TO BE LIABLE FOR LOSS OF OR DAMAGE TO THE TOW OR THE CONTENTS, HOWSOEVER CAUSED.
INITIAL

Our short notice is regretted but we had banked on B. C. Hydro's approval, thus relieving further congestion on South Kent.

Thank you in advance for a prompt and favourable reply.

Yours truly,

COASTAL TOWING CO. LTD.

W. A. New
W. A. New,
President.

copy to BWU

BRITISH COLUMBIA HYDRO AND POWER AUTHORITY



RAILWAY FREIGHT SERVICE,
260 - 12th Street,
New Westminster, B.C.
V3M 4H3
Telex 04351150

26 August 1975

File: 656

Mr. W.A. New
President
Coastal Towing Co. Ltd.
1400 Kent Avenue East
Vancouver, B. C.
V5P 4N8

Dear Mr. New:

I have reviewed your request for an additional crossing of the railway west of Borden. I had a look at the area recently and find we have three crossings - two public and one private in one block. An additional one would hamper our operation just that much more.

As far as the railway is concerned, the best approach would be to have the City widen Borden Street at the point where it crosses the railway. This would eliminate your problem of maneuvering long trucks around the corner at this point.

We would be prepared to support you in a submission to the City if you elected to go this way. If you would still like a meeting, give me a call and we can set one up.

Yours truly,

W.A. Duncan

W.A. Duncan
Manager, Railway Operations

WAD/jm

RECEIVED
AUG 23 1975

COAST FERRIES LIMITED
COASTAL TOWING CO. LTD.
VANCOUVER, B.C.

COAST FERRIES LIMITED

Phone 321-6833
Res.: 433

Phone: 273-4951

W. A. (Bill) NEW, A.I. Mar. E.
President

*Bill - please note below
the plan on the HAV*
Towing Co. Ltd.

FILE # 236 814 (Borden St)
838 184 (Kensington)

PLEASE NOTE OUR NEW ADDRESS IS

Coastwise Scheduled Services:
Ships - Trucks - Barges

1400 KENT AVENUE E.
VANCOUVER, B.C.

1240 VICKERS WAY

RICHMOND, B.C.

V6V 1J1

1400 KENT AVENUE EAST
VANCOUVER, B.C. V5P 4N8
321-6833

September 10, 1975.

*(Bill's request to
try to negotiate
back the property
from News)*
Mr. R. C. Gascoyne,
Assistant City Engineer,
Traffic Department,
City of Vancouver,
453 West 12th Avenue,
Vancouver, B. C.
V5Y 1V4

Dear Sir:-

We enclose a copy of Mr. Duncan's letter, re the position of B. C. Hydro Railway Freight Service on our application for a private crossing at our newly developed location in southeast Vancouver. The three crossings referred to are probably Rhodes Vaughan, the new Knight Bridge "mini-park", and Borden Street.

The Hydro Rail position is accepted with regret, particularly considering the mini-park crossing is seldom used and our proposed private crossing would have been actively used between 8:00 a.m. and 5:00 p.m., five days a week. However, it appears their position is final and therefore, we are writing to formally apply for the widening of Borden Street in the way of the Hydro Rail crossing. *PP. Holloway*
We further ask that "No Parking" signs be posted on the north side of South Kent between Borden Street and the entrance to Coast Ferrries' property, approximately one city block. *Traffic*
We expect a steady flow of semi-trailers, mobile homes, etc., commencing the week of September 15, 1975 and traffic will be routed via Argyle where possible.

Our short notice is regretted but we had banked on B. C. Hydro's approval, thus relieving further congestion on South Kent.

ENGINEERING
CENTRAL
REGISTRY

SEP 11 1975

ROUTING

CE/90/DH

5408

INFORMATION

TD.

ROSS REFERENCE

Enclosure

IN A TERM OF ALL TOWING CONTRACTS, WRITTEN OR VERBAL, THAT PROVIDING THE TOWBOAT OWNER USES DUE DILIGENCE TO MAKE AND KEEP THE TOWBOAT SEAWORTHY, THE TOWBOAT OWNER IS NOT TO BE LIABLE FOR LOSS OF OR DAMAGE TO THE TOW OR THE CONTENTS, HOWSOEVER CAUSED.

INITIAL

Yours truly,

COASTAL TOWING CO. LTD.

W. A. New
W. A. New,
President.

UMBIA HYDRO AND POWER AUTHORITY



RAILWAY FREIGHT SERVICE,
260 - 12th Street,
New Westminster, B.C.
V3M 4H3
Telex 04351150

26 August 1975

File: 656

Mr. W.A. New
President
Coastal Towing Co. Ltd.
1400 Kent Avenue East
Vancouver, B. C.
V5P 4N8

Dear Mr. New:

I have reviewed your request for an additional crossing of the railway west of Borden. I had a look at the area recently and find we have three crossings - two public and one private in one block. An additional one would hamper our operation just that much more.

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We would be prepared to support you in a submission to the City if you elected to go this way. If you would still like a meeting, give me a call and we can set one up.

Yours truly,

W.A. Duncan

W.A. Duncan
Manager, Railway Operations

WAD/jm

RECEIVED
AUG 23 1975

COAST SERVICES LIMITED
COASTAL TOWING CO. LTD.
VANCOUVER, B.C.



W-Vancouver

FILE

CENTRAL
DOCUMENT

838 230 (Kent St.)

DEPARTMENT OF HEALTH PROVINCE OF BRITISH COLUMBIA
COMMUNITY HEALTH PROGRAMS
PUBLIC HEALTH
ENVIRONMENTAL ENGINEERING DIVISION

Final Certificate

NO. 9975

TO CITY OF VANCOUVER

THIS IS TO CERTIFY THAT Drawing No. AD330, prepared and presented by your Engineering Department, showing a 9500 feet - 16 inch D.I. water main extension on Kent Avenue North from Argyle Street to Kinross Street and on Argyle Street from Kent Avenue North to S.E. Marine Drive, and

Submitted to the Minister of Health in accordance with Section(s) 21 and/or 24 of the Health Act, are hereby approved and the proposed work on the construction, alteration or extension may be commenced in accordance with the approved plans.

ENGINEERING
CENTRAL
REGISTRY
MAR 17 1976
ROUTING
March 11, 1976
DATE ISSUED
DEPUTY MINISTER
COMMUNITY HEALTH PROGRAMS

This certificate is subject to the following:

1. The main will be disinfected in accordance with AWWA standards.
2. The main will be a minimum 10 feet from any sanitary sewer.

March 11, 1976
DATE ISSUED

DEPUTY MINISTER
COMMUNITY HEALTH PROGRAMS

FILE #

CENTRAL
REGISTRY
DOCUMENT

238 723 (Argyle St)
8.38 230 (Kent Ave)

D.H. McDonald, P. Eng.

March 2, 1976

Honourable Robert H. McClelland,
Minister of Health,
Parliament Buildings,
Victoria, B. C.

Attention Division of Public Health - Engineering

Dear Mr. Minister:

DEPARTMENT OF HEALTH APPROVALS - WATERWORKS

Enclosed is one copy of Waterworks Drawing AD330 showing the proposed 16" watermain to be constructed along Argyle Street from S. E. Marine Drive to Kent Avenue North and along Kent Avenue North from Argyle Street to Kinross Avenue. Under Section 21 of the Health Act, approval is requested for this project.

This main will be installed in accordance with City Waterwork's Standards of which a copy was provided to the Health Department in 1974.

We are seeking financial assistance from Canadian Mortgage and Housing Corporation for this project, so therefore are requesting approval of this project prior to our Capital Submission for waterworks projects which will be submitted in April of this year.

Yours truly,

DMCD/re
Encl.

P. S. Herring, P. Eng.,
Assistant City Engineer
Water, Sanitation & Materials

ENGINEERING DEPARTMENT

CENTRAL
REGISTRY
DOCUMENT

FILE #

MEMO

285 830 (Jalliere)

238 230 (Kent Ave)

DATE: DECEMBER 9th /75

FOR RECORD PURPOSES.

FROM: A&R SECTION SUBJECT: REQUEST FOR STOP SIGN CONTROL

COPIES TO: LOCATION: JELlicoe AND NORTH KENT

Mr. Jim McLean from the driver training section of Ocean Cement Co., requested on behalf of their truck drivers, the installation of stop signs at Jellicoe and Kent Street. No traffic accidents have been recorded against this intersection over the past six years.

There is a partial vision restriction caused by a growth of brush on the NW corner. This has been reported to the Streets Branch at Manitoba Yards and will presumably be removed. No further action is warranted at this time.

Mr. Jim McLean was so advised and expressed appreciation for our investigation.
A&R Section
11/12/75
[Signature]

MR. JIM McLEAN, OCEAN CEMENT CO., 8305 W. MARINE 261 2211

FILE #	CENTRAL PRECEDENCE DOCUMENT
236 814 (Borden)	
✓ 838 230 (Kent Ave)	

Mr. D. Holloway

236 814
838 184

December 5, 1975

Mr. W. A. New
President
Coast Ferries Limited
1400 Kent Avenue East
Vancouver, B.C.

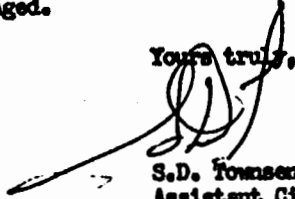
Dear Mr. New:

LEVEL CROSSING OVER TRACKS AT BORDEN AND KENT

This is in reply to your letter requesting that the level crossing over the C.P.R. track on Borden at Kent Avenue be widened. I am now able to inform you that the City in co-operation with the B.C. Hydro Railway is prepared to proceed with this work, provided your firm will accept the costs. These are estimated to be \$5,000., but you would be invoiced for the actual amount which could be more or less. (There is a possibility that a Hydro pole may require relocation which could increase the above amount by \$1,000.)

Please advise if you are willing to accept the above charges so the work may be arranged.

Yours truly,


S.D. Townsend
Assistant City Engineer

DE/tj DH
c.c. Assistant City Engineer, Traffic



CITY OF VANCOUVER

CENTRAL
REGISTRY
DOCUMENT

✓ 838 184 (Kent Ave)
302 770 (Kerr St)

LAW

OFFICE

CITY HALL

November 25, 1975

Mr. W.H. Curtis,
City Engineer,
City Hall.

Dear Sir:

Re: Release of Easement and Indemnity
Agreement - Commercial Crossing
Spools Lumber and Building Supply Ltd.
Parcel 1 (Ref. Plan 1927) of Lot "A",
Block 8, District Lots 330 and 331,
Plan 4846 - N/S Kent Avenue at N.E.
Corner Kerr Street

We wish to advise that registration of the above release has now
been completed.

A copy of the release bearing registration detail is attached.

Yours truly,

ENGINEERING
CENTRAL
REGISTRY

NOV 27 1975

GRR/1b

ROUTING
Attach: (1)
cc: Pat Miller, Property & Insurance
FORMATION
CROSS-REFERENCE
BASED FILING
FINAL

Gwen R. Reader

Registration No. C74417
Nov. 24/75

" E "

Title No. 2858-523541-L

Do not write above this line. For Land Registry Use Only.

RELEASE

SUBSTITUTE FORM E—PARTICULARS

A. Nature of charge(s) to be cancelled:

Easement & Indemnity Agreement
211903-M

B. Full name of person entitled to cancellation:

C. Full name, postal address and telephone number of person presenting instrument for registration:

LAW DEPARTMENT
CITY OF VANCOUVER
453 West 12th Avenue
Vancouver 10, B.C.
Telephone: 873-7514

Solicitor or Agent

For Land Registry
Office Use Only

RELEASE OF INDEMNITY AGREEMENT

THIS INDENTURE made the 20th day of November in the year of Our Lord one thousand nine hundred and seventy-five.

BETWEEN

CITY OF VANCOUVER
(hereinafter called the "City")

Of the First Part,

AND:

SPOOLS LUMBER AND BUILDING SUPPLY LTD.
5569 Victoria Drive,
Vancouver, British Columbia.

(hereinafter called the "Owner")

Of the Second Part,

AND:

(hereinafter called the "Surety")

Of the Third Part.

(Alice Sarah Mortimer)

WHEREAS by agreement dated the 25th day of July, 1955, and registered in the Land Registry Office in the City of Vancouver, Province of British Columbia, under No. 211903-M the owner of the lands herein described or the owner's predecessor in title thereto, became liable to indemnify the City against liability for payment of damage and other claims, and having reference to the existence of an area, all as in said agreement more particularly set forth and described or as therein provided;

AND WHEREAS by said agreement the owner, or the owner's predecessor in title as aforesaid, charged with the payment of the amount of any indemnity, as aforesaid, the owner's interest in the following lands, hereinafter called "the lands aforesaid":

Parcel 1 (Reference Plan 1927) of Lot "A", Block 8,
District Lots 330 and 331, Plan 4846.

AND WHEREAS by the said agreement the City was given the right of entry at any and all times into the lands and premises of the owner for the purpose of constructing, maintaining, inspecting, or removing any public works or utility running under the sidewalk or in the vicinity of the area covered by the said agreement.

AND WHEREAS the owner has agreed to discontinue and has discontinued the use, maintenance and existence of the said area as from the date hereof:

NOW THIS INDENTURE WITNESSETH

1. That in consideration of the premises and of the sum of One Dollar (\$1.00) now paid by the owner to the City (receipt of which is hereby acknowledged) the City doth hereby release and forever discharge the owner and the surety and the lands aforesaid from all liability with respect to or covered by the indemnity aforesaid as and from the date hereof, and doth relinquish its right, liberty and easement of entry on to the owner's lands as aforesaid.

2. Provided always that with respect to any and all liability incurred under the said agreement, or which may in any manner have arisen prior to the date hereof, the said indemnity and the said guarantee and said charge shall remain in full force and virtue.

In WITNESS WHEREOF the City of Vancouver has hereunto affixed its corporate seal under the hands of its proper officers in that behalf duly authorized the day and year first above written.

SEALED with the seal of the
CITY OF VANCOUVER and signed by:

~~XXXXXXXX~~
Director of Legal Services

~~XXXXXXXX~~

DATED November 20, A.D. 1975

CITY OF VANCOUVER

TO

SPOOLS LUMBER AND BUILDING
SUPPLY LTD.

Release of Indemnity Agreement

Parcel 1 (Reference Plan 1927)
of Lot "A",
Block 8,
District Lots 330 and 331,
Plan 4846.

LAW DEPARTMENT
CITY HALL,
VANCOUVER, B.C.

I HEREBY CERTIFY that on the _____ day of _____, 19____, at _____
Vancouver, in the Province of British Columbia,

who is personally known to me, appeared before me and acknowledged to me that he is the City Clerk of the City of Vancouver, and that he is the person who subscribed his name to the annexed Instrument as City Clerk of the said City of Vancouver and affixed the seal of the City of Vancouver to the said Instrument, that he was first duly authorized to subscribe his name as aforesaid, and affix the said seal to the said Instrument, and that such corporation is legally entitled to hold and dispose of land in the Province of British Columbia.

IN TESTIMONY WHEREOF I have hereunto set my hand at Vancouver,
in the Province of British Columbia, this _____ day
of _____ in the year of our Lord one thousand
nineteen hundred and _____

.....
A Commissioner for taking affidavits for British Columbia.

FILE #

CENTRAL
REGISTRY
DOCUMENT

✓ 838 ²³⁰ 184 (Kent Ave)
3100 Bldg E

CITY ENGINEERING DEPARTMENT

November 13, 1975

File # 838 184

MEMO TO: Director of Legal Services
Attention: Miss G. Reader

FROM: Assistant City Engineer, Streets

COPIES TO: Property & Insurance - Your File under Legal Description
W. C. Clifton

SUBJECT: COMMERCIAL CROSSING AGREEMENT - YOUR FILE 3003M1
ALICE SARAH MORTIMER, PCL. 1 (REF. PLAN 1927) OF
LOT "A", BLOCK 8, D.L. 330 & 331, PLAN 4846
(N/S KENT AVENUE AT N.E. CORNER KERR ST. - 8492 KERR ST.)

The subject agreement, dated July 23, 1955, and registered under No. 211903-M, covers a crossing on Kent Avenue serving the yard of Spoels Lumber and Building Supplies Limited.

An application (331/75) to relocate the crossing approximately 50 feet westward has been approved, and the crossing has been adopted under By-law 4644, with fees paid.

The crossing is not being paved at this time, and having been unpaved in its previous location, and there being no curbs on this portion of Kent Avenue, no arrangement are necessary for construction or restoration work.

Accordingly, please arrange for cancellation of the agreement.


Assistant City Engineer
Streets

mea
HOW:ea

City of Vancouver



City Engineering Department: City Hall, 453 West 12 Avenue, Vancouver, British Columbia, Canada V5Y 1V4, (604) 873-7011

W.H. Curtis, P. Eng.
City Engineer

R.C. Boyes, P. Eng.
Deputy City Engineer
K.F. Dobell, P. Eng.
Assistant City Engineer
Departmental Services
& Sewers

P.S. Herring, P. Eng.
Assistant City Engineer
Water, Sanitation & Materials
H.D. Nicholson, P. Eng.
Assistant City Engineer
Electrical

S.D. Townsend, P. Eng.
Assistant City Engineer
Streets
R.G. Gascoyne, P. Eng.
Assistant City Engineer
Traffic

Please refer A. Silvestrone File No.

Crossing Branch

July 10, 1875

David Mairne & Associates Ltd.
#4 - 265 25th Street
West Vancouver, B.C.

Gentlemen:

**COMMERCIAL CROSSINGS OVER THE
SIDEWALKS - REF. NO. 331/75**

On July 9, 1975 your application requesting permission to install crossing facilities on 46' 0" crushed gravel crossing on the north side of north Kent Ave., starting 70' 2" east of Kerr Rd. and continuing east 46' 0" further being Parcel 1 (Ref. Plan 1927) and Lot 1 of Lot D of Subdivision 3 (Plan 8583) all of Lot A of Blk 8 of D.L. 330 and 331 Grp 1 N.W.D. was approved subject to the prior issuance of a Development Permit and to the Crossing By-law.

I return herewith a revised plan to be initialed and returned if satisfactory to you. Further, please revise your tracing to incorporate these revisions and forward four white prints to this office.

Yours truly,

Administrative Assistant,
Engineering.

TM/26 meg

Enclosure

File Copy

Ex.812

SUBMIT APPLICATION FORM IN DUPLICATE

Design Division,
Crossing Section,
Engineering Department,
Vancouver City Hall.

Revised for (4) Prints

Number: 331/75

Date: June 20/75

BOULEVARD CROSSING APPLICATION

An application for a permit under the Area By-Law is hereby made for a boulevard crossing or crossings to serve the following property:

Legal Description: Parcel 1 (Ref. Plan 1927) and Lot 1 of Lot D of Subdivision 3 (Plan 8583), all of Lot A of Block 8 of D.L. 330 and 331 Group 1 N.W.D.

Street Address: 8492 Kerr Street

Registered Owner: Spools Lumber & Building Supply

Name of Applicant: David Nairne & Associates Ltd.

Address of Applicant: #4 - 265 25th Street, West Vancouver Phone: 926 7881

Purpose of Crossing/s: Access Commercial Vehicles

Indicate Type of Crossing:

Commercial



Other



Location of Crossing/s: (Note the side of the street and the adjacent intersecting streets)

46'-0" ~~40'-0"~~ crushed gravel crossing on the north side of north Kent Avenue,
starting 70'-2" east of Kerr Road and continuing east 40'-0" further.

See attached plan.

I understand that I must accompany this application with one (1) plan DRAWN TO SCALE showing the location of the proposed crossings and site details. If the crossing is approved I will supply four (4) copies of this plan to the City Engineer, and comply with all governing by-laws.

DAVID NAIRNE & ASSOCIATES LTD.

Signature of the Owner or his Agent:

(Below for Department use only)

Subject to Development Permit

YES



NO



Previous Agreement/s to be Cancelled

YES



NO



CHARGES

In Lieu of Agreement

1

Crossings @ \$25.00

\$25.00

In Lieu of Annual Rental

1

Crossings @ \$10.00

\$10.00

Excess Drop Curb Length

15

@ \$30.00 Per Foot

\$450.00

Receipt No.

Issued

Date

TOTAL RECEIVED

\$35.00

ENGINEERING APPROVAL

July 9/75

Date

July 8/75 No objection from a traffic engineer's standpoint. RST

CITY ENGINEERING DEPARTMENT

TRAFFIC DIVISION

FILE #

230
838 184 (K. T. St.)

Field No.

File No.

33-3600E

Request Sign the corner clearance on the southwest corner of North Kent Street at Kinross St.Source Name Mr. Rysdyk, Accident Prevention Co-ordinator, C.W.P.Address Foot of Kinross St., Vancouver, B. C. 434-4262

Date Received _____ Date Acknowledged _____

Remarks

Investigation _____ Person Interviewed _____ Date Jan. 24/75

Canadian White Pine has provided an employees' parking lot on the northwest corner of North Kent Avenue and Kinross Street (north of the V. & L. I. Railway R of W). Some employees have made a habit of angle parking between the road on north Kent Ave. and the Railway R of W immediately west of Kinross, including the corner clearance area.

North Kent Street from Kinross St. to Boundary Road is curbed and paved. West of Kinross, there is a gravel road surface. In view of the fact there is no development other than Canadian White Pine at the location in question, it would be very difficult to obtain the necessary police enforcement to correct the problem reported by Mr. Rysdyk, particularly since the 20' corner clearance may not be readily apparent.

DLA/dcy

Suggested Action

Date Jan. 24/75

That a sign "NO STOPPING TO CORNER AHEAD" (on a pier) be installed on the S/S of North Kent Avenue at a point 20' west of the west property line of Kinross Street.

DLA/dcy

Recommendations

Date Jan. 24/75

That "NO STOPPING" signs be installed on the south side of North Kent Avenue from the west property line of Kinross Street to a point 20 feet west of the said west property line in supplement to Section 21(1)(e)(ii) of the Street and Traffic By-law #2849.

HLC/dcy

Recommended

Authorized

Assistant City Engineer,
Traffic & Transportation

City Engineer

Date

Work Order (Date) FEB 13/75

Work Completed (Date)

Noted on Record Plans, Accident Cards, Etc. NOTED FEB 22/75 PMPolice Notified (Date) 14-2-75 Applicant Notified (Date) _____ Indexed _____

DLA

CITY OF VANCOUVER
Traffic Engineering Division

- REQUEST FORM -

REQUEST FOR: PARKING PROHIBITION

AT: SW COR N. KENT AVE. WEST OF KINROSS ST.

FROM: MR. RYDOYK (ALBERTA INVENTION CORPORATION) 1105 E. KINGS 434-4212
(Individual and/or Name of Firm) (Address) (Telephone)

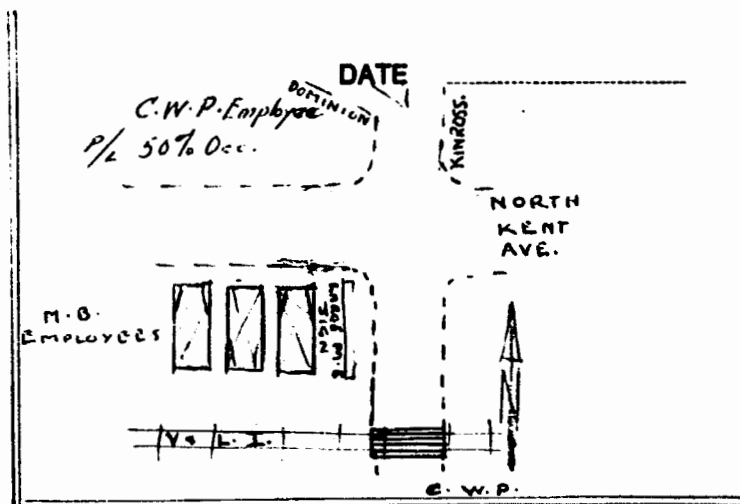
REMARKS: CONSIDERABLE PARKING PROHIBITION ON N. KENT AVE. WEST OF KINROSS ST.

REMARKS: (PLEASE PRINT) PARKING PROHIBITION REQUESTED AT SW COR N. KENT AVE. WEST OF KINROSS ST. DUE TO THE EXISTING ALLEY IN THIS AREA. THE ALLEY ON KINROSS AVE. COMES WITH RAILWAY TRACKS AND IS A TRAFFIC ON N. KENT AVE. THE COMPLAINANT IS REQUESTING THAT THE INVESTIGATOR AT SW COR KINROSS ST. TO INVESTIGATE THE ALLEY AND REPORT TO THE TRAFFIC ENGINEERING DIVISION. E. Rydoyk is the complainant.

RECEIVED	FORM OF REQUEST	DISPOSITION	DATES
DATE: <u>12-1-75</u>	PERSON: <u> </u>	PASSED TO SUPERVISOR BY: <u> </u>	<u>12-1-75</u>
BY: <u> </u>	TELEPHONE: <u> </u>	ASSIGNED BY SUPERVISOR TO: <u>DLA</u>	<u>9-1-75</u>
		OUTSTANDING TO:	<u>6-2-75</u>

INVESTIGATION

A.P.P. IS ESTABLISHED ON THE SW COR OF N. KENT FROM KINROSS - E.
PAVED RD E. OF KINROSS. GRAVEL - W.
NO DEVELOPMENT ON THE NW COR OF N. KENT EXCEPT PLOTS.
REC. 30' 5" TO SUPPLEMENT THE SW COR.



SIGNATURE _____

Phone: 273-4951

Coastal Towing Co. Ltd.

1240 VICKERS WAY

RICHMOND, B.C.

V6V 1J1

FILE #
236 814 (Borden)
✓ 838 184 (Kantel)
230

PLEASE NOTE OUR NEW ADDRESS IS

1400 KENT AVENUE EAST

VANCOUVER, B.C. V5P 4N8

321-6833

September 10, 1975.

Mr. R. C. Gascoyne,
Assistant City Engineer,
Traffic Department,
City of Vancouver,
453 West 12th Avenue,
Vancouver, B. C.
V5Y 1V4

Dear Sir:-

We enclose a copy of Mr. Duncan's letter, re the position of B. C. Hydro Railway Freight Service on our application for a private crossing at our newly developed location in southeast Vancouver. The three crossings referred to are probably Rhodes Vaughan, the new Knight Bridge "mini-park", and Borden Street.

The Hydro Rail position is accepted with regret, particularly considering the mini-park crossing is seldom used and our proposed private crossing would have been actively used between 8:00 a.m. and 5:00 p.m., five days a week. However, it appears their position is final and therefore, we are writing to formally apply for the widening of Borden Street in the way of the Hydro Rail crossing. We further ask that "No Parking" signs be posted on the north side of South Kent between Borden Street and the entrance to Coast Ferries' property, approximately one city block. We expect a steady flow of semi-trailers, mobile homes, etc., commencing the week of September 15, 1975 and traffic will be routed via Argyle where possible.

D. Holloway
T. Haffner

ENGINEERING
CENTRAL
REGISTRY

SEP 11 1975

ROUTING CE/SD/
INFORMATION TD.
CROSS REFERENCE is
ENCLOSURE
RELEASED FOR FILING
INITIAL

Our short notice is regretted but we had banked on B. C. Hydro's approval, thus relieving further congestion on South Kent.

Thank you in advance for a prompt and favourable reply.

Yours truly,

COASTAL TOWING CO. LTD.

W. A. New
W. A. New,
President.

ALL TOWING CONTRACTS, WRITTEN OR VERBAL, THAT PROVIDING THE TOWBOAT OWNER USES DUE DILIGENCE TO MAKE AND KEEP THE TOWBOAT SEAWORTHY. THE TOWBOAT OWNER IS NOT TO BE LIABLE FOR LOSS OF OR DAMAGE TO THE TOW OR THE CONTENTS, HOWSOEVER CAUSED.

BRITISH COLUMBIA HYDRO AND POWER AUTHORITY



RAILWAY FREIGHT SERVICE,
260 - 12th Street,
New Westminster, B.C.
V3M 4H3
Telex 04351150

26 August 1975

File: 656

Mr. W.A. New
President
Coastal Towing Co. Ltd.
1400 Kent Avenue East
Vancouver, B. C.
V5P 4N8

Dear Mr. New:

I have reviewed your request for an additional crossing of the railway west of Borden. I had a look at the area recently and find we have three crossings - two public and one private in one block. An additional one would hamper our operation just that much more.

As far as the railway is concerned, the best approach would be to have the City widen Borden Street at the point where it crosses the railway. This would eliminate your problem of maneuvering long trucks around the corner at this point.

We would be prepared to support you in a submission to the City if you elected to go this way. If you would still like a meeting, give me a call and we can set one up.

Yours truly,

W.A. Duncan

W.A. Duncan
Manager, Railway Operations

WAD/jm

RECEIVED
AUG 23 1975

COAST FERRIES LIMITED
COASTAL TOWING CO. LTD.
VANCOUVER, B.C.

MEMORANDUM OF AGREEMENT made and entered into this
11th day of APRIL , 1975,

BETWEEN:

BRITISH COLUMBIA HYDRO AND POWER
AUTHORITY, a crown corporation
having offices at 970 Burrard
Street, City of Vancouver,
Province of British Columbia,

(hereinafter called the "Company")

OF THE FIRST PART

AND:

CITY OF VANCOUVER, a municipal
corporation with offices at
453 West 12th Avenue, City of
Vancouver, Province aforesaid,

(hereinafter called the "City")

OF THE SECOND PART

WHEREAS the Company has for some time operated and
used the Vancouver and Lulu Island Railway tracks adjacent to
Kent Avenue North between Knight Street Bridge and Borden
Street in the City of Vancouver at Mile 2.53 on the railway
line;

AND WHEREAS the Company has applied to construct and
instal a spur track to serve Lot 2, Block "C", District Lot
327 in the City of Vancouver on the North side of Kent Avenue
(hereinafter called the "spur track");

AND WHEREAS the Company has applied to the City for
permission to construct the spur track across Kent Avenue
North;

AND WHEREAS the City by resolution of its Council
adopted on January 21, 1975 has agreed to grant such permission
subject to the terms, covenants and conditions hereinafter
set out:

NOW THEREFORE THIS AGREEMENT WITNESSETH: that in consideration of the terms and covenants of this agreement and other valuable consideration:

1. THE CITY AGREES:

(a) That the Company may construct the said spur track to the alignment and grades specified in Plan No. RT 317, a copy of which is hereunto attached and marked with the letter "A" for identification purposes) prepared by the Company and approved by the City Engineer in so far as it affects the said street, and may carry on railway operations on and over the same.

(b) That it will join with the Company in an application to the Railway Transport Committee of the Railway Transport Commission for approval of the said spur track.

2. THE COMPANY AGREES:

(a) That it will assume the cost of diverting, constructing and reconstructing watermains, sewers, drainage facilities, telephone and electricity facilities, and grade changes and of doing any other work necessary, incidental or related to the installation of the said spur track.

(b) That it will place, at its own expense, any fill necessary to the construction of the said spur track across said street, such work to be to the satisfaction of the City Engineer.

(c) That it will while the said spur track is in place, undertake to plank or otherwise surface the spur track allowance (herein considered to be ten (10) feet wide) and maintain such surfacing and, that when the City paves the said street adjacent to the said tracks, the Company will bear the cost of permanent paving and maintain the pavement of such track allowance; both surfacing and paving to be to the satisfaction of the City Engineer.

(d) That it will, while the said spur track is in place, assume any extra costs that may be incurred by the City in placing or replacing any sewers, watermains, drainage facilities or other civic utilities underneath the said spur track by reason of its existence.

(e) That it will, while the said spur track is in place, assume any extra costs that may be incurred by the City in placing or replacing any overhead civic utility by reason of the existence of the said spur track.

(f) That it will, while the said spur track is in place, keep the spur track allowance in good repair to the satisfaction of the City Engineer. In the event that the Company shall neglect or fail to do this the City Engineer may authorize the repair to be done by City forces at cost to the Company and the Company herein agrees to reimburse the City for the repair.

(g) That, in the event that the City shall obtain the authority and shall proceed with construction of any underpasses or overhead viaducts or bridges passing under or over the said spur track, the Company will have the right to discontinue its operation of the said spur track and remove the same, leaving the track allowance in the same condition as the contiguous parts of the street; or, in the alternative, may continue the existence of the said track and indemnify the City for any additional or extra costs the City may incur by reason of the existence of the said spur track in constructing any such underpasses or overhead viaducts or bridges.

(h) That it will at all times during the currency of these presents indemnify and save harmless the City from and in respect of all claims, loss, damage, or expense of whatsoever kind arising from the construction, maintenance or existence of the said spur track, or from the permission hereby granted.

3. It is understood and agreed between the Company and the City that either party shall have the right to terminate this agreement at any time, upon giving to the other party notice in writing of its intention so to do, and naming in such notice a day at least one year after the giving of the notice on which the agreement is to terminate; and on the day so named this agreement shall terminate, and from and after the day so named the Company shall cease to have any right to use or carry on railway operations on and over that portion of the said spur track which is hereafter laid across the said street pursuant to this agreement, and shall remove or cause to be removed, at the expense of the Company, the said portion of the said spur track, leaving the said spur track allowance in the same condition as the contiguous parts of the streets, such work to be carried out to the satisfaction of the City Engineer.

4. The rights and privileges of the Company under this agreement shall not be assigned or transferred either in whole or in part, except with the written consent of the City, such consent not to be unreasonably withheld.

5. BOTH PARTIES AGREE that this agreement shall be binding upon and enure to the benefit of the respective parties hereto, as well as their respective administrators, successors and permitted assigns.

IN WITNESS WHEREOF the Company has caused these presents to be sealed with its seal in the presence of its

proper officers duly authorized in that behalf; and these presents have been sealed with the common seal of the City of Vancouver and signed by the Director of Legal Services as of the day and year first above written.

APPROVED
GENERAL MANAGER
TRANSMISSION

SEALED with the Seal of BRITISH
COLUMBIA HYDRO AND POWER AUTHORITY
and signed by:



Twainson

DIRECTOR

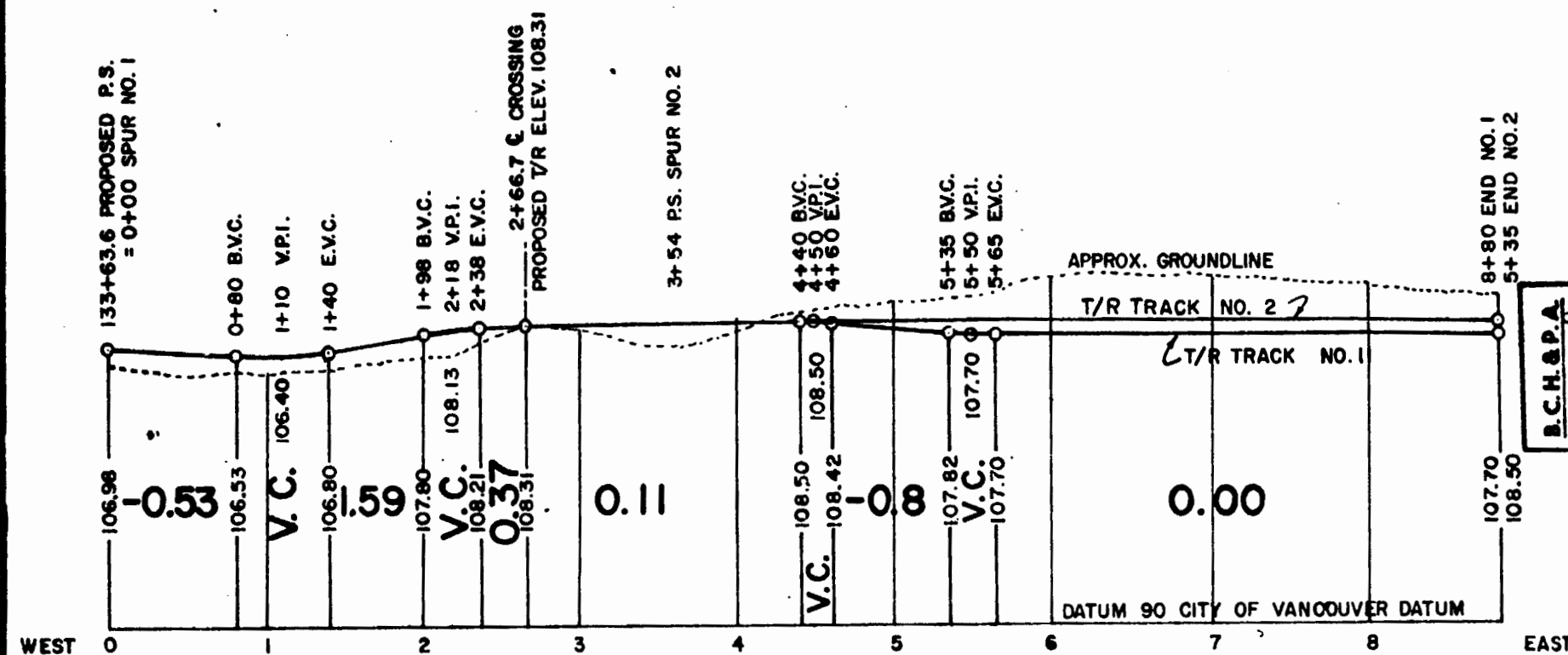
E. B. Fallowell

ASSOCIATE SECRETARY

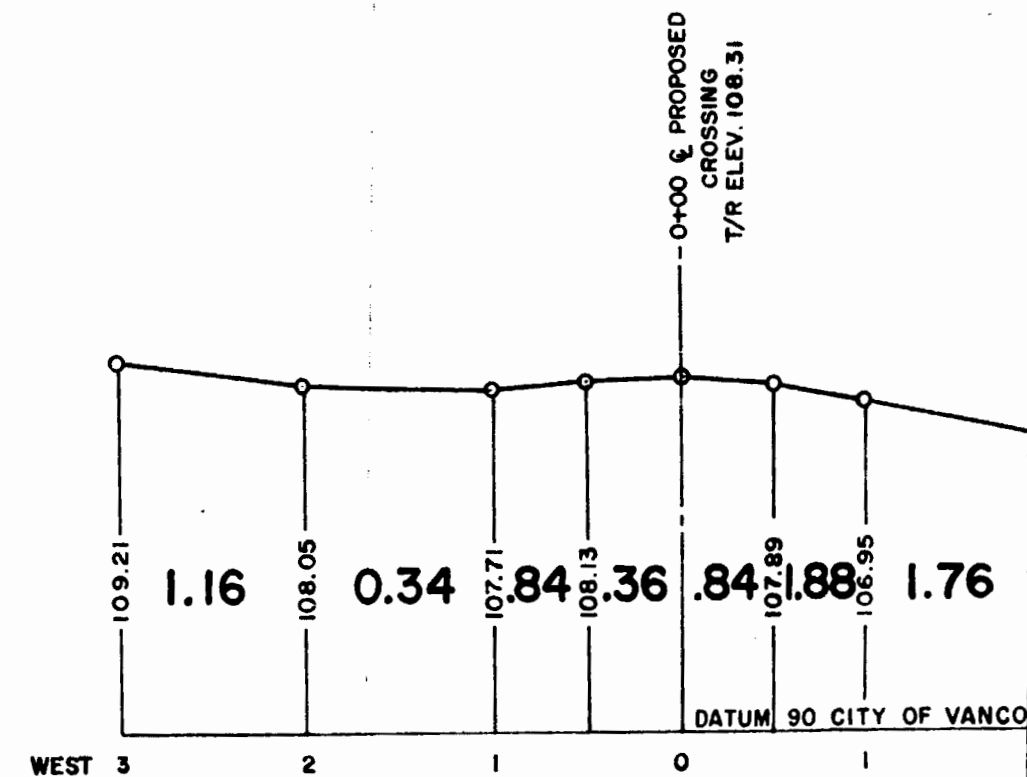
SEALED with the Common Seal of the
CITY OF VANCOUVER and signed by:

M. B. Hummer

Director of Legal Services



PROFILE OF PROPOSED SPUR
SCALE: 1" = 100' HOR. & 10' VERT.



PROFILE OF KENT AVENUE
SCALE: 1" = 100' HOR.

BRIDGE R/W BOUNDARY

SIGHT LINES (ASSUMING MAXIMUM ANGLE 90° TO DIRECTION OF TRAVEL OF MOTOR VEHICLE).

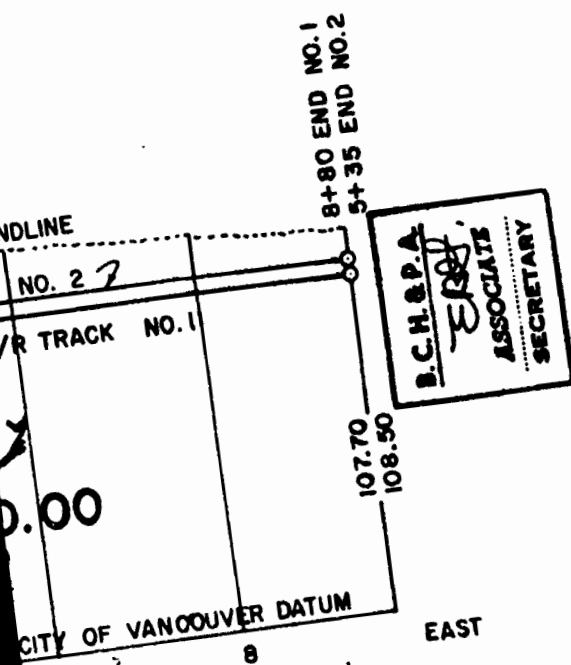
BRIDGE

-2+60 & PROPOSED CROSSING = 0+00 E. & W. ON & KENT AVE. NORTH.

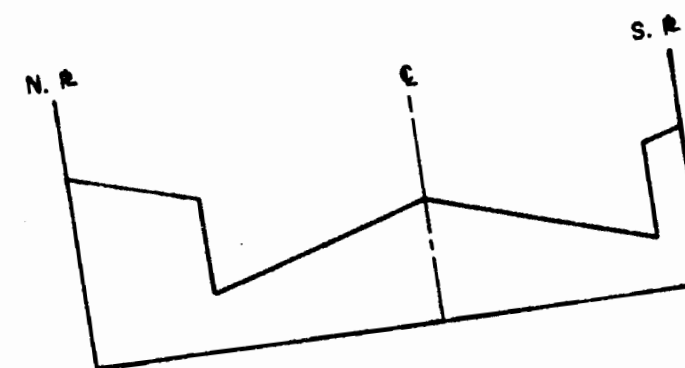
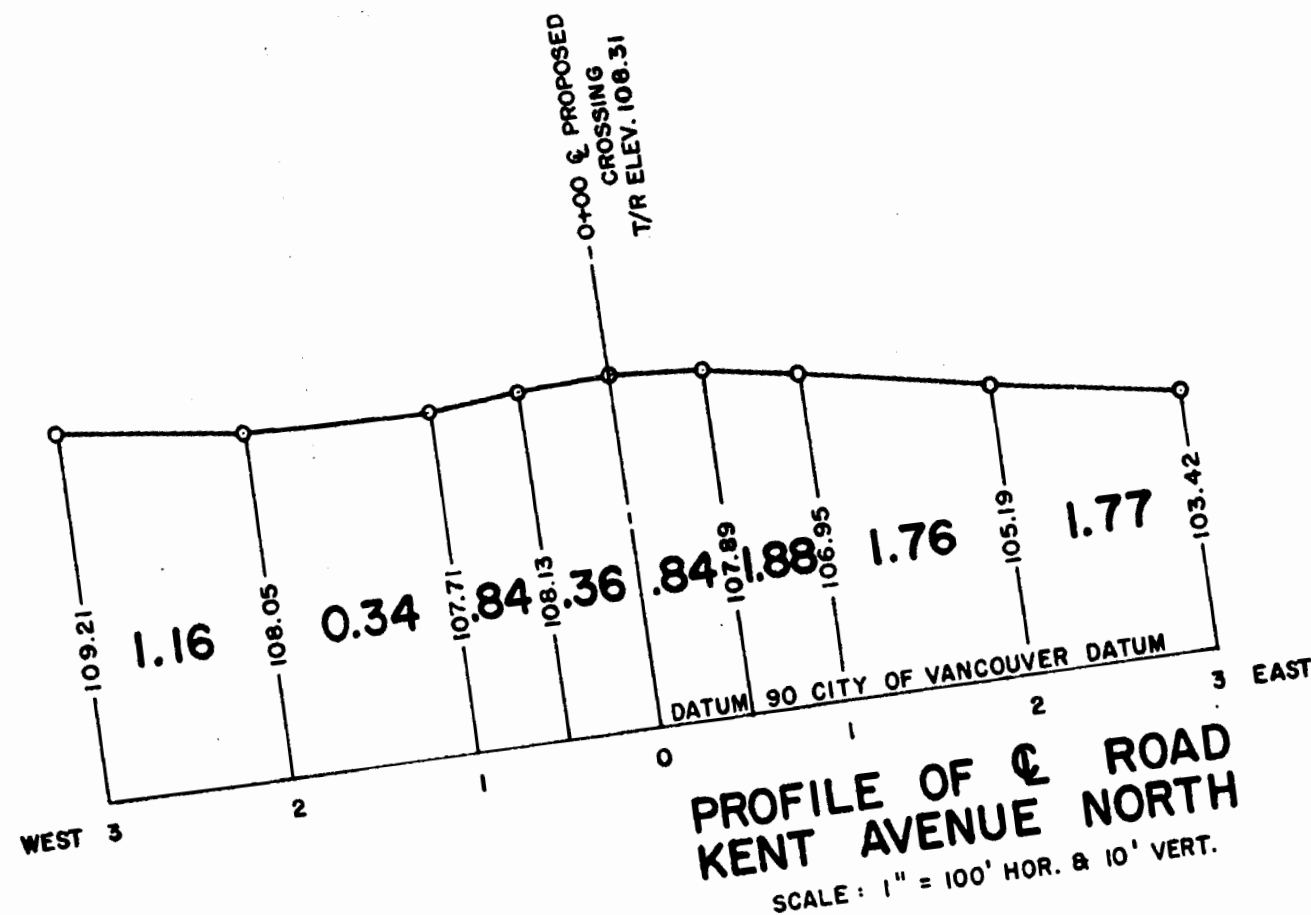
3+54 PROPOSED P.S. = 0+00 SPUR NO. 2

PROPOSED CROSSING

TOE ENG OF



PROPOSED SPUR
1" = 100' HOR. & 10' VERT.



--2+60 & PROPOSED CROSSING = 0+00 E. & W.
ON KENT AVE. NORTH.

3+54 PROPOSED P.S.
ON KENT AVE. NORTH

PROPOSED REFLECTORIZED
CROSSING STBN.

TOE OF BRIDGE APPROACH FILL AS PER C.B.A.
ENG. LTD. DWG. NO. 213-P-364 = WEST BDY.
OF LEASE AREA ON HIGHWAY R/W.

LEASE
AREA

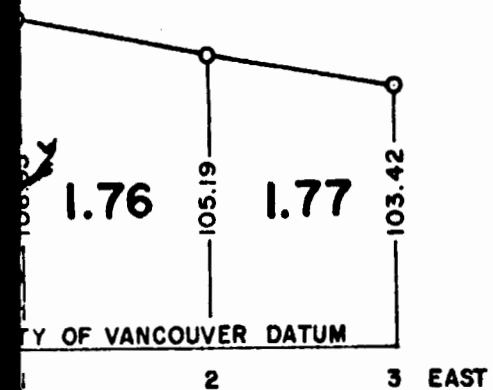
BRIDGE R/W BOUNDARY

60" Ø TRUNK STORM SEWER
G.V.S. & D.D. SEWER EASEMENT
10' 10'

TRACK NO. 27 (PROPOSED)

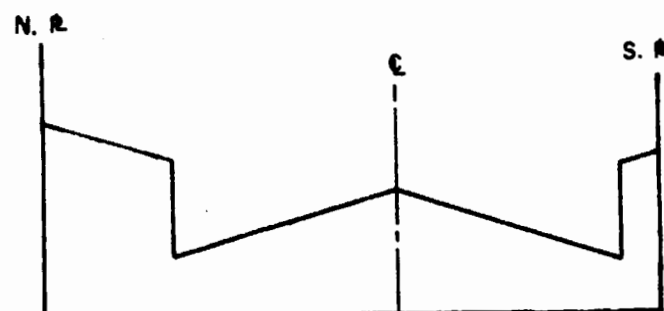
LOT 2 BLK. C D.L. 327
GP. 1 N.W.D. PLAN 15255

TRACK NO. 17 (PROPOSED)



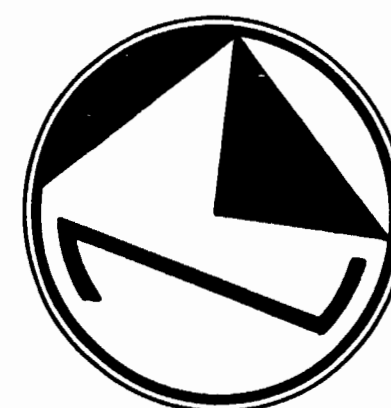
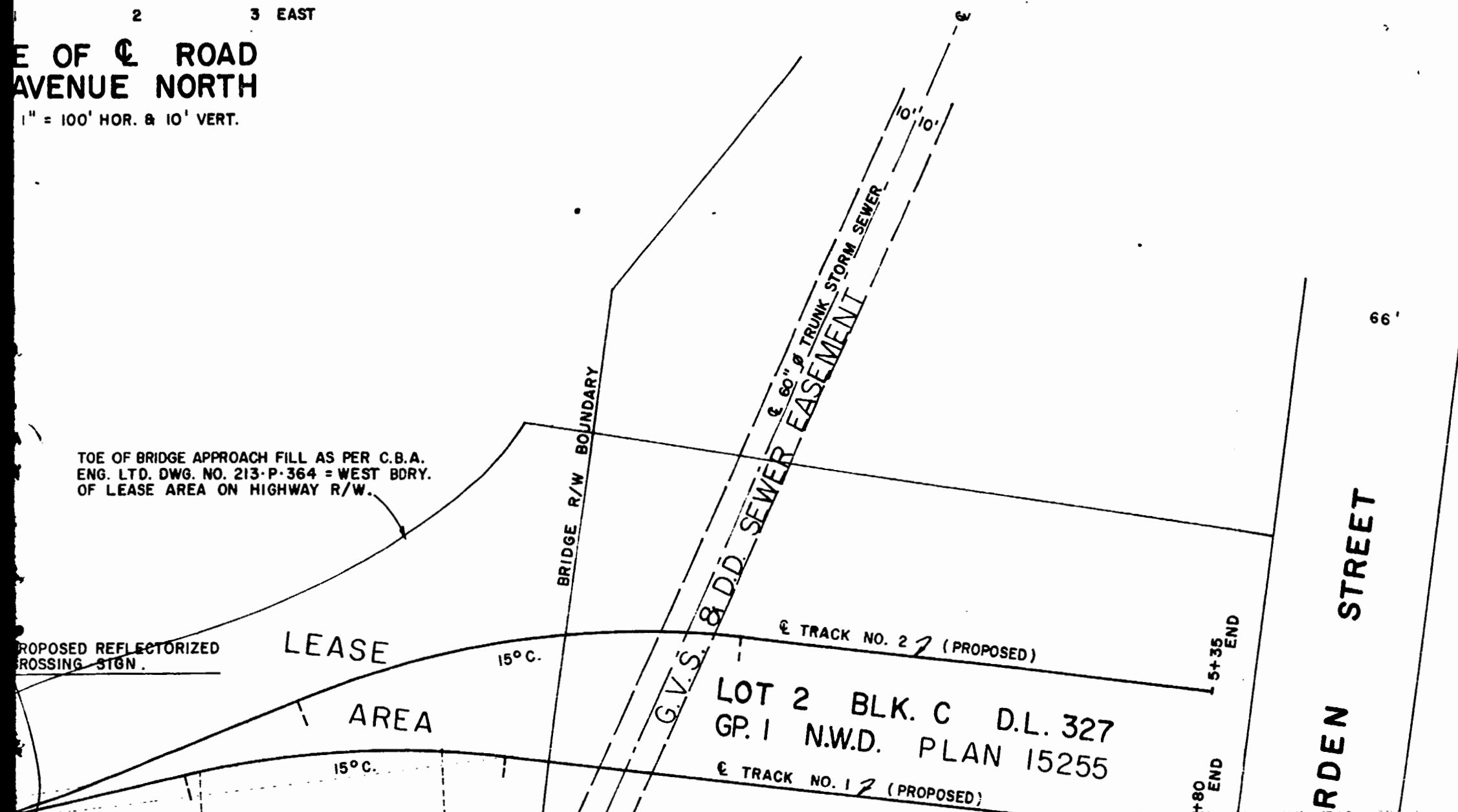
E OF C ROAD
AVENUE NORTH

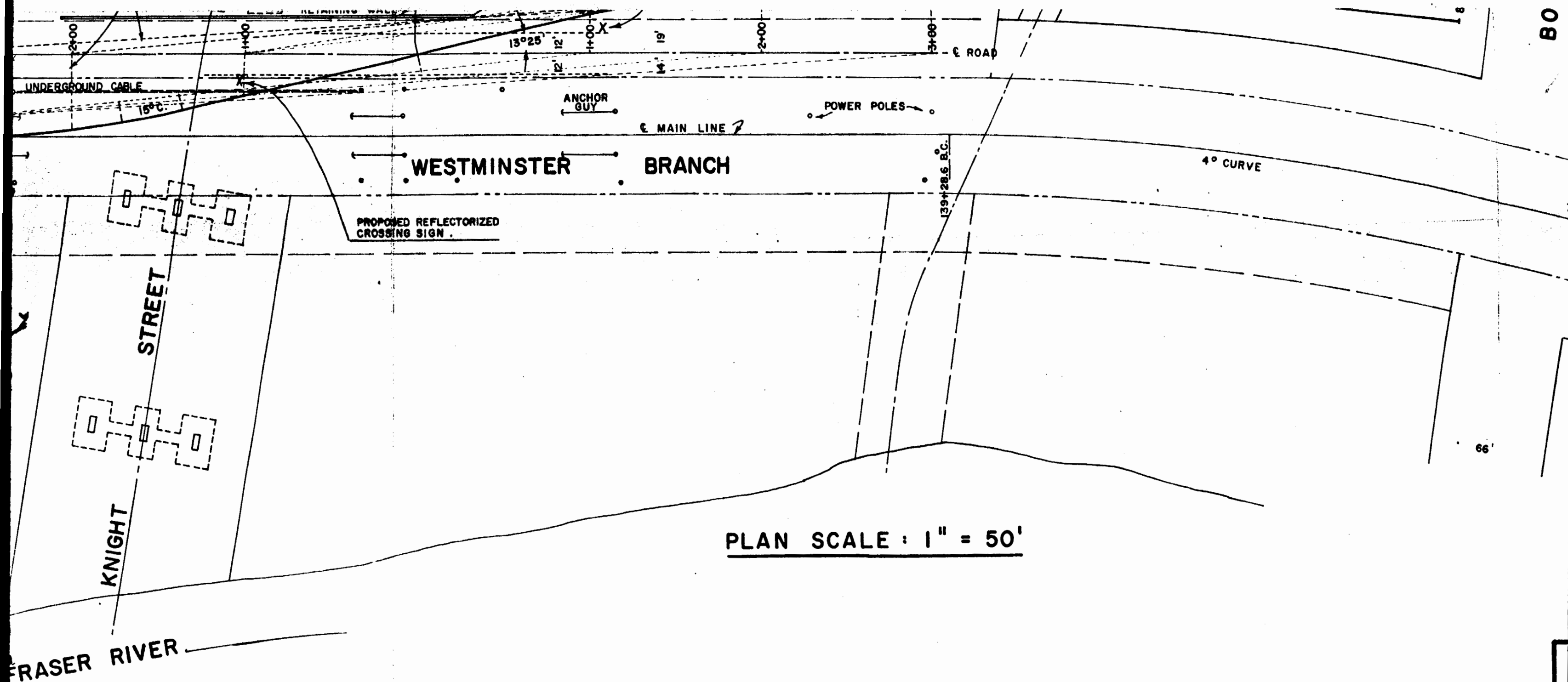
1" = 100' HOR. & 10' VERT.



TYPICAL SECTION OF KENT AVENUE NORTH

SCALE: 1" = 10' HOR. & 1' VERT.





FOR CITY OF VANCOUVER

CITY ENGINEER

FOR CANADIAN PACIFIC RAILWAY

DIVISION ENGINEER

REGIONAL ENGINEER

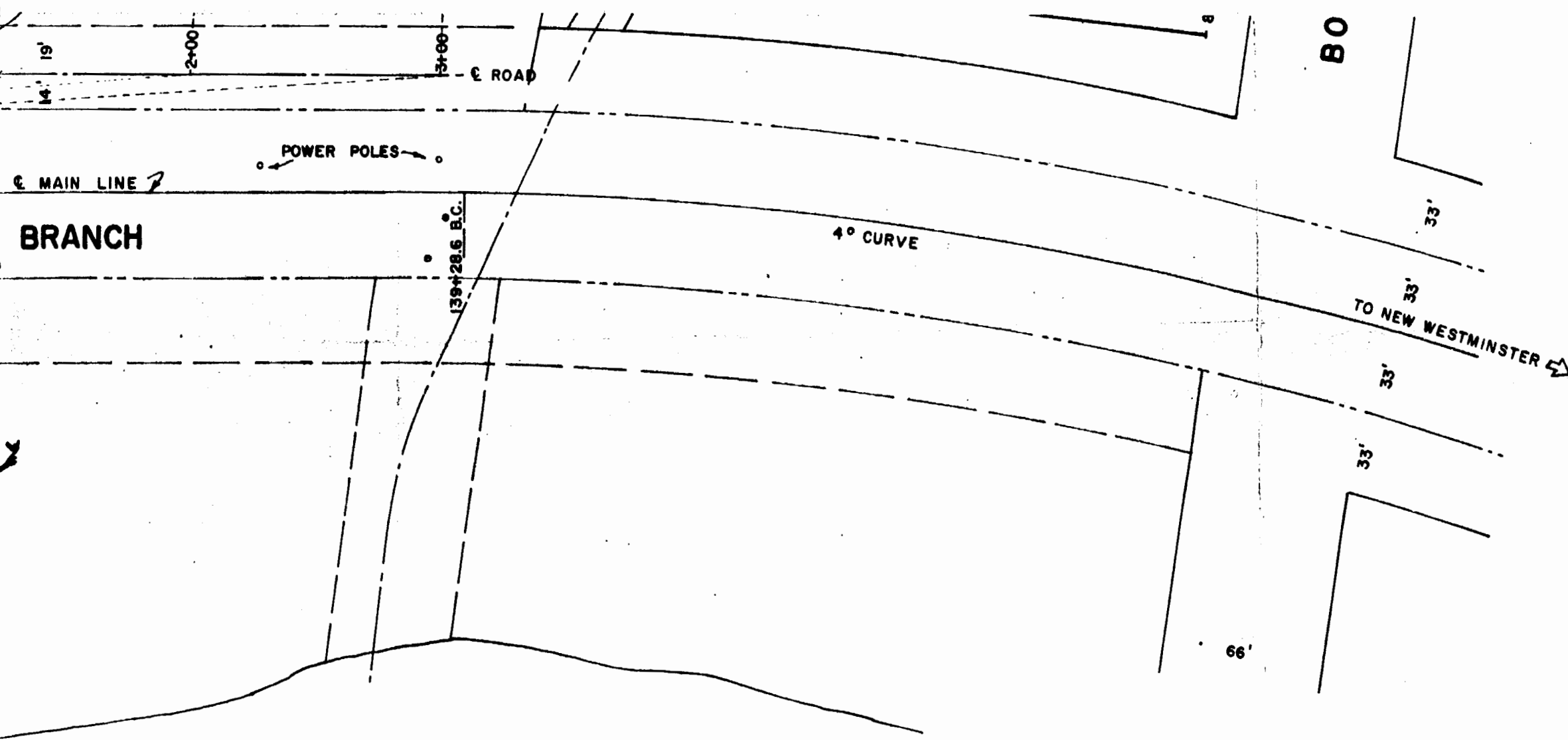
SENIOR REGIONAL VICE-PRESIDENT

FOR B.C. HYDRO & POWER
AUTHORITY

F. Friedel
RAILWAY ENGINEER

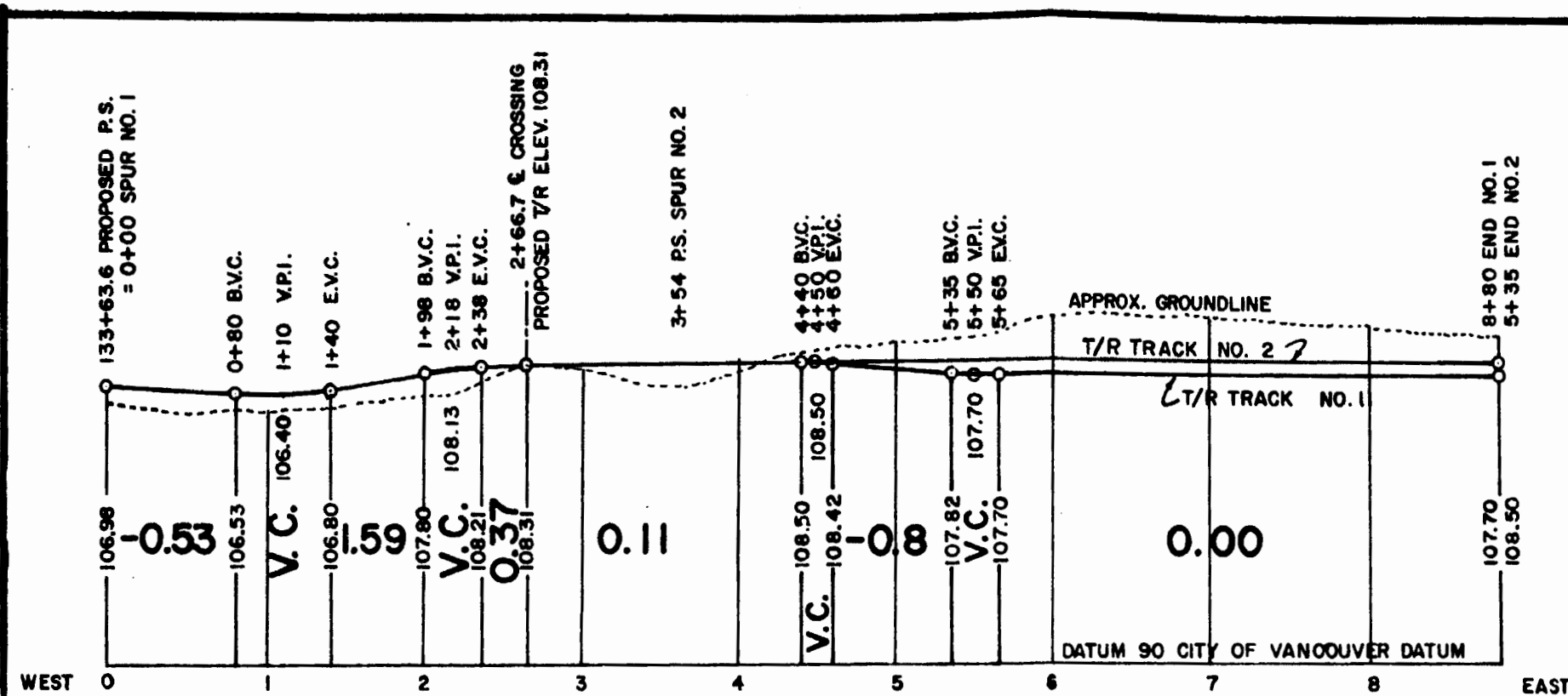
MANAGER - RAILWAY OPERATIONS

GENERAL MANAGER - TRANSPORTATION

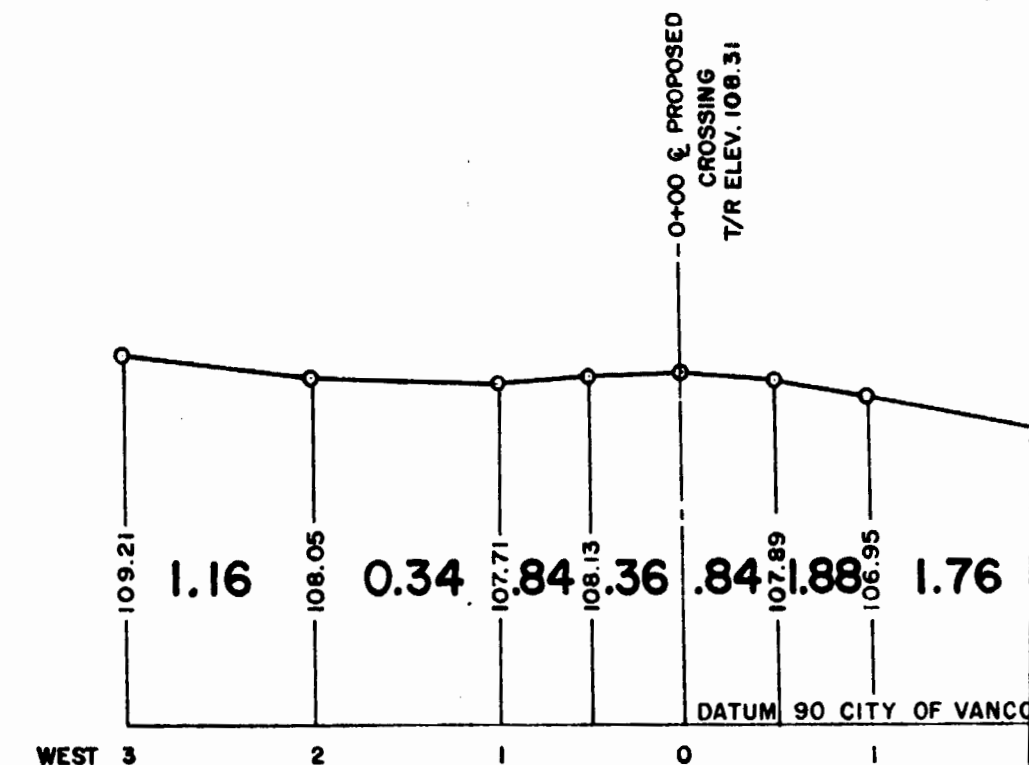


PLAN SCALE : 1" = 50'

B. C. HYDRO & POWER AUTHORITY TRANSPORTATION DIVISION RAILWAY DEPARTMENT		
OF VANCOUVER	FOR CANADIAN PACIFIC RAILWAY	FOR B.C. HYDRO & POWER AUTHORITY
DIVISION ENGINEER		<i>F. Friedel</i> RAILWAY ENGINEER
REGIONAL ENGINEER		MANAGER - RAILWAY OPERATIONS
SENIOR REGIONAL VICE-PRESIDENT		GENERAL MANAGER - TRANSPORTATION
VANCOUVER AND LULU ISLAND RAILWAY WESTMINSTER BRANCH MILE 2.53 PROPOSED CROSSING OF KENT AVENUE NORTH & BORDEN STREET TEAM TRACK		
OFFICE OF RAILWAY ENGINEER, NEW WESTMINSTER, B.C., OCTOBER FIRST, 1974. DRAWN BY G. M. LEWIS SCALES AS NOTED. PLAN NO. RT-317		



PROFILE OF PROPOSED SPUR
 SCALE: 1" = 100' HOR. & 10' VERT.



PROFILE OF KENT AVENUE
 SCALE: 1" = 100' H.

BRIDGE R/W BOUNDARY

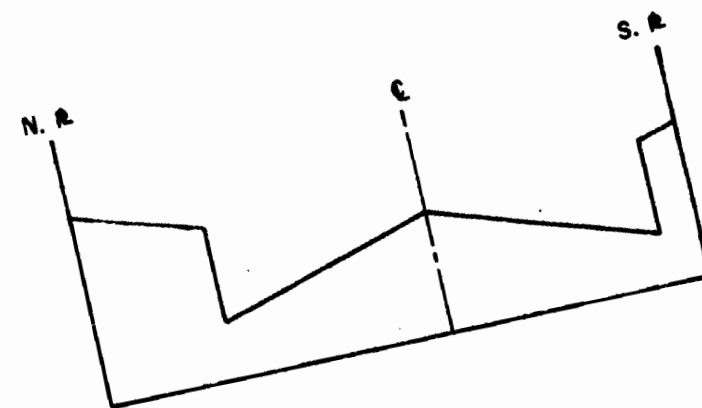
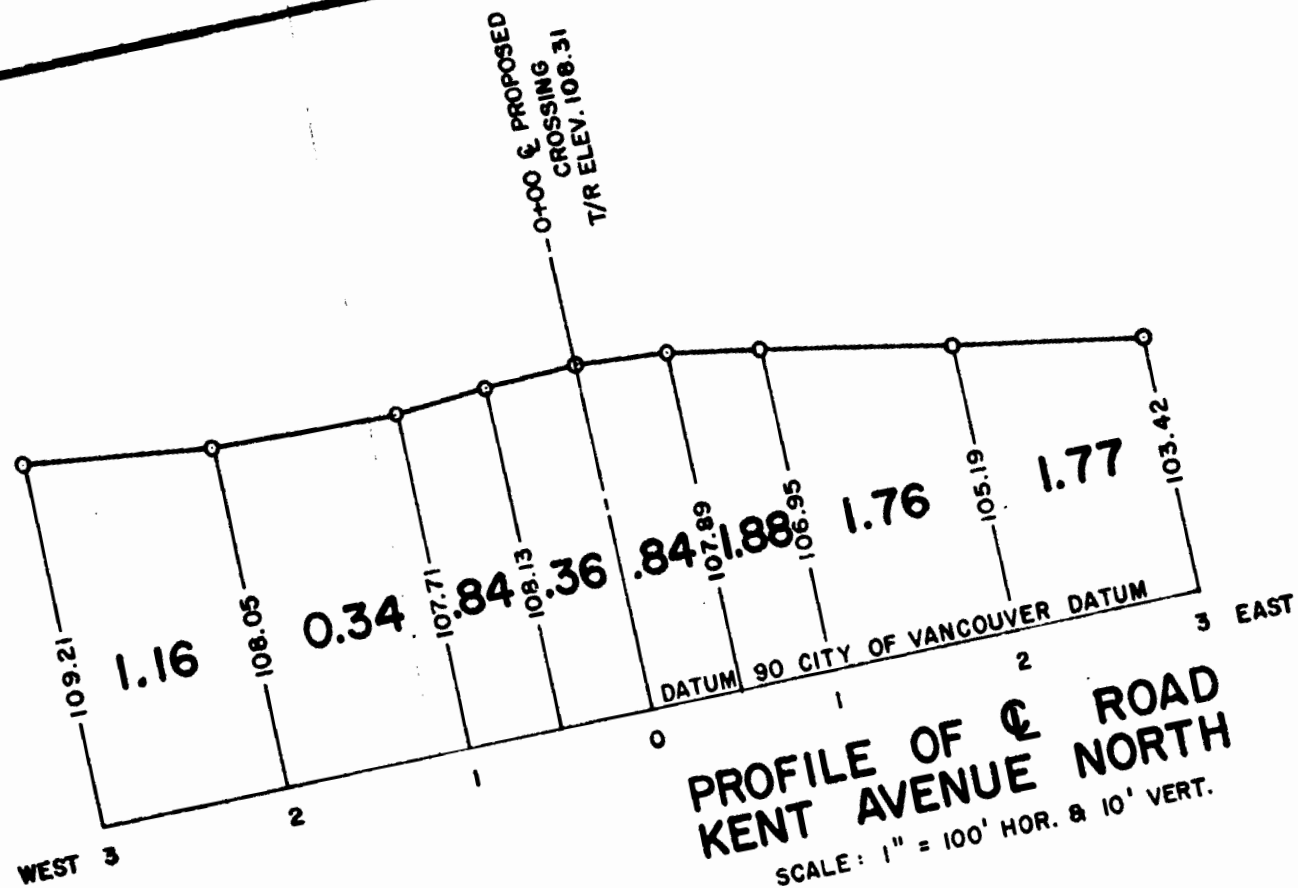
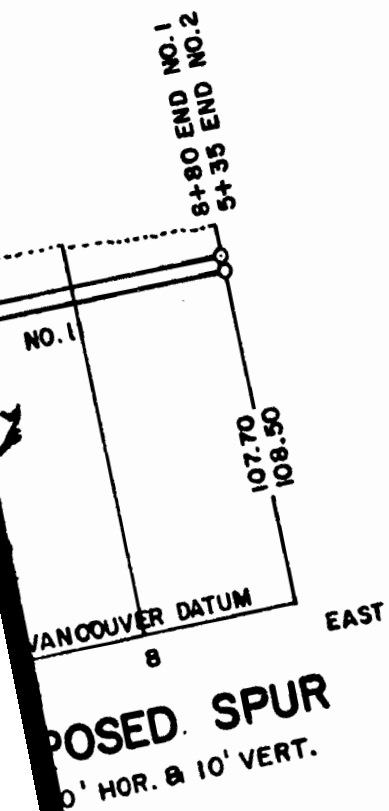
BRIDGE

SIGHT LINES (ASSUMING MAXIMUM ANGLE 90° TO DIRECTION OF TRAVEL OF MOTOR VEHICLE).

2+60 & PROPOSED CROSSING = 0+00 E. & W. ON & KENT AVE. NORTH.

3+54 PROPOSED P.S. = 0+00 SPUR NO. 2

PROPOSED CROSSING



TOE OF BRIDGE APPROACH FILL AS PER C.B.A.
ENG. LTD. DWG. NO. 213-P-364 = WEST BDY.
OF LEASE AREA ON HIGHWAY R/W.

PROPOSED REFLECTORIZED
CROSSING SIGN.

LEASE
AREA

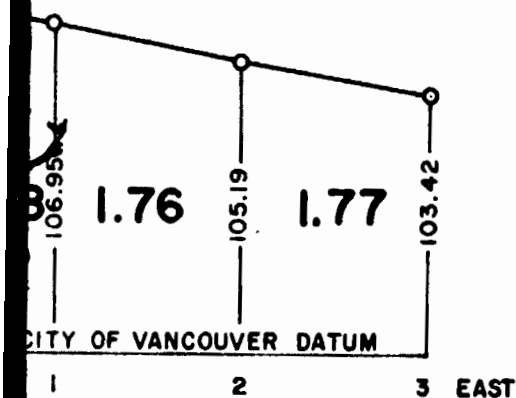
BRIDGE R/W BOUNDARY

G.V.S. & D.D. SEWER EASEMENT

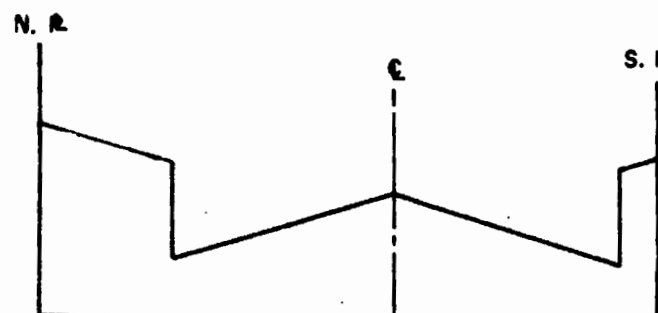
TRACK NO. 2 (PROPOSED)

LOT 2 BLK. C D.L. 327
GP. 1 N.W.D. PLAN 15255

TRACK NO. 1 (PROPOSED)



E OF Q ROAD
AVENUE NORTH
1" = 100' HOR. & 10' VERT.



TYPICAL SECTION OF
KENT AVENUE NORTH

SCALE: 1" = 10' HOR. & 1' VERT.

TOE OF BRIDGE APPROACH FILL AS PER C.B.A.
ENG. LTD. DWG. NO. 213-P-364 = WEST BDRY.
OF LEASE AREA ON HIGHWAY R/W.

PROPOSED REFLECTORIZED
CROSSING SIGN.

LEASE
AREA

15° C.

15° C.

BRIDGE R/W BOUNDARY

LOT 2 BLK. C D.L. 327
GP. 1 N.W.D. PLAN 15255

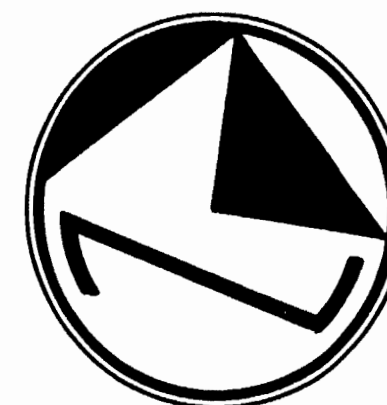
TRACK NO. 1 (PROPOSED)

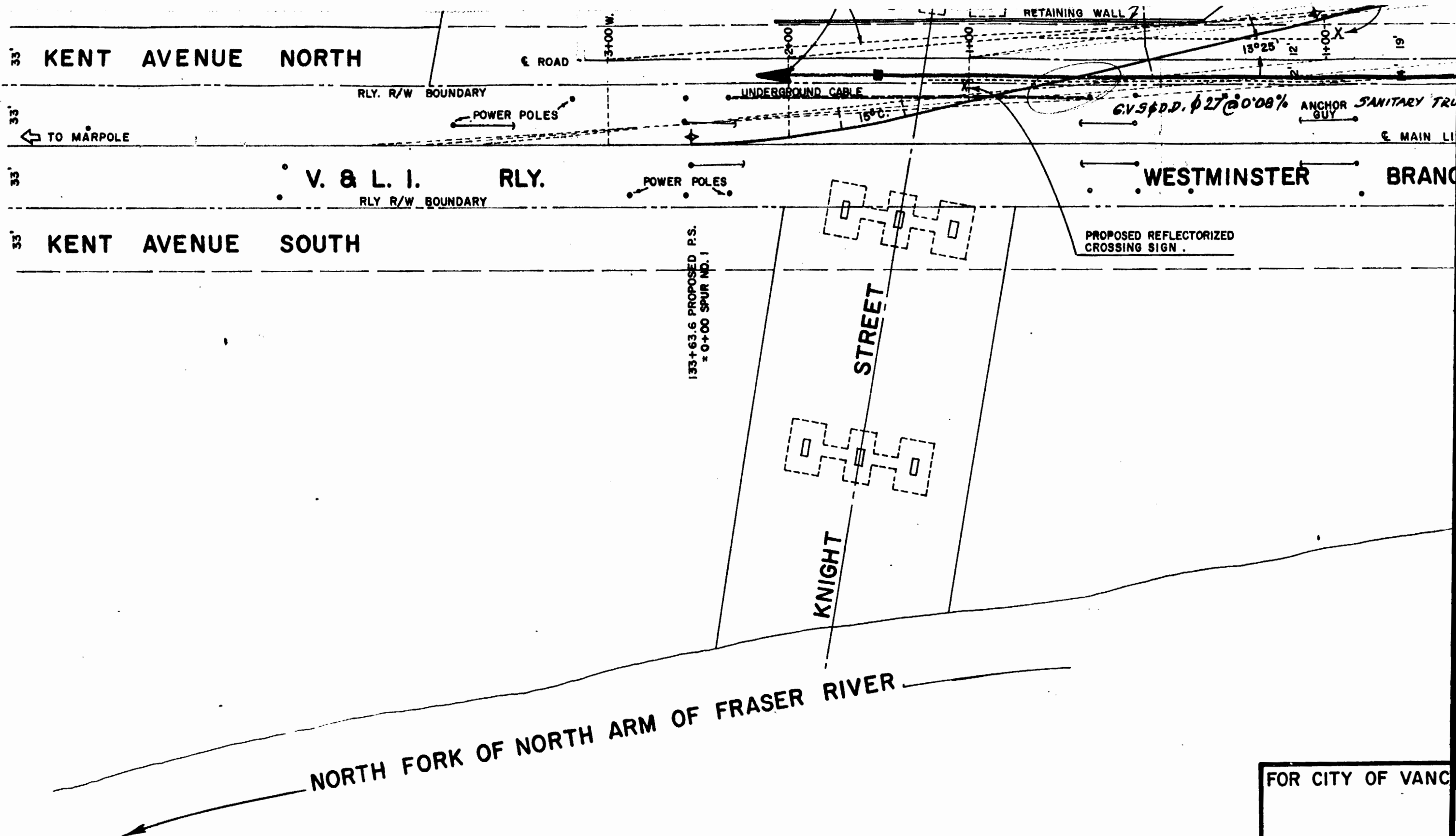
TRACK NO. 2 (PROPOSED)

5+35 END
10 END

EDEN STREET

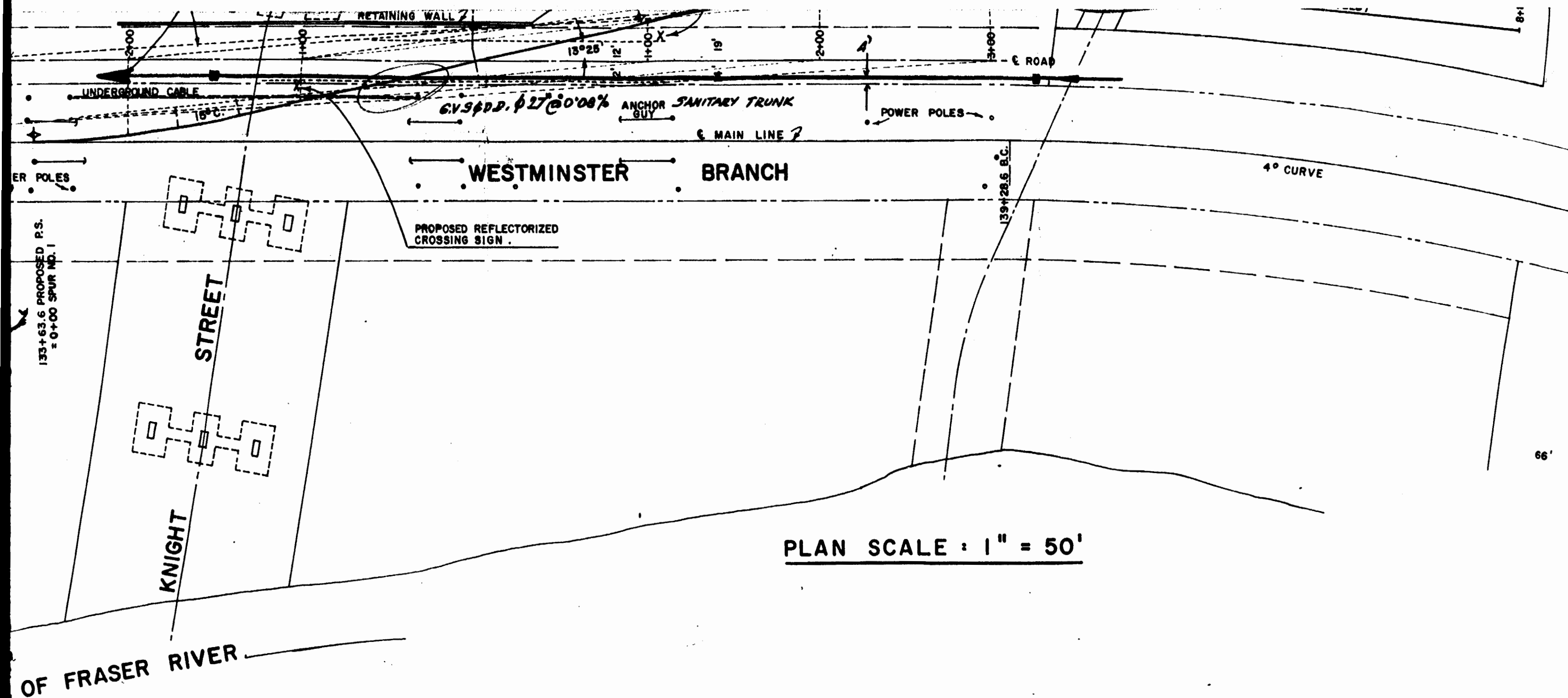
66'



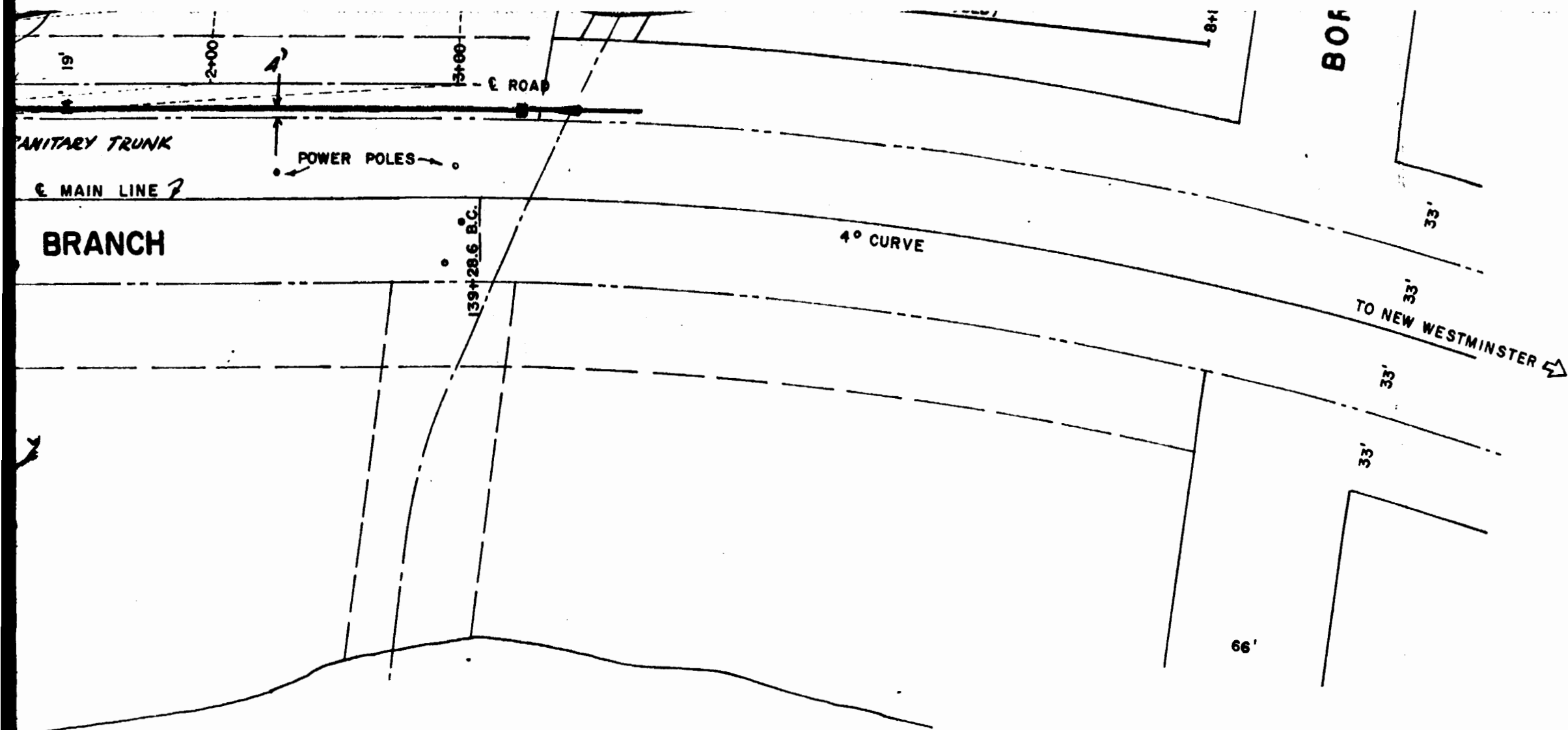


FOR CITY OF VANC

CITY ENGINEER



FOR CITY OF VANCOUVER	FOR CANADIAN PACIFIC RAILWAY	FOR B.C. HYDRO & POWER AUTHORITY
		<i>F. Friedel</i>
	DIVISION ENGINEER	RAILWAY ENGINEER
	REGIONAL ENGINEER	MANAGER - RAILWAY OPERATIONS
CITY ENGINEER	SENIOR REGIONAL VICE-PRESIDENT	GENERAL MANAGER - TRANSPORTATION



PLAN SCALE : 1" = 50'

B. C. HYDRO & POWER AUTHORITY
TRANSPORTATION DIVISION RAILWAY DEPARTMENT

OF VANCOUVER

FOR CANADIAN PACIFIC RAILWAY

FOR B.C. HYDRO & POWER
AUTHORITY

VANCOUVER AND LULU ISLAND RAILWAY
WESTMINSTER BRANCH MILE 2.53

**PROPOSED CROSSING OF KENT AVENUE
NORTH & BORDEN STREET TEAM TRACK**

DIVISION ENGINEER

F. F. Fiedel
RAILWAY ENGINEER

REGIONAL ENGINEER

MANAGER - RAILWAY OPERATIONS

SENIOR REGIONAL VICE-PRESIDENT

GENERAL MANAGER - TRANSPORTATION

OFFICE OF RAILWAY ENGINEER, NEW WESTMINSTER, B. C.,
OCTOBER FIRST, 1974. DRAWN BY G. M. LEWIS

SCALES AS NOTED. PLAN NO. RT-317

LL 10-MLH- 63

No. _____

DATED _____ 1975

BRITISH COLUMBIA HYDRO AND POWER
AUTHORITY

AND

CITY OF VANCOUVER

SPUR TRACK CROSSING

LAW DEPARTMENT

CITY HALL

IGH

City of Vancouver



City Engineering Department: City Hall, 453 West 12 Avenue, Vancouver, British Columbia, Canada V5Y 1V4, (604) 873-7011

W.H. Curtis, P. Eng.
City Engineer

R.C. Boyes, P. Eng.
Deputy City Engineer
K.F. Dobell, P. Eng.
Assistant City Engineer
Departmental Services
& Sewers

P.S. Herring, P. Eng.
Assistant City Engineer
Water, Sanitation & Materials
H.D. Nicholson, P. Eng.
Assistant City Engineer
Electrical

S.D. Townsend, P. Eng.
Assistant City Engineer
Streets
R.G. Gascayne, P. Eng.
Assistant City Engineer
Traffic

Please refer A. Silvestrone

File No.

Crossing Branch

April 2, 1975

Mr. Bob Abernathy,
Humphrey Construction Ltd.
291 West 3rd Street,
North Vancouver, B.C.

Gentlemen:

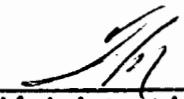
**COMMERCIAL CROSSINGS OVER THE
SIDEWALKS - REF. NO. 259/74**

On April 1, 1975 your application requesting permission
to install crossing facilities on as per plans

being Part of Blk. U, Block W, 81:2 West portion of A, Plan 10764 and 81:2
West portion of Amed. Lot 5384, D.L. 327, Group 1, N.W.D.
was approved subject to the prior issuance of a Development Permit and to
the Crossing By-law.

I return herewith a revised plan to be initialed and returned
if satisfactory to you. Further, please revise your tracing to incorporate
these revisions and forward four white prints to this office.

Yours truly,


Administrative Assistant,
Engineering.

TM/ib

Enclosure

FILE #

230
838 184 (Kent Ave)

1400 B2E

Ex.812

SUBMIT APPLICATION FORM IN DUPLICATE

Design Division,
Crossing Section,
Engineering Department,
Vancouver City Hall.

Number:

259/74

Date:

DEC. 4/74

BOULEVARD CROSSING APPLICATION

An application for a permit under the Area By-Law is hereby made for a boulevard crossing or crossings to serve the following property:

Legal Description: PART OF BLOCK "U", BLOCK "W"
81.2' WEST PORTION OF "A" PLAN 10764
& " " " " " " AMED. LOT 5384
DL 327 GP 1 N.W.D.

Street Address: 1100 SOUTH KENT ST. N. VAN

Registered Owner: COAST FERRIES LTD. (BOE ALTERNATE 985-0494)

Name of Applicant: DOMINION CONSTRUCTION CO. LTD.

Address of Applicant: 3100 - THREE BENTALL CTR. Phone: 688-1131

Purpose of Crossing/s:

Indicate Type of Crossing:

Commercial



Other



Location of Crossing/s: (Note the side of the street and the adjacent intersecting streets)

AS PER PLANS S/S KENT AVE SOUTH
EAST OF ARSLEY ST

I understand that I must accompany this application with one (1) plan DRAWN TO SCALE showing the location of the proposed crossings and site details. If the crossing is approved I will supply four (4) copies of this plan to the City Engineer, and comply with all governing by-laws.

Signature of the Owner or his Agent:

Jerry Zappone

(Below for Department use only)

Subject to Development Permit

YES



NO



Previous Agreement/s to be Cancelled

YES



NO



CHARGES

In Lieu of Agreement

2

Crossings @ \$25.00

\$ 50.00

In Lieu of Annual Rental

2

Crossings @ \$10.00

\$ 20.00

Excess Drop Curb Length

@ \$30.00 Per Foot

Receipt No.

Issued

TOTAL RECEIVED

\$ 70.00

ENGINEERING APPROVAL

[Signature]

1 / APRIL / 75

Date

1/Pr. 1/75
No objections from a Traffic operations standpoint
provided South Kent is not at the intersection.

pk
DIRECTOR OF LEGAL SERVICES
CHARLES S. FLEMING

ASSISTANT DIRECTORS

JOHN A. COWLEY
JOHN L. MULBERRY
TERRANCE R. BLAND

SOLICITORS

ROBERT G. JACKSON IAN G. HENLEY
RAYMOND G. HARVEY JOE STUBBS
ROBERT C. WALKER



FILE # 230
838 184 (K, + Ave.)
OUR FILE No. _____
CITY HALL 14-1500 E
453 WEST 12TH AVENUE
VANCOUVER, B.C. V5Y 1V4

TELEPHONE 873 7507

March 19, 1975

~~B.C. Hydro and Power Authority
Engineering Department
970 Burrard Street
Vancouver, B.C.~~

Attention: Mr. F. Friedel

Dear Sirs:

Re: Spur Track Crossing over Kent
Avenue, North, between Knight
and Borden Streets

In accordance with a request from B.C. Hydro and Power Authority we have prepared the attached spur track crossing agreement which we would ask you to have signed on behalf of your Authority and return all copies to us. Upon execution on behalf of the City we will forward you a fully executed copy.

Yours very truly,

ENGINEERING
CENTRAL
REGISTRY

MAR 20 1975

IGH:M
Encl. - 3

Ian G. Henley

ROUTING c.c. ✓ DH
INFORMATION
REFERENCE
RELEASED FOR FILING INITIAL DH

Engineering Department
Attention: Mr. D. Holloway

FEB 14 1975
/M

FILE #

838 184

CITY ENGINEERING DEPARTMENT

January 24, 1975.

File #838 184

MEMO TO: Director of Legal Services
Attention: Mr. I. Henley

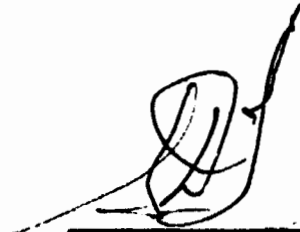
FROM: Assistant City Engineer
Streets & Structures

SUBJECT: SPUR TRACK CROSSING OVER KENT AVENUE NORTH,
BETWEEN KNIGHT STREET AND BORDEN STREET

Attached are eight prints showing the above track crossing.
Would you arrange for an agreement in accordance with Council's resolution of January 21.

DH/bg DH

Attach:


S. D. Townsend,
Assistant City Engineer,
Streets & Structures.

CITY ENGINEERING DEPARTMENT

January 17, 1975

File No. 130 639

MEMO TO: A.C. Murray

FROM: Assistant City Engineer
Streets & Structures

COPIES TO: E. Crepnjak
H. Beek

SUBJECT: GRANVILLE BRIDGE - AREA UNDER HOWE STREET RAMP

Attached are two prints of drawing BB 100, sheets 1 and 2. Would you arrange for the concrete cuts, door fabrication and installation. The concrete is to be cut full depth (12" from each face).

This work should be charged to Account 8036/2913.



Assistant City Engineer
Streets & Structures

DH/tj DH
Attach:

FILE #

230
838 184 (Kent Ave.)

14-1500E

City Engineering Department

March 14, 1975

Memo to: Director, Legal Services (Attention: Ian G. Hanley)
From: Assistant City Engineer
Streets
Subject: SPUR TRACK CROSSING OVER KENT AVENUE NORTH
BETWEEN KNIGHT AND BORDEN STREETS
B.C. HYDRO AND POWER AUTHORITY

This is in reply to your memorandum of March 10, 1975.

The said agreement has been examined and found satisfactory to this Department.



Assistant City Engineer

DH:dm DH



FILE #

838 184 (15th Floor)

MR

CITY OF VANCOUVER

LAW OFFICE

CITY HALL

March 10, 1975

MEMO TO: Engineering Department
(Attention: Mr. Dave Holloway)

FROM: Ian G. Henley

RE: Spur track crossing over Kent Avenue North,
between Knight and Borden Streets
B.C. Hydro and Power Authority

Attached is draft of agreement respecting the
above.

Would you please let me have your comments.

Yours very truly,

Ian G. Henley

ENGINEERING
CENTRAL ATT.
REGISTRY

MAR 11 1975

ROUTING
CE/SL/DH
INFORMATION
CROSS-REFERENCE
RELEASED FOR FILING
INITIAL DH

o/s

MAR 10 1975 1611

MEMORANDUM OF AGREEMENT made and entered into this
day of , 1975,
BETWEEN:

BRITISH COLUMBIA HYDRO AND POWER
AUTHORITY, a crown corporation
having offices at 970 Burrard
Street, City of Vancouver,
Province of British Columbia,

(hereinafter called the "Company")

OF THE FIRST PART

AND:

CITY OF VANCOUVER, a municipal
corporation with offices at
453 West 12th Avenue, City of
Vancouver, Province aforesaid,

(hereinafter called the "City")

OF THE SECOND PART

WHEREAS the Company has for some time operated and
used the Vancouver and Lulu Island Railway tracks adjacent to
Kent Avenue North between Knight Street Bridge and Borden
Street in the City of Vancouver at Mile 2.53 on the railway
line;

AND WHEREAS the Company has applied to construct and
instal a spur track to serve Lot 2, Block "C", District Lot
327 in the City of Vancouver on the North side of Kent Avenue
(hereinafter called the "spur track");

AND WHEREAS the Company has applied to the City for
permission to construct the spur track across Kent Avenue
North;

AND WHEREAS the City by resolution of its Council
adopted on January 21, 1975 has agreed to grant such permission
subject to the terms, covenants and conditions hereinafter
set out:

NOW THEREFORE THIS AGREEMENT WITNESSETH: that in consideration of the terms and covenants of this agreement and other valuable consideration:

1. THE CITY AGREES:

(a) That the Company may construct the said spur track to the alignment and grades specified in Plan No. RT 317, a copy of which is hereunto attached and marked with the letter "A" for identification purposes) prepared by the Company and approved by the City Engineer in so far as it affects the said street, and may carry on railway operations on and over the same.

(b) That it will join with the Company in an application to the Railway Transport Committee of the Railway Transport Commission for approval of the said spur track.

2. THE COMPANY AGREES:

(a) That it will assume the cost of diverting, constructing and reconstructing watermains, sewers, drainage facilities, telephone and electricity facilities, and grade changes and of doing any other work necessary, incidental or related to the installation of the said spur track.

(b) That it will place, at its own expense, any fill necessary to the construction of the said spur track across said street, such work to be to the satisfaction of the City Engineer.

(c) That it will while the said spur track is in place, undertake to plank or otherwise surface the spur track allowance (herein considered to be ten (10) feet wide) and maintain such surfacing and, that when the City paves the said street adjacent to the said tracks, the Company will bear the cost of permanent paving and maintain the pavement of such track allowance; both surfacing and paving to be to the satisfaction of the City Engineer.

(d) That it will, while the said spur track is in place, assume any extra costs that may be incurred by the City in placing or replacing any sewers, watermains, drainage facilities or other civic utilities underneath the said spur track by reason of its existence.

(e) That it will, while the said spur track is in place, assume any extra costs that may be incurred by the City in placing or replacing any overhead civic utility by reason of the existence of the said spur track.

(f) That it will, while the said spur track is in place, keep the spur track allowance in good repair to the satisfaction of the City Engineer. In the event that the Company shall neglect or fail to do this the City Engineer may authorize the repair to be done by City forces at cost to the Company and the Company herein agrees to reimburse the City for the repair.

(g) That, in the event that the City shall obtain the authority and shall proceed with construction of any underpasses or overhead viaducts or bridges passing under or over the said spur track, the Company will have the right to discontinue its operation of the said spur track and remove the same, leaving the track allowance in the same condition as the contiguous parts of the street; or, in the alternative, may continue the existence of the said track and indemnify the City for any additional or extra costs the City may incur by reason of the existence of the said spur track in constructing any such underpasses or overhead viaducts or bridges.

(h) That it will at all times during the currency of these presents indemnify and save harmless the City from and in respect of all claims, loss, damage, or expense of whatsoever kind arising from the construction, maintenance or existence of the said spur track, or from the permission hereby granted.

3. It is understood and agreed between the Company and the City that either party shall have the right to terminate this agreement at any time, upon giving to the other party notice in writing of its intention so to do, and naming in such notice a day at least one year after the giving of the notice on which the agreement is to terminate; and on the day so named this agreement shall terminate, and from and after the day so named the Company shall cease to have any right to use or carry on railway operations on and over that portion of the said spur track which is hereafter laid across the said street pursuant to this agreement, and shall remove or cause to be removed, at the expense of the Company, the said portion of the said spur track, leaving the said spur track allowance in the same condition as the contiguous parts of the streets, such work to be carried out to the satisfaction of the City Engineer.

4. The rights and privileges of the Company under this agreement shall not be assigned or transferred either in whole or in part, except with the written consent of the City, such consent not to be unreasonably withheld.

5. BOTH PARTIES AGREE that this agreement shall be binding upon and enure to the benefit of the respective parties hereto, as well as their respective administrators, successors and permitted assigns.

IN WITNESS WHEREOF the Company has caused these presents to be sealed with its seal in the presence of its

proper officers duly authorized in that behalf; and these presents have been sealed with the common seal of the City of Vancouver and signed by the Director of Legal Services as of the day and year first above written.

SEALED with the Seal of BRITISH)
COLUMBIA HYDRO AND POWER AUTHORITY)
and signed by:)

SEALED with the Common Seal of the)
CITY OF VANCOUVER and signed by:)

Director of Legal Services

COPY

CITY ENGINEERING DEPARTMENT
VANCOUVER, B.C.

FEB 14 1975
/M

ld
RPP

FILE #
230
838-184
14-15006

City Engineering Department

January 23, 1975

MEMO TO: Director of Legal Services (Attn: I. Hanley)

FROM: Administrative Assistant, Engineering

COPY TO: E.A. West; D. Holloway, Central Files

SUBJECT: SPUR TRACK CROSSING OVER KENT AVENUE NORTH, BETWEEN
THE KNIGHT STREET BRIDGE RIGHT-OF-WAY AND BORDEN STREET

Attached hereto is an extract of Works and Utility Matters
of January 17, 1975 which was adopted by City Council on
January 21, 1975.

TM/bg

Att:


T. Milsted,
Administrative Assistant,
Engineering.

A-1

Manager's Report, January 17, 1975 (WORKS - 1)

WORKS & UTILITY MATTERS
CITY ENGINEER'S REPORT

RECOMMENDATIONS:

1. Spur Track Crossing Over Kent Avenue North, between the Knight Street Bridge Right-of-Way and Borden Street

The City Engineer reports as follows:

"The B.C. Hydro Railway has applied to cross Kent Avenue North with a spur track to serve the company's unloading facility on the north side of Kent Avenue.

I RECOMMEND that:

- (a) The application be approved subject to conditions set out in a railway crossing agreement satisfactory to the Director of Legal Services.
- (b) Your Engineer be authorized to sign the application (to the Railway Transport Committee) on behalf of the City after:
 - (i) the plan has been amended to his satisfaction;
 - (ii) the B.C. Hydro Railway has executed the said railway crossing agreement.
- (c) The agreement be executed by the Mayor and the City Clerk and the seal of the City affixed thereto."

The City Manager RECOMMENDS that the foregoing be approved.

FEB 14 1975
1/14

230
FILE # 838 184 ✓
236 814
15006

Mr. W. R. Ziborn
January 17, 1975

236 814

Robertson, Kolbeins, Teevan & Callahan Ltd.,
Consulting Engineers,
1965 West 4th Avenue,
Vancouver, B.C.

Attention: Mr. Robertson

Dear Sir;

Building grades for Lot 2, Block C,
D.L. 327 on the north - west corner
of Kent Avenue North and Gordon Ave.

In response to your request for the above, made at this office on January 7, 1975, we enclose herewith three prints of our Plan C 3866 (revised), dated January 10, 1975, showing the established elevations along the property lines of the above property.

These grades are supplied as a service and show the permanent design grade of the street at the property line. If your entrances do not meet these grades exactly, we may not be able to accommodate the differences on the city street. Therefore, any alterations to stairways, ramps or entrances etc. will have to be corrected at the owners' expense. Would you kindly advise your clients of the importance of these grades and the fact that any entrances or exits must meet them.

In this regard, my staff would appreciate receiving a profile and section showing how your entrances etc. meet the grades supplied before the development permit is issued.

WRK:ea
c.c. R. Parker


Assistant City Engineer
Streets & Structures

ENGINEERING DEPARTMENT - TRAFFIC DIVISION

INTERSECTION FLOW DIAGRAM FOR ELLIOTT

AT MARINE SE

270830

DATE: JUN 6, 1977

DAY: MONDAY

 * MAX HOUR * STARTS AT *
 * 18 * 9:30 *

 MORNING BASE * % * RIGHT * THRU * LEFT * % *
 * 72.2 * 13 * 0 * 5 * 27.8 *

 * % * LEFT *
 * 2.3 * 16 *

 * RIGHT * % *
 * 8 * 1.4 *

 * THRU *
 * 663 *

 * THRU *
 * 562 *

 * % * RIGHT *
 * 0.4 * 3 *

 * LEFT * % *
 * 2 * 0.3 *

 * MAX HR * START *
 * 682 * 1:10 *

 * MAX HR * START *
 * 572 * 9:55 *

NORTH

 * % * LEFT * THRU * RIGHT * % * X-WALKS
 * 28.6 * 2 * 1 * 4 * 57.1 * N- 0

 * MAX HOUR * STARTS AT *
 * 7 * 9:35 *

 E- 0
 S- 0
 W- 0

light industrial zone between the existing residential enclaves and the heavy, marine-oriented industrial zone.

4. Instruct the Director of Finance and the Manager of Economic Development to report back on a marketing/development program for the proposed light industrial zone.

The City Manager recommended approval of recommendations 1 and 2.

In Report B the City Engineer reported on the future utility and transportation needs and objectives of the Kent Avenue corridor in the context of the Riverside Neighbourhood Plan. The report also examined future utility right-of-way requirements and submitted three options for the future role of North/South Kent Avenue for Council's consideration, i.e.

1. Existing fully discontinuous access road
2. Fully continuous industrial/residential collector
3. Semi-continuous access road.

The report also contained the comments of the Director of Finance, the Manager of Economic Development, the Development Consultant and the Director of Planning and recommended as follows:

- A. THAT the City Engineer enter into detailed discussions with appropriate Provincial and Federal officials regarding filling and extending the shoreline in order to determine the feasibility of developing South Kent Avenue as a utility corridor and foreshore public facility between Gladstone and Elliott Streets;
- B. THAT the Director of Planning report to Council on the design possibilities for the foreshore public facility in conjunction with the City Engineer's work on recommendation A above; and
- C. THAT a 33 foot (10 metre) wide strip of City-owned property immediately north of the existing North Kent Avenue right-of-way between Gladstone and Elliott Streets be kept clear of development and be preserved as right-of-way until the feasibility of the South Kent Avenue alignment is determined.

cont'd.....

Special Council, April 28, 1983. 7

Riverside Neighbourhood
Concept Plan (cont'd)

MOVED by Ald. Puil,

THAT recommendations A, B, C and D contained in the Manager's report dated April 18, 1983 (Future North/South Kent Avenue with Regard to the Riverside Residential Development) and previously quoted, be approved.

- LOST

(Aldermen Bellamy, Davies, Eriksen, Ford, Rankin, Yee, Yorke and the Mayor opposed.)

MOVED by Ald. Ford,

THAT the City reaffirm its position not to develop North/South Kent Avenue within the Riverside area as a continuous roadway but that no land relating to North/South Kent Avenue be disposed of;

FURTHER THAT the City not open North Kent between Elliott and Jellicoe Streets.

- CARRIED UNANIMOUSLY

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Ald. Puil,

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

ADOPT REPORT OF COMMITTEE OF THE WHOLE

MOVED by Ald. Puil,

SECONDED by Ald. Bellamy,

THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

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The Special Council adjourned at 10:30 p.m.

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