

THE CORPORATION OF THE CITY OF PORT COQUITLAM

COMMITTEE MEETING AGENDA

July 27th, 1992

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July 23, 1992

File No. 6108907.1 JUL 27 1992

City of Port Coquitlam,
2580 Shaughnessy Street,
Port Coquitlam, British Columbia,
V3C 2A8.

Attention: Mr. Igor Zahynacz, P.Eng.

Dear Mr. Zahynacz:

Re: Kitchener/Davies Traffic Study

Further to our letter of June 22, 1992 and our recent meeting, we have refined our conclusions and recommendations for the captioned Study. Our amended report is attached.

The amended report separates the recommendations regarding the areas north and south of Lougheed Highway and outlines specific courses of action for presentation to your Council and to area residents and business operators.

As requested, I am preparing a videotape of examples of the specific measures recommended. This will be presented at the in-camera meeting of your Council next Monday evening and will be available for subsequent presentation to area residents and business operators if required.

I will also brief Council on the City of New Westminster's experience with public consultation in developing neighbourhood traffic plans and on the New Westminster staff's comments on the legal liability and insurance.

Thank you again for the opportunity to work with you on this assignment.

Yours truly,

URBAN SYSTEMS LTD.



Edwin Hull, P.Eng.
Manager, Transportation Planning

EH/de
encl.

*City of Port Coquitlam**Kitchener/Davis Traffic Study*

Urban Systems Ltd.
File No. 6108907.1
July, 1993

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INTRODUCTION

This report summarizes Urban Systems' conclusions and recommendations regarding the traffic problems being experienced in the Kitchener/Davies area of the City of Port Coquitlam.

Urban Systems' conclusions and recommendations are based on:

- Comments received at the public open house held on May 26, 1992.
- Telephone calls, questionnaires and correspondence from residents and representatives of local businesses. (A summary of comments from questionnaires and correspondence is attached.)
- Our review of traffic count data and other material supplied by City staff.
- On-site observations by Urban Systems staff.
- Research of neighbourhood traffic management schemes adopted in other cities.
- Professional judgement based on staff's experience with similar neighbourhood traffic problems.

While the recommendations are based on the application of professional judgement, and are technically sound, they also recognize the need to secure the general support of the residents and business operators of the area prior to implementing any specific course of action.

CONCLUSIONS

1. There are strongly held but very diverse opinions among residents and business operators on the relative importance of eliminating commuter traffic or maintaining satisfactory access. This means that it is important that the development of an acceptable technical solution be complemented by an effective public information program to ensure that the solution enjoys wide acceptance among the affected community.
2. The traffic problems being experienced in the Kitchener-Hastings area, north of Lougheed Highway, should be addressed independently from those being experienced in the Davies-Hastings area, south of Lougheed Highway. Although the problems in the two areas are similar, the separation between the areas created by Lougheed Highway means that neighbourhood traffic management measures introduced in one area will not significantly affect traffic patterns in the other area.

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3. The measures introduced north of Loughheed Highway to reduce the volumes and speeds of traffic on the Woodland/Patricia/Hastings collector system have not been successful and have generated considerable opposition from the community. The barrier at Kitchener/Woodland has prompted traffic (mainly local traffic) making illegal and/or unsafe manoeuvres to access Woodland and Patricia from Westwood Street. The barrier at Murchie/Patricia — although supported by most residents of Murchie/Toohey/Clayton — has created problems for service vehicles. The four-way stop signs erected at Kitchener/Hastings have led to complaints from residents of noise and unsafe vehicle operation.
4. If appropriately placed, barriers on Davies or Hastings south of Loughheed Highway could completely eliminate through traffic from the streets. However, this would significantly inconvenience residents, business operators and visitors travelling into or out of the neighbourhood. Many trips between the neighbourhood and other parts of the City south of Loughheed Highway would be forced to use Loughheed Highway rather than Davies to reach Westwood. Questionnaires and letters submitted to the City indicate that the majority of residents of the area are unwilling to accept the inconvenience associated with barriers or other restrictions to access and movement within the neighbourhood. Seventy percent of residents who responded to the questionnaire supported the status quo. In addition, a considerable number of local business owners and operators have expressed opposition to barriers or other traffic restrictions in the area.
5. Many of the collector and local roads in the Kitchener/Davies area have long stretches of straight, level roadway and there is little, if any, on-street parking. These factors encourage vehicle speeds higher than is compatible with residential development. Combined with the lack of adequate sidewalks, these high vehicle speeds create hazardous situations for pedestrians and other vehicles.
6. The traffic count data supplied by City staff indicate that traffic volumes on the Woodland/Patricia/Hastings collector north of Loughheed, and on the Davies/Hastings collector south of Loughheed, are not excessive for *properly constructed* residential collector roads. On the Woodland/Patricia/Hastings collector, the volumes of 2000 to 3000 vehicles per day were observed *before the barrier installation*. These volumes are not inconsistent with those expected to be generated by the number of households in the immediate neighbourhood. This suggests that the proportion of commuter vehicles using the system to bypass congestion on Loughheed is relatively low. On the Davies/Hastings collector, the proportion of commuter vehicles is clearly significantly higher, particularly during peak periods. However, traffic volumes are not excessive by normal urban residential collector standards. This indicates that the traffic problems affecting the area are more likely related to vehicle speeds and inadequate roadway and sidewalk standards than to excessive traffic volumes.

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7. Traffic circulation in the area will be affected by a number of road and traffic improvements proposed for implementation over the next few years. These include:
 - a) Signal improvements at Lougheed/Westwood and at Lougheed/Hastings. These are currently being implemented and activation is imminent. By reducing delays for traffic turning left from Westwood southbound to Lougheed eastbound and from Lougheed eastbound to Hastings northbound, these improvements should reduce through traffic volumes on the collector roads north of Lougheed.
 - b) Lincoln Avenue construction from Woodland to Shaughnessy. This improvement is provisionally programmed for construction between 1996 and 2001. This will provide an additional crossing of the Coquitlam river and should provide an additional access to the Kitchener/Patricia neighbourhood as well as providing an additional route for through traffic.
8. Construction of the proposed Mary Hill Bypass improvement and the proposed Wilson Connector will also affect traffic conditions in the area. The impacts of these improvements on traffic volumes using collector and local roads in the Kitchener/Davies area will depend on a number of factors. Consequently, it is difficult to quantify these factors at the present time.
9. It will be necessary to liaise closely with area residents and local business operators to develop traffic management measures which are both technically and politically feasible. It will be necessary to develop support for a compromise solution which maintains traffic volumes and speeds at acceptable levels while maintaining satisfactory access and internal circulation. Failure to achieve this objective will almost certainly ensure that the issue remains controversial. On the "squeaky wheel" principle, this may lead to the implementation of a solution which, although supported by many local residents, encourages hazardous driver behaviour or which creates considerable hardship or inconvenience for other residents, businesses or legitimate users of the local road system.

RECOMMENDATIONS

Separate recommendations have been prepared for the two areas.

A. Hastings-Davies

- A1. Barriers or other impediments to traffic circulation and access to the neighbourhood should not be implemented. The existing street pattern should be maintained.
- A2. Construction of Hastings and Davies to appropriate urban residential collector standards, complete with curb, gutter and sidewalk, should be implemented as soon as possible.

- A3. To discourage excessive vehicle speeds on Hastings and Davies, the road pavements should be conducted to a width of no more than 11m. This provides adequate width for two traffic lanes with parking, yet is not so wide as to encourage excessive speeds.
- A4. The local detachment of the RCMP should be requested to increase enforcement activity in the area to discourage speeding.

B. Kitchener-Hastings

- B1. The existing barriers at Kitchener/Woodland and at Murchie/Patricia, and the four-way stop at Kitchener/Hastings should be removed.
- B2. Additional barriers should not be constructed on collector roads because of the need for satisfactory access to local streets and for satisfactory local traffic circulation.
- B3. Construction of Patricia and Hastings to urban residential collector standards, complete with curb, gutter and sidewalk on both sides of the street, should be implemented as soon as possible.
- B4. To discourage excessive vehicle speeds on Hastings and Patricia, the road pavements should be conducted to a width of no more than 11m. This provides adequate width for two traffic lanes with parking, yet is not so wide as to encourage excessive speeds.
- B5. The local detachment of the RCMP should be requested to increase enforcement activity in the area to discourage speeding.
- B6. A combination of neighbourhood traffic control measures such as traffic circles, speed humps, pavement narrowing and appropriate signing should be implemented on a trial basis. Such measures have been successfully implemented in residential areas in other cities. Some of the best local examples are in New Westminster.
- B7. The appropriate combination of measures to be implemented should be developed in consultation with the area residents through a further public meeting. As a starting point for this consultation, the following measures are recommended:
- i) Two traffic circles, complete with appropriate signage, on Patricia at its intersections with Murchie and McRae.
 - ii) One traffic circle, complete with appropriate signage, on Hastings at its intersection with Kitchener.
 - iii) One speed hump, complete with appropriate signage, on each of Jervis, Raleigh and Lancaster.

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- iv) Installation of "Traffic Controlled Neighbourhood" signs at each entrance to the neighbourhood, namely, the intersection of Loughheed Highway with Hastings, Jervis, Raleigh and Lancaster, and the intersection of Westwood with Kitchener.

These proposals are illustrated in Figure 1 attached.

- B8. Traffic control measures should be initially undertaken on a trial basis. This will allow the solution to be "fine-tuned" in the light of experience, prior to the commitment of major funds.

This report is submitted by Urban Systems Ltd.



Edwin Hull, P.Eng.
Manager, Transportation Planning

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PRELIMINARY SUMMARY OF QUESTIONNAIRE RESPONSES*

Kitchener/Davies Traffic Study

NORTH OF LOUGHEED HIGHWAY
Approximate Number of Questionnaires = 100

STATUS	OPTION											
	N1 Existing Situation		N2 Barriers on Patricia, Hastings		N3 Multiple Stop Signs		N4 No Turns at Hastings		N5 No Turns at Westwood		N6 Diagonal Barrier	
	FOR	AGAINST	FOR	AGAINST	FOR	AGAINST	FOR	AGAINST	FOR	AGAINST	FOR	AGAINST
Resident	56	13	9	53	25	23	37	12	9	38	32	40
Business Operator												
Employee	5	7	2	4	4	1	7	2	1	8	11	3
Other												
TOTAL	61	20	11	57	29	24	44	14	10	46	43	43

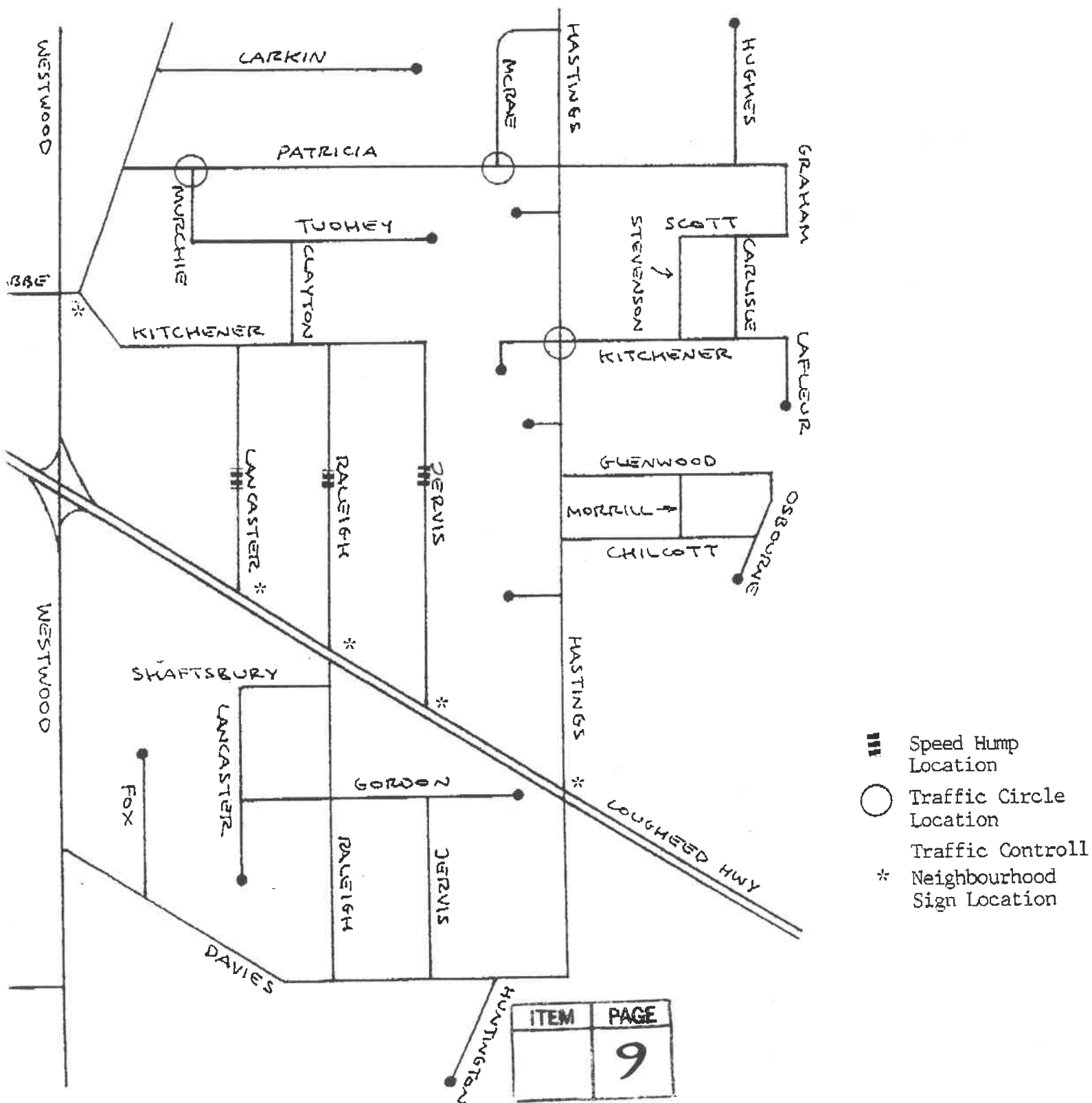
SOUTH OF LOUGHEED HIGHWAY
Approximate Number of Questionnaires = 97

OPTION																			
S1 Existing Situation		S2 Barrier on Davies West of Raleigh		S3 Barrier on Davies East of Raleigh		S4 Diagonal Barrier		S5 No Turns at Raleigh, Barrier on Davies		S6 No Turns at Westwood		S7 No Turns at Hastings		S8 No Turns at Hastings & Raleigh		S9 No Turns at Hastings, Diagonal Barrier			
FOR	AGAINST	FOR	AGAINST	FOR	AGAINST	FOR	AGAINST	FOR	AGAINST	FOR	AGAINST	FOR	AGAINST	FOR	AGAINST	FOR	AGAINST		
21	11	17	10	5	13	6	6	4	4	3	3	4	3	7	6	2	2		
12			5		5					1			3		5				
34			6		15						4		19		11				
2	2	2	1								1								
69	13	19	22	5	33	6	6	4	4	4	8	4	25	7	22	2	2		
STATUS																			
Resident																			
Business Operator																			
Employee																			
Other																			
TOTAL																			

* Respondents were requested to select the two solutions they most preferred, as well as the two solutions they least preferred.

KITCHENER/DAVIES TRAFFIC STUDY - FIGURE 1

Neighbourhood Traffic Control Measures



COMMITTEE

JUL 27 1992

THE CORPORATION OF THE
CITY OF PORT COQUITLAM

IN COMMITTEE

MEMORANDUM

TO: Mayor and Aldermen
DATE: July 14, 1992
FROM: Bryan R. Kirk
City Administrator
RE: Potential Land Sale - Portion of City-owned 3681 Sefton Street

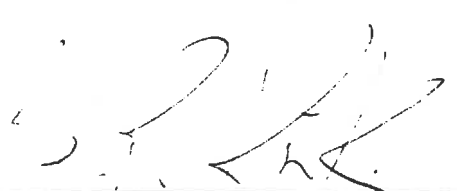
RECOMMENDATION:

THAT Municipal Council not sell a portion (3,402.38 square feet.) of Lot 1 of Plan 19266, more commonly known as 3681 Sefton Street.

BACKGROUND AND COMMENTS:

The City Administrator received the attached letter from Mr. James Henderson who resides at 3677 Sefton Street, expressing interest in purchasing a portion of 3681 Sefton Street. While Mr. Henderson preferred to purchase a larger portion (see Attachment #1), our Engineering Department advises that the City could only, if it wishes, sell 3,402.38 square feet of the lot (see Attachments #2 and 3).

The City owns a number of lots in this area; all of which have a creek running through it (see Attachment #4). Future use of these lots may include a trail. It would be premature to sell a portion of this lot at this time.


Bryan R. Kirk
City Administrator

dp/
Att.

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July 7, 1992

Mr. James F. Henderson
3677 Sefton Street
Port Coquitlam, B.C.
V3B 3R4

Attention: Mr. Bryan R. Kirk
City Administrator

Dear Mr. Kirk:

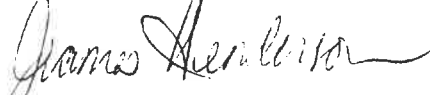
I am writing this letter with reference to our conversation (Henderson/Kirk) of June 1, 1992 with regards to the purchase of the partial City Lot located next to my property.

Please find enclosed a copy of the blueprint to the properties in question. My home located at 3677 Sefton Street is shown as lot 2. The partial lot owned by the City is shown as lot 1.

I have maintained this partial lot for the past 32 years of my residence there and I am inquiring into the availability of the property and the purchase price of it.

Thanking you for your attention to the above matter.

Yours truly,

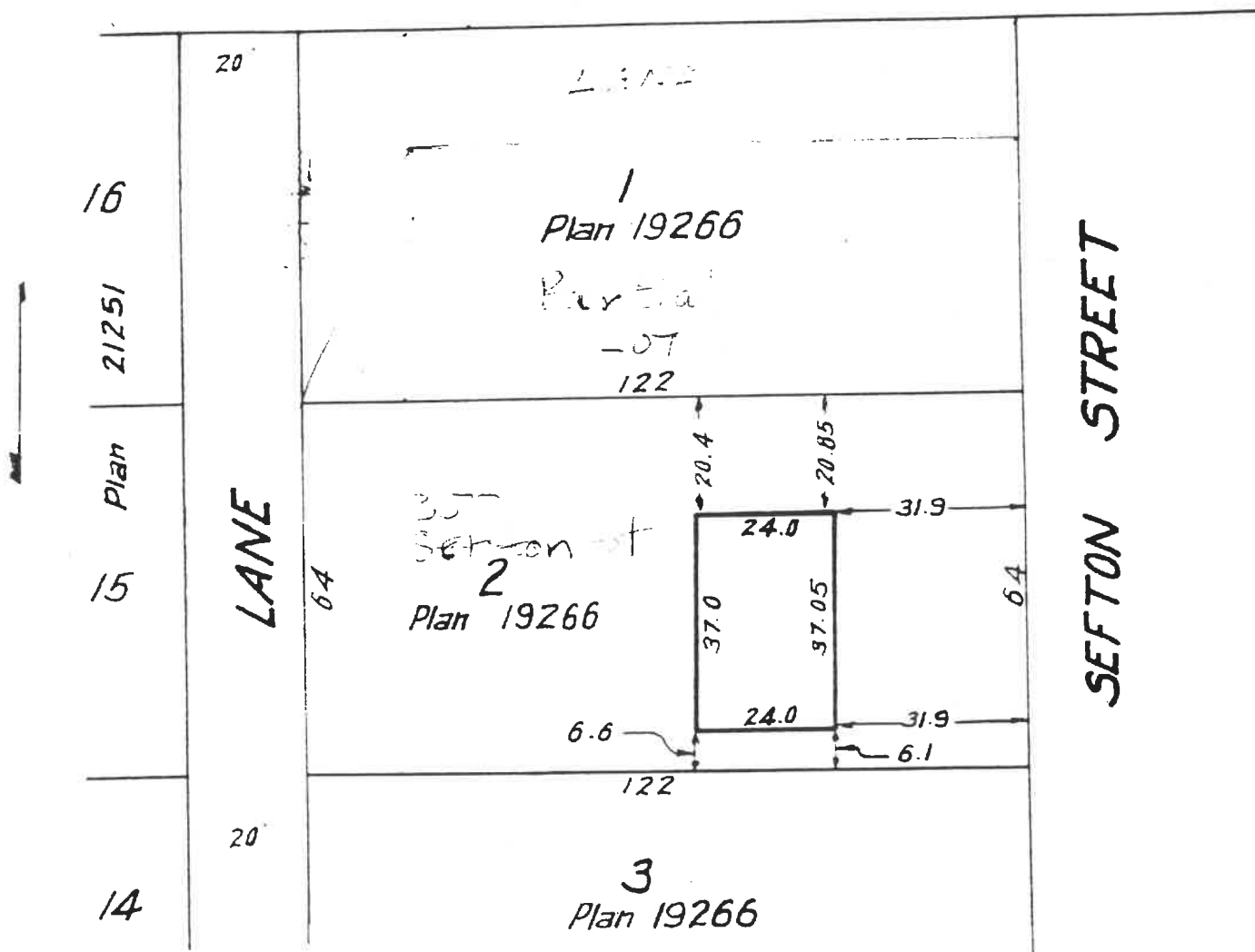
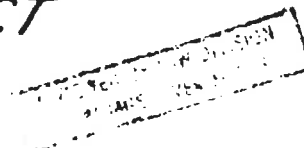


James F. Henderson

Encl. (1)

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N SHOWING LOCATION OF HOUSE FOUNDATION
 ON LOT 2 (Plan 19266) OF BLOCK N
 OF THE NORTH EAST 1/4 OF THE NORTH 1/2
 OF LOT 479 GROUP 1
 NEW WESTMINSTER DISTRICT
 Scale : 1 inch = 30 feet



322 797

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Certified Correct
 Dated this 25th day
 of July 1960

Vernon Edge

B.C.L.S.

ATTACHMENT #1

1. APTA PAPER
DATE: 1-
THREAT: PER
CONVICTED
STATE OF THE

13

HC
EOD

5050 1.12762

05

00-

207

902

1536

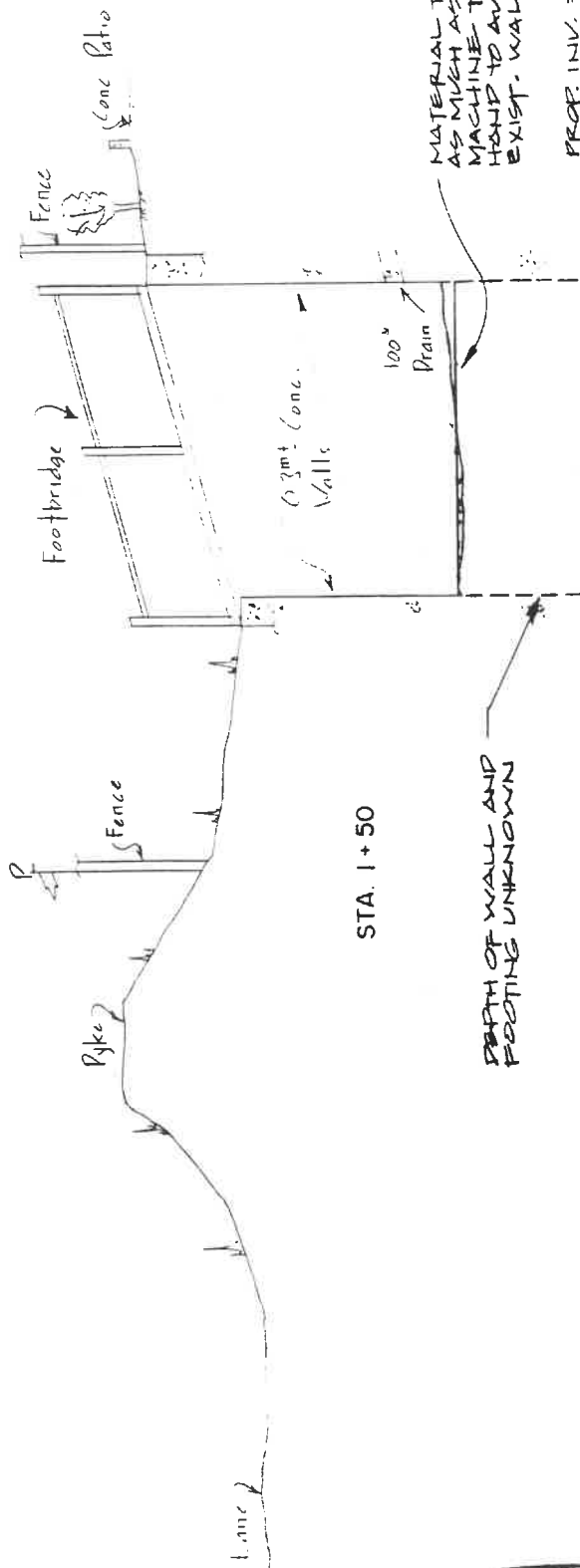
PI HC 003

SECTION

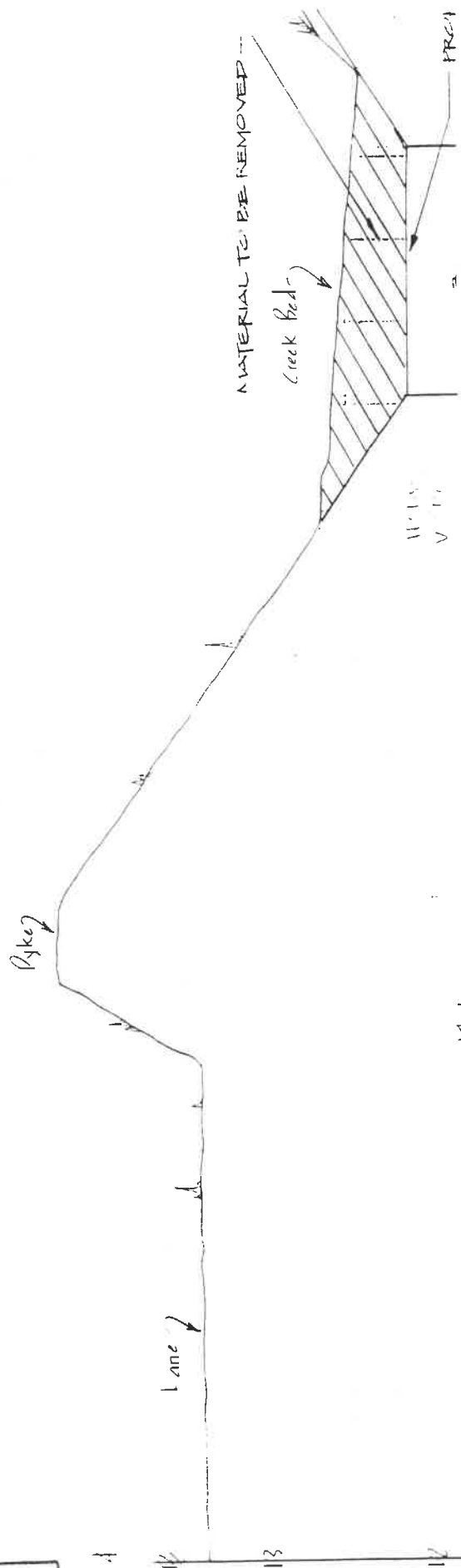
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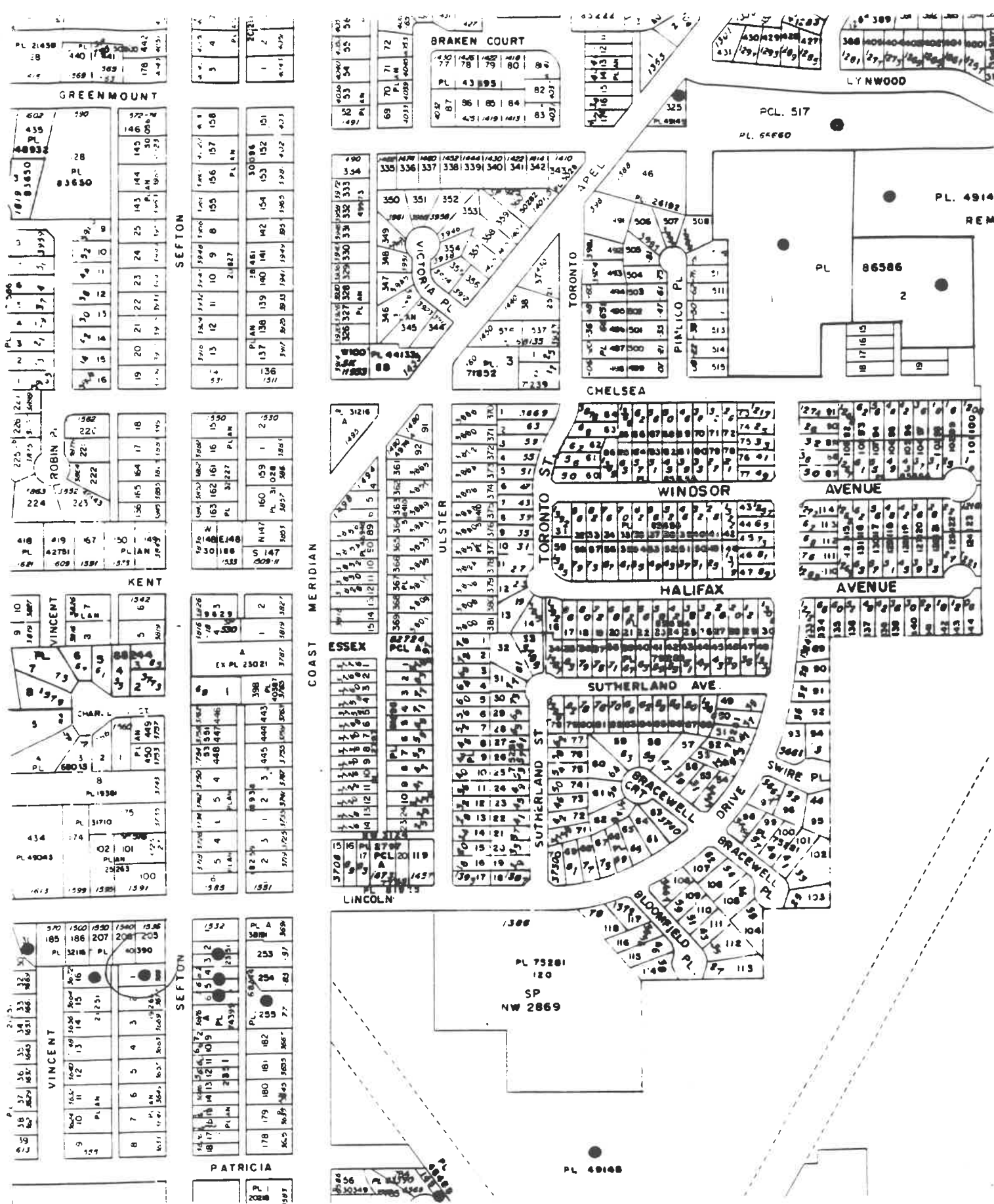
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CITY OF PORT COQUITLAM

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METRIC SERIES

ATTACHMENT 4

JUL 27 1992

MEMORANDUM

TO: Mayor and Aldermen

DATE: July 14, 1992

FROM: B.R. Kirk
City Administrator

RE: Potential Land Purchase - 2532 Pitt River Road

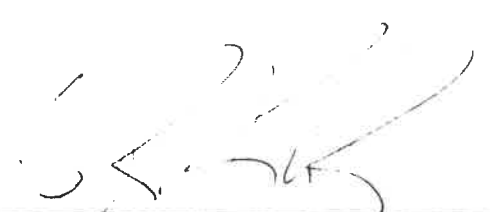
RECOMMENDATION:

THAT the City not purchase 2532 Pitt River Road.

BACKGROUND AND COMMENTS:

Attached is a letter from Mr. Barry L. Hill of the Sutton Group inquiring as to whether or not the City is interested in purchasing the above-noted property for \$350,000+ (see attached map).

The City owns properties at 2594, 2580, 2568 and 2556 Pitt River Road. The City has no plans to acquire more property in that area.



B.R. Kirk
City Administrator

/dp
Att.

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sutton group-1st west realty

AN INDEPENDENT MEMBER BROKER

#118 - 3030 Lincoln Avenue, Coquitlam, B.C. Canada V3B 6B4 Tel. (604) 942-7211 Fax. (604) 942-2437

July 13, 1992

City of Port Coquitlam
2580 Shaughnessy Street,
Port Coquitlam, B.C.



BARRY HILL

Dir. Line: 623-5164

ATT: BRYAN KIRK

Dear Sir,

I have enclosed some information on a piece of property that may be of interest to the City. The vendors have had this place on the market for some time at an unrealistic price. As their listing agent I have brought them offers and have had other realtors bring offers between \$375,000 and \$450,000, all subject to re-zoning. For various reasons these offers were rejected or were accepted only to have the deals collapse. At the moment the vendor's have an opportunity to make an offer on some property which has been foreclosed on. Subsequently they are now willing to look at cash offers in the mid to high 300s.

If the City wishes more information or would like to pursue this possibility please contact me through my office at 942-7211.

Yours truly,

Barry L. Hill

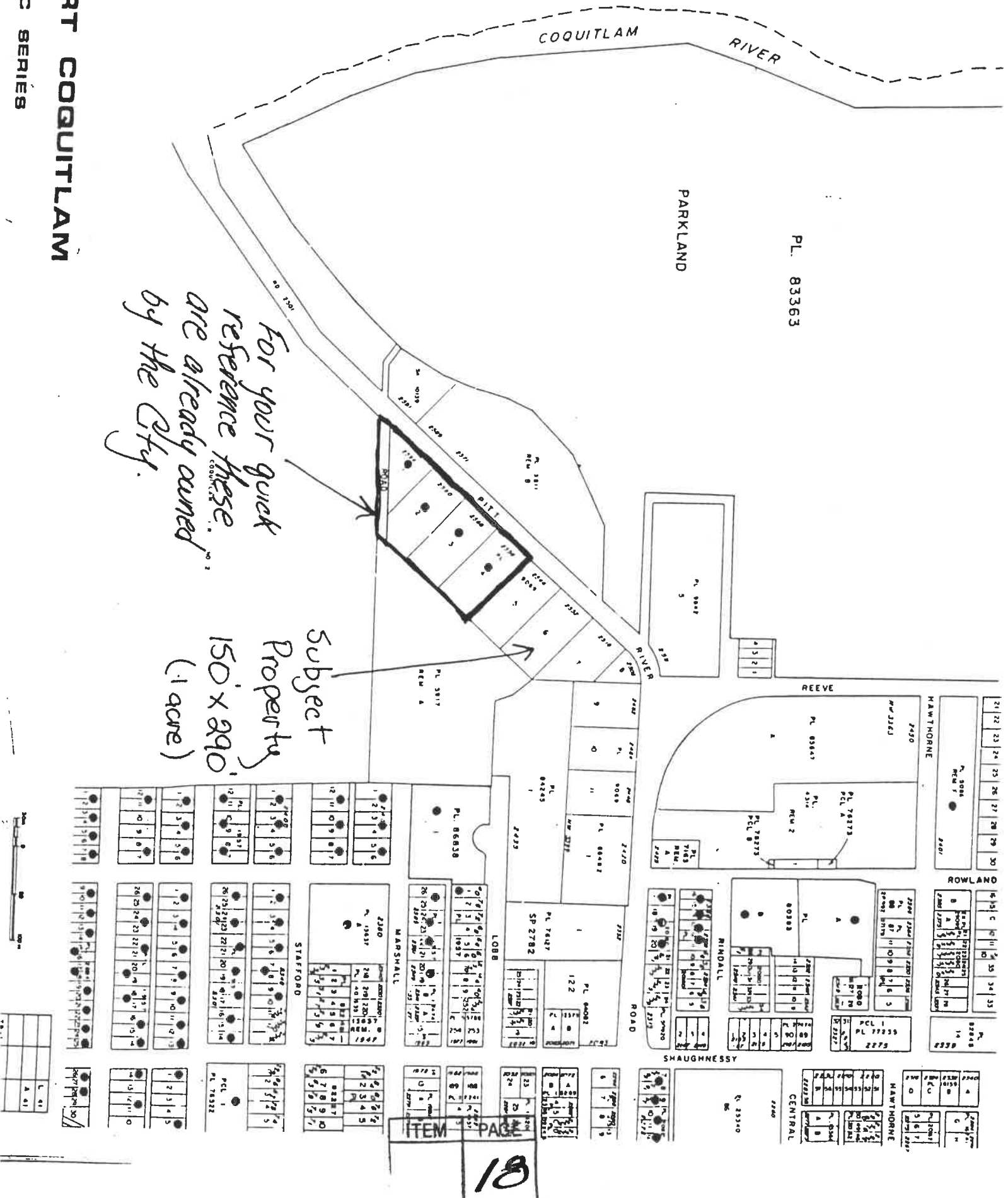
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F PORT COQUITLAM

METRIC SERIES

For your quick reference these are already owned by the City.

Subject Property 150' x 290' (.1 acre)



PORT COQUITLAM - LAND ONLY

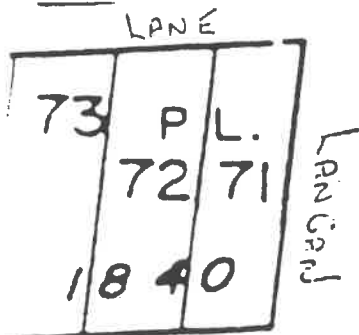
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SW 07303 PRICE \$315,000

1840 PITT RIVER ROAD
MARY HILL,

122
182 DL 290 LD 36 PL 2097

PR. INC. FROM \$298,000



Pitt River

HOUSE/Poss. TBA /RS1 FREEH/Tax 91-\$2,468

Rezone	SanSew	StrSew	Water	Elec	N/Gas
YES	NEAR	NEAR	MUNIC	ATLOT	ATLOT
Phone	Prospect	DevPerm	BldgSch	Plans	Restric
ONPRP	NTREQ	NO	NO	N/AVA	NONE
Access	Fencing	PricePSF	FSR	InfoAvail	InvAvail
ROAD	NONE	12.06		NO	NO

Site Influences

HTRAF LEVEL TRANS SHPNR

1stApp. Pymt: @ Due:

Mtgee:

Other-App. Pymt: @ Due:

1 acre of prime development land. Location is only a few blocks from downtown Poco. This area is hot! Check the success of neighboring projects. Land could be part of major dev. Call LS for details & bring offers.

Owner: G&M WONNACOTT

LB: SUTTON GROUP - 1ST WEST REALTY 942-7211

LS: BARRY L. HILL 942-4297

3 255-100/1.1625

Key:

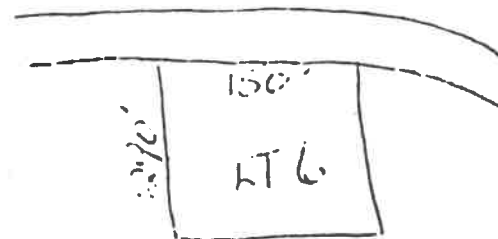
Appl PHI S

(22) MLS# 79446 PRICE \$525,000

2532 PITT RIVER ROAD
MARY HILL,

LOT 150 x 290
LT 6 DL 174 & 289 LD 36 PL 9069

NOT TO SCALE



TOTAL AREA SQUARED 43,500

SW 04657 PRICE \$550,000

358 - 2370 WILSON AVENUE
CENTRAL PORT COQUITLAM,

122/132
L 289 BL Q LD 36 PL 13459 PL 16286

INCOMPLETE

DATE	DESCRIPTION	AMOUNT

MAPLE RIDGE/PITT MEADOWS

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DETACHED
(NEW)

JUL 27 1992

THE CORPORATION OF THE
CITY OF PORT COQUITLAM**MEMORANDUM**

TO: B.R. Kirk
City Administrator

FROM: I.R. Zahynacz, P. Eng.
City Engineer

DATE: July 23, 1992

SUBJECT: **FORMATION OF A NEW CONSTRUCTION CREW**
(Public Works Committee Meeting of June 23, 1992)

RECOMMENDATION:

That Council approve the attached memorandum of interm agreement between the City of Port Coquitlam and CUPE Local 498 for the formation of a construction crew.

BACKGROUND:

In November of 1991 Council authorized staff to enter into negotiations with CUPE for the formation of construction crew as shown on the attached organization chart.

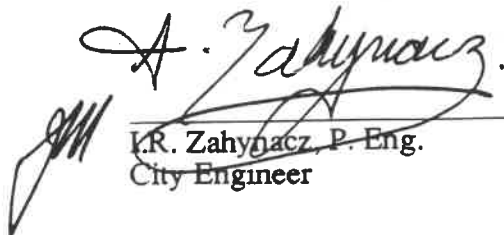
DISCUSSION:

After several months of negotiations the attached memorandum of interm agreement has been drafted which incorporates the following changes to the existing CUPE Agreement:

- 1) The City may contract out for equipment as needed as determined by the Operations Manager.
- 2) Temporary vacancies (up to six weeks) would be filled by personnel promoted from within the construction crew rather than from other departments or divisions.
- 3) The construction crew will work an 8 3/4 hours day. Three quarters of an hour would then be banked every day in order to accumulate hours for future "shut-down time" during cold weather or heavy rains. The construction crew will be laid off with pay from the banked hours in the "shut-down" fund.

This agreement would benefit the City in that the City would have a pool of employees experienced in a variety of capital construction methods and techniques. This would be useful for specialized jobs and emergencies.

The Union members would benefit in that some capital works which would normally be contracted out will be performed by Union members.


I.R. Zahynacz, P. Eng.
City Engineer

IRZ:ck

Attachments

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PROPOSED RESTRUCTURING

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MEMORANDUM OF INTERIM AGREEMENT

CONSTRUCTION DIVISION

Between:

The Corporation of the City of Port Coquitlam
(hereinafter called the City)

and

The Canadian Union of Public Employees, Local 498
(hereinafter called the Union)

Re: Terms for the Construction Division in the
Engineering Operations Department

Whereas the City and the Union both have an interest in providing the public taxpayer with a good civil construction service at the lowest possible cost.

Therefore the undersigned acting on behalf of the City and the undersigned acting on behalf of the Union agree that the current Collective Agreement and any agreement signed be amended by the addition of this Memorandum of Interim Agreement as a schedule appended to and forming part of the said Collective Agreement in the following terms:

1. The term of the Agreement shall run from August 1st, 1992 and shall continue for a period of twelve months at which time it will be reviewed by the Bargaining Committee, unless modified by mutual consent or terminated by either party upon providing thirty days written notice to the other party.
2. All of the provisions of the Collective Agreement shall apply except as specifically varied by the terms of the Memorandum.

A Construction Division within the Operations Department will be established utilizing a construction crew to perform capital-civil construction work as determined by the City Engineer. Capital-civil construction work formerly performed by the City's maintenance crews will now be performed by this construction crew.

MEMORANDUM OF INTERIM AGREEMENT

CONSTRUCTION DIVISION

The Construction Division will consist of a construction crew of (4) newly created positions as follows:

Foreman III - Construction
Foreman II - Construction
Water Operator - Construction
Trades I - (Grade setter) Construction

For the purpose of hiring this crew, the positions of Foreman II, Water Operator, Trades I and Trades I - Spare will be posted in accordance with the collective agreement. It is agreed that the position of Foreman III-Construction will, for the initial hiring, not be posted inside.

To minimize equipment resource conflicts and production interruptions, equipment contractors will be utilized to perform equipment related operations and work including excavating, paving, curbing, crane work, grading, trucking and related duties as well as the supply of materials and aggregates required for the work. In-house equipment will be used to supplement hired equipment whenever the City's equipment and operators can be practically scheduled without affecting maintenance work as determined by the City's Operations Manager.

In filling a temporary vacancy of up to 6 weeks, the vacancy shall be filled by the employee within the construction crew positioned next in line of authority as specified below:

Foreman III - replaced by Foreman II

Foreman II - replaced by Water Operator

Water Operator - replaced by Trades I

Trades 1 - replaced by (1) only posted Spare-Trades 1/Grade Setter within the Operations Division.

MEMORANDUM OF INTERIM AGREEMENT

CONSTRUCTION DIVISION

In order to maintain continuity, vacancies due to sick leave or vacation of an employee that extend beyond (6) weeks, to be posted as temporary positions, unless the Union is advised and agrees otherwise. Postings may not be filled until the completion of the current construction project, denoted by a (CW#) and/or other project preparatory work.

Regularly scheduled work days will consist of 8 3/4 hours at regular straight time rates to allow employees to contribute 3/4's of one hour for each day actually worked to a "Shut-Down Fund", consisting of up to 6 weeks/240 hours of "Shut-Down Time".

Any "Shut-Down Hours" over the limit of 240 hours shall be paid out to an employee at his/her regular rates of pay. Pay out will occur once per year in the month of June. Employees making permanent changes outside the Construction Division shall receive a pay out 3 months after the effective date of the change.

An employee posted to the Construction Division with the exception of the Spare-Trades I/Grade setter will be granted a loan of up to 2 additional weeks from the "Shut-Down Fund", after all "Shut-Down Hours" have been used. The Spare Trades I/Grade Setter posted to the Construction Division will be required to use his/her "Shut-Down Hours", whenever working with the Construction Division and a "Shut-Down" order is issued. When the Spare-Trades I / Grade Setter has used all of the "Shut-Down Hours" in his/her fund, the employee will return to the maintenance crew to resume maintenance duties.

All loans taken of "Shut-Down Hours" will be repaid prior to making normal contributions to the "Shut-Down Fund". If an employee terminates when owing "Shut-Down Hours" to the City, the City shall have the right to recover this amount from any other monies owing the employee.

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MEMORANDUM OF INTERIM AGREEMENT

CONSTRUCTION DIVISION

Employees will be credited with 1 days seniority for each 8 3/4 hour day worked. Employees will then be credited with 1 days seniority for each 8 hours drawn out of their "Shut-Down Fund" including the 2 weeks advance. All time off such as sick leave, vacation, compassionate leave, time for union business etc. shall be paid as an 8 hour day. In order to be credited with the 3/4 hour an employee must have worked the last 3/4 hour of the day.

Temporary transfers will not be permitted from the Construction Division to other positions in the City, however, an employee will be afforded the opportunity for promotion to a permanent position within the City.

Whenever work is not available for the employee(s) posted in the Construction Division, notification of a "work shut-down" will be issued. The employer and employee(s) agree to mutually contact each other during "Shut-Down" periods so employee(s) may be advised of work availability and start up time.

When a "Shut-Down" order is issued each employee affected by the notice will receive their regular rate of pay for the hours missed, up to (8 hours per day, 5 days per week) from a work shut-down bank of his/her own contributions.

It is agreed that there will not be a minimum number of hours provided for notice of "Shut-Down". The Construction Division agreement will not provide for any shift preference, sharing of overtime and/or minimum notifications of shift changes. Overtime shall apply after 8 3/4 hours per day, and/or 43 3/4 hours per week.

Dated this _____ day of _____, 1992.

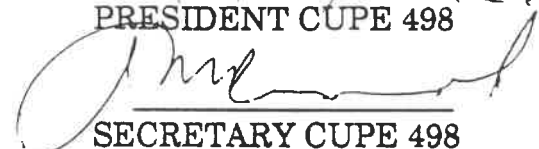
FOR THE CITY

FOR THE UNION

CITY ADMINISTRATOR


PRESIDENT CUPE 498

CITY CLERK


SECRETARY CUPE 498

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COMMITTEE

THE CORPORATION OF THE
CITY OF PORT COQUITLAM

IN COMMITTEE

JUL 27 1992

MEMORANDUM

TO: Mayor and Aldermen

DATE: July 22, 1992

FROM: Bryan R. Kirk
City Administrator

RE: Potential Land Sale - 2428 Kingsway Avenue

THAT Lot "A", District Lot 379, Plan LMP 2211, more commonly known as 2428 Kingsway Avenue, be tendered for sale at an upset minimum price of \$340,400.00 (18,911+ square feet at \$18.00 per square foot).

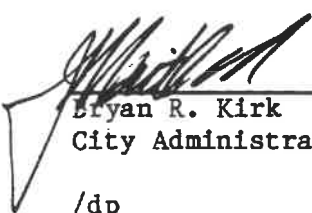
BACKGROUND AND COMMENTS:

On December 2, 1991, Council Committee considered a report (copy attached) to sell the above-noted land which was appraised at \$321,500.00 and decided not to sell it at that time.

An appraisal update of \$340,398.00 has been obtained and is being brought forward for Council Committee's reconsideration.

A copy of the revised appraisal and a map depicting the property is attached for your information.

A complete copy of the appraisal dated November 8, 1991 is available from the Administration Department.


Bryan R. Kirk
City Administrator

/dp
Att.

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PENNY & KEENLEYSIDE APPRAISALS LTD.

REAL ESTATE APPRAISERS

REPLY TO: New Westminster Office

July 20, 1992

City of Port Coquitlam
2580 Shaughnessy Street
Port Coquitlam, BC
V3C 2A8

Attention: Mr. Bryan Kirk, City Administrator

Dear Sirs:

Re: Our file 92NW-219
2428 Kingsway Avenue
Port Coquitlam, BC
Lot A, District Lot 379, Plan LMP 2211

Pursuant to your request, a review of our appraisal 91NW-007, dated January 16, 1991, and the letter update, dated November 5, 1991, on the above-noted property has been completed. This letter of opinion should be read in conjunction with the above-noted documents.

The market data upon which the following opinions are based can be provided at your request.

Recent service-commercial land sales information indicates land values in the \$16.00 to \$22.00 per square foot range. There appears to be some strengthening in this segment of the real estate market.

After carefully considering the situation, it is my opinion that, currently, the subject would reflect a value per square foot of \$18.00.

Therefore: 18,911± sq.ft. @ \$18.00 = \$340,398

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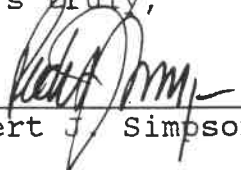
Mr. B. Kirk
July 20, 1992
Page 2

It is my opinion that the market value of the subject property, located at 2428 Kingsway Avenue, Port Coquitlam, BC, as of July 20, 1992, was:

THREE HUNDRED FORTY THOUSAND, FOUR HUNDRED DOLLARS
(\$340,400)

I trust you find this satisfactory for your purposes. Should a full narrative appraisal be required, one can be completed at your request.

Yours truly,


Robert J. Simpson, AACI

RJS:lf

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MEMORANDUM

TO: Land Sales Committee

FROM: B.R. Kirk
City Administrator

RE: Potential Land Sale - 2428 Kingsway Avenue

DATE: November 26, 1991

RECOMMENDATION:

THAT the City sell Lot "A", LMP 2211 (previously 2404-2436 Kingsway) having an area of 18,902+ square feet for the sum of \$321,500.

BACKGROUND AND COMMENTS:

In 1983, the City purchased Lots 11 and 12, 10, 9, 8 (see Attachment I for square footage measurements) for a total amount of \$511,750.00, some \$88,000 under the rough budget of \$600,000 which had been approved by Council. This land was purchased to enable the construction of the Kingsway Bridge. Further, the City also purchased structures which were already on the land. Attached is a copy of the size of each of those lots and the amounts paid.

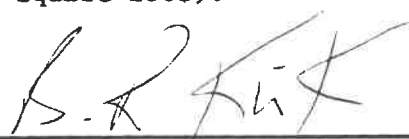
On November 5, 1991, the subdivision plan consolidation was accepted. The parcel is zoned M-1 (General Industrial).

In February 1991, the Land Sales Committee considered the sale of the above-noted property. An appraisal was obtained in January, 1991 assessing the market value of the property at \$235,000.00 (subject to servicing). It was felt, at the time, that due to concerns raised by the Engineering Department, the land not be sold without consideration of expansion of Kingsway Avenue. The Administrator undertook to have the parcel consolidated to include a road exchange to accommodate the future needs of the City.

An appraisal update has been obtained and it reflects current market value to be \$321,500.00 (approximately \$17.00 per square foot).

With the parcel now consolidated and the expansion of Kingsway planned, the property can now be offered for sale.

The City would retain 6,224.76 square feet for future expansion of Kingsway. The price of this portion of land is valued at \$105,820.92 (\$17.00 per square foot).


Bryan R. Kirk
City Administrator

/dp
Att.

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SUBDIVISION PLAN OF A PORTION OF DISTRICT LOT 379, GROUP 1, NEW WESTMINSTER DISTRICT

Plan LMP 2211

Deposited in the Land Title Office
at New Westminster, B.C., this
day of 19

REGISTRAR

Approved under the Land Title Act
this day of 19

CITY APPROVING OFFICER FOR
THE CITY OF PORT COQUITLAM

This plan lies within the Greater
Vancouver Regional District

CITY OF PORT COQUITLAM

MAYOR AUTHORIZED SIGNATORY

CLERK AUTHORIZED SIGNATORY

WITNESS AS TO SIGNATORIES

ADDRESS OF WITNESS

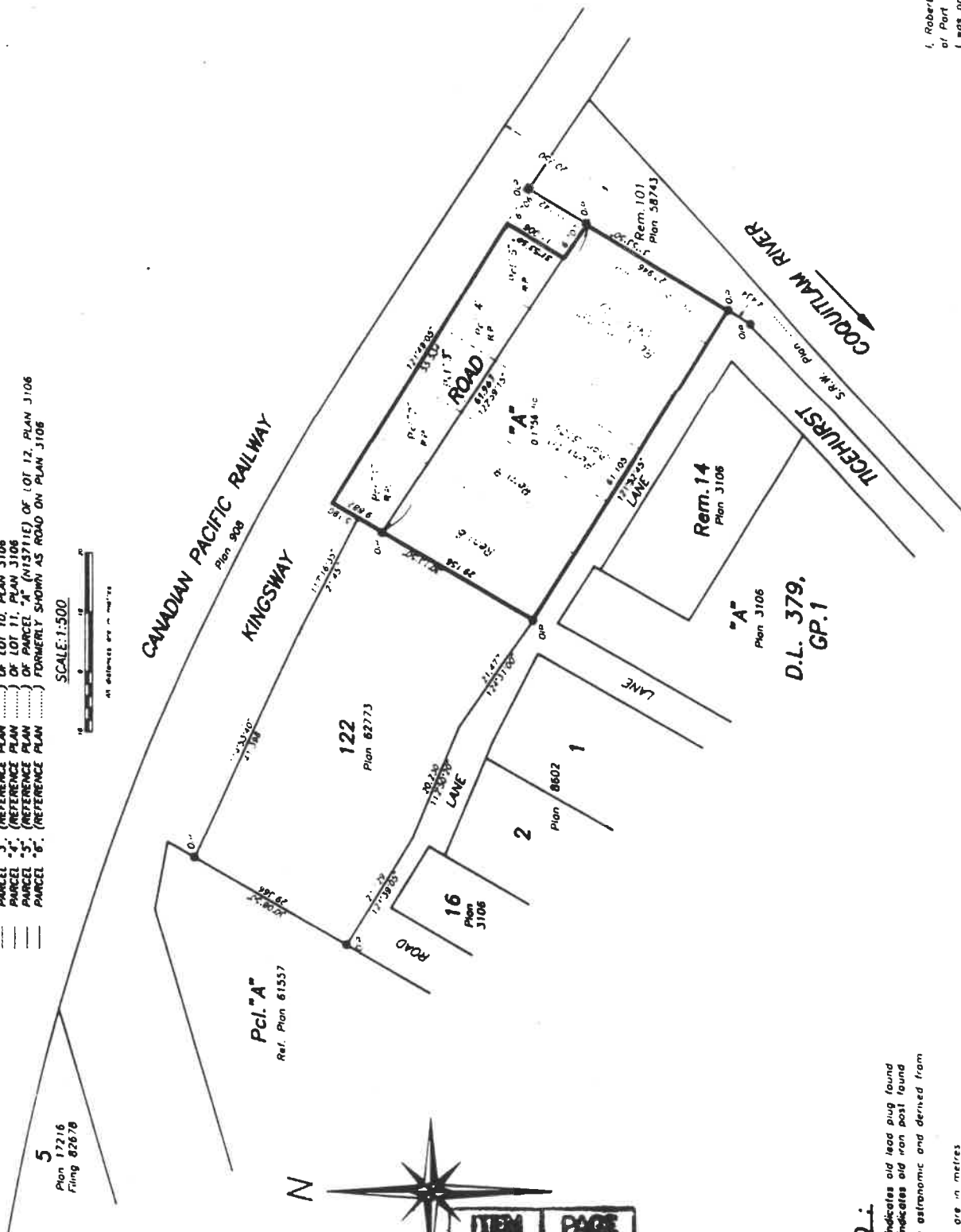
OCCUPATION OF WITNESS

I, Robert M. Reese, a British Columbia Land Surveyor,
of Port Coquitlam in British Columbia, certify that
I was present at and personally superintended the
survey represented by this plan, and that the survey
and plan are correct. The survey was completed on
the 27th day of June 1991.

B.C.L.S.

- BEING:
- LOT 4, PLAN 3106 EXCEPT PARCEL "A" (REFERENCE PLAN 1) OF LOT 8, PLAN 3106
 - LOT 9, PLAN 3106 EXCEPT PARCEL "A" (REFERENCE PLAN 2) OF LOT 9, PLAN 3106
 - LOT 10, PLAN 3106 EXCEPT PARCEL "A" (REFERENCE PLAN 3) OF LOT 10, PLAN 3106
 - LOT 11, PLAN 3106 EXCEPT PARCEL "A" (REFERENCE PLAN 4) OF LOT 11, PLAN 3106
 - PARCEL "A" (N15711E) OF LOT 12, PLAN 3106 EXCEPT PARCEL "S" (REFERENCE PLAN 5) OF PARCEL "A" (N15711E) OF LOT 12, PLAN 3106
 - PARCEL "A" (REFERENCE PLAN 6) OF LOT 4, PLAN 3106
 - PARCEL "A" (REFERENCE PLAN 7) OF LOT 9, PLAN 3106
 - PARCEL "A" (REFERENCE PLAN 8) OF LOT 10, PLAN 3106
 - PARCEL "A" (REFERENCE PLAN 9) OF LOT 11, PLAN 3106
 - PARCEL "A" (REFERENCE PLAN 10) OF LOT 12, PLAN 3106
 - PARCEL "A" (REFERENCE PLAN 11) OF LOT 13, PLAN 3106
 - FORMERLY SHOWN AS ROAD ON PLAN 3106

SCALE: 1:500



N



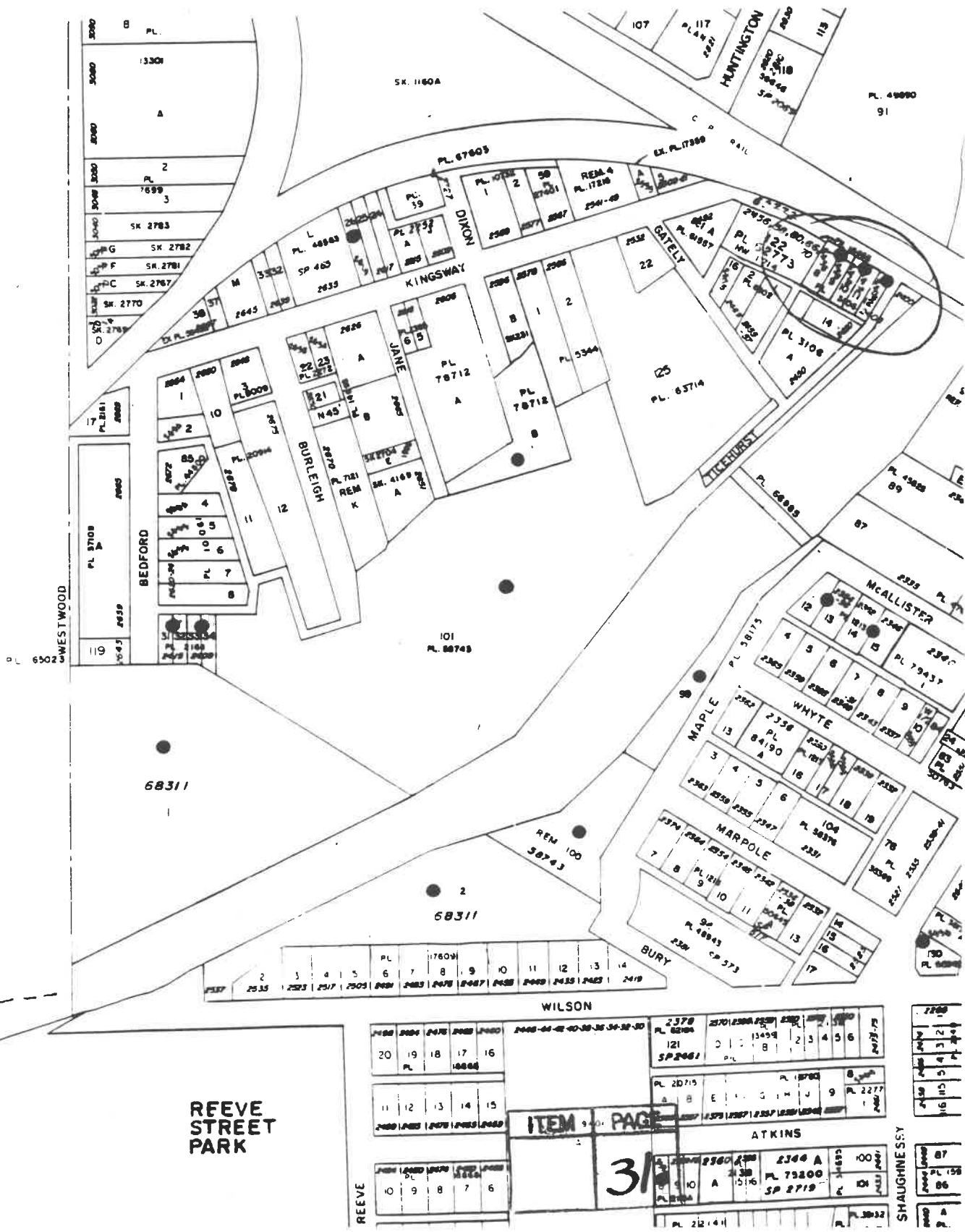
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LEGEND:

- OLP indicates old lead plug found
- OLP indicates old iron post found
- Bearings are astronomic and derived from Plan 82773

All distances are in metres

V.C. Goudel & Associates
British Columbia Land Surveyors
2159 Shepperson Street,
Port Coquitlam, B.C., V3C-3C1



REEVE
STREET
PARK

WILSON

2378 PL 62104 SP 2461	2370/2368/2367 PL 13454 PL 13457	2361 PL 13454 PL 13457	2350 PL 13454 PL 13457	2340 PL 13454 PL 13457	2330 PL 13454 PL 13457	2320 PL 13454 PL 13457	2310 PL 13454 PL 13457	2300 PL 13454 PL 13457	2290 PL 13454 PL 13457	2280 PL 13454 PL 13457	2270 PL 13454 PL 13457	2260 PL 13454 PL 13457	2250 PL 13454 PL 13457	2240 PL 13454 PL 13457	2230 PL 13454 PL 13457	2220 PL 13454 PL 13457	2210 PL 13454 PL 13457	2200 PL 13454 PL 13457	2190 PL 13454 PL 13457	2180 PL 13454 PL 13457	2170 PL 13454 PL 13457	2160 PL 13454 PL 13457	2150 PL 13454 PL 13457	2140 PL 13454 PL 13457	2130 PL 13454 PL 13457	2120 PL 13454 PL 13457	2110 PL 13454 PL 13457	2100 PL 13454 PL 13457	2090 PL 13454 PL 13457	2080 PL 13454 PL 13457	2070 PL 13454 PL 13457	2060 PL 13454 PL 13457	2050 PL 13454 PL 13457	2040 PL 13454 PL 13457	2030 PL 13454 PL 13457	2020 PL 13454 PL 13457	2010 PL 13454 PL 13457	2000 PL 13454 PL 13457	1990 PL 13454 PL 13457	1980 PL 13454 PL 13457	1970 PL 13454 PL 13457	1960 PL 13454 PL 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ATKINS

SHAUGHNESSY

COMMITTEE

THE CORPORATION OF THE
CITY OF PORT COQUITLAM

IN COMMITTEE

JUL 27 1992

MEMORANDUM

TO: Mayor and Aldermen
DATE: July 21, 1992
FROM: Bryan R. Kirk
City Administrator
RE: Potential Land Sale - 807 Holland Avenue and 750 Holland Avenue

RECOMMENDATION:

THAT Parcels "A" and "B", Block 6 North, Range 1 East, Section 17, Plan 80029, more commonly known as 807 and 750 Holland Avenue, both be tendered; and that 807 Holland Avenue be tendered at a minimum upset price of \$710,000.00 and that 750 Holland Avenue be tendered at a minimum upset price of \$405,000.00.

BACKGROUND AND COMMENTS:

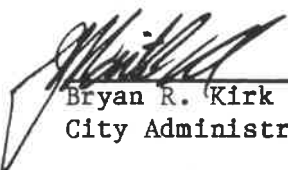
These two properties (see attached map) are currently zoned (CS-1) Highway Commercial. 807 Holland Avenue measures 1.799 acres (78,358 square feet); 750 Holland Avenue measures 1.158 acres (50,448 square feet).

Attached is a copy of the appraisal summary sheet from Penny & Keenleyside Appraisals Ltd. A full copy of the appraisal is available from the Administration Department.

You will note from that summary sheet that the properties have been appraised as follows:

- 807 Holland Avenue	\$705,200
- 750 Holland Avenue	\$403,600

The difference in the appraisal price and the recommended selling price is due to the fact that while the mains have been installed in the street, the building services from the mains to the property line have not been installed.


Bryan R. Kirk
City Administrator

Att.
/dp

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**SUMMARY OF SALIENT FACTS
AND IMPORTANT CONCLUSIONS**

Date of Valuation	July 7, 1992	
Address of Property	807 Holland Avenue Port Coquitlam, BC	750 Holland Avenue Port Coquitlam, BC
Size of Land	1.799 acres or 78,358 sq.ft.	1.158 acres or 50,448 sq.ft.
Owner	City of Port Coquitlam	
P.I.D. No.	012-745-901	012-745-910
Land Title No.	AB259874	AB259875
Roll Number	843051.000	843052.000
1991/92 Assessments		
Land,	\$635,000	\$382,000
Improvements	<u>nil</u>	<u>nil</u>
Total	\$635,000	\$382,000
1992 Gross Taxes	Exempt	Exempt
Zoning	(CS-2), Service Station	(A-1), Agricultural
Highest and Best Use	(CS-1) Highway Commercial	(CS-1), Highway Commercial
Estimated Land Value by Direct Comparison Approach	\$705,200	\$403,600
Final Estimate of Value of Parcels A & B	\$1,100,000	

