

SEPTEMBER 18, 1961.

A Regular Meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4545 East Grandview-Douglas Highway, on Monday, September 18, 1961 at 7:30 p.m.

PRESENT: Reeve A. H. Emmott in the Chair;
Councillors Clark, Drummond, Edwards,
Harper, Hicks, MacSorley and Prittie.

ABSENT: Councillor Jamieson
Reverend P. Priest led in Opening Prayer.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR EDWARDS:

"That Councillor Jamieson be granted leave
of absence from this meeting."

CARRIED UNANIMOUSLY

Councillor Hicks drew attention to Item 12 of the Municipal Manager's Report No. 43, 1961, pointing out that the minutes had recorded the motion to adopt the recommendation of the Manager as being carried unanimously. Councillor Hicks mentioned that he had voted against this motion and that he therefore wished this to be recorded.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR EDWARDS:

"That the motion dealing with Item 12 of Municipal Manager's Report No. 43 be amended by recording Councillor Hicks as being opposed to it and that the minutes of the meeting held September 5th, as amended, plus the minutes of the meetings held September 11th and 13th, 1961 be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS:
SECONDED BY COUNCILLOR MacSORLEY:

"That all of the below listed correspondence be received."

CARRIED UNANIMOUSLY.

Mr. Ivor L. Parry submitted a letter thanking Council for its analytical and comprehensive reply to a number of requests made by him respecting the Sperling - Walker - Burris intersection and suggesting further that it would be desirable to have the stump removed from the south-west corner of Walker Avenue and Sperling Avenue.

Mr. Parry submitted a further letter expressing appreciation to Council for the expeditious and excellent manner in which the paving of that portion of Sperling Avenue north of the Sperling - Walker - Burris intersection was completed.

Administrator, CKNW Orphans' Christmas Fund wrote requesting permission to hold a Tag Day on December 9th.

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR CLARK:

"That permission be granted to this organization to conduct this campaign on the date mentioned provided there is no conflict with other campaigns."

CARRIED UNANIMOUSLY

Secretary, Brentwood Park Ratepayers' Association, submitted a letter advising that the members of the Association wish the bus service in the Brentwood Park area continued as it presently is; namely, South on Delta Avenue to Brentlawn Drive, West on Brentlawn Drive to Willingdon Avenue, South on Willingdon Avenue to the Lougheed Highway, East on Lougheed Highway to Douglas Road and via Douglas Road to the Edmonds Loop, and returning the same route to the Kootenay Loop, with the choice of the street through the Brentwood area connecting Delta Avenue with Willingdon Avenue to be left to the discretion of the B. C. Electric Company.

Miss Gladys M. Dixie submitted a petition containing a request that Leibly Street between Stanley Street and Burris Street be widened to 66 feet throughout and that the lane West of Leibly Street be constructed.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR HARPER:

"That these requests be referred to the Municipal Manager for a report on the extent of the problem involved in attempting to accomplish the same and desired by the petitioners."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR HARPER,
SECONDED BY COUNCILLOR EDWARDS:

"That the Council now resolve itself into Committee of the Whole."

CARRIED UNANIMOUSLY

Public Utilities Committee submitted a report in connection with bus service in the Brentwood area advising that it had considered the following proposals by the B. C. Electric Company:

- (a) To discontinue the Douglas Service via Beta Avenue, Ridgelawn Drive, and Delta Avenue and to establish a separate route via Hastings Street, Delta Avenue, Brentlawn Drive, Beta Avenue and returning via Ridgelawn Drive and Delta Avenue.
- (b) To continue the Douglas service via Lougheed Highway and Willingdon Avenue to Hastings Street and the Kootenay Loop.

- (c) To continue the crosstown Willingdon service via Gilmore Avenue to Hastings Street and the Kootenay Loop.

The Committee pointed out that the main purpose in eliminating the link between the Delta and Douglas services via Beta Avenue is due to the extreme grade on Beta Avenue which makes it hazardous for the buses to operate.

The Committee added that though it felt the alteration to the Douglas route via Willingdon Avenue and Hastings Street was acceptable, it was concerned with the discontinuance of service to the Brentwood Shopping Centre on the Willingdon crosstown route by virtue of the proposal of the Company to utilize Gilmore Avenue through to Hastings Street. In this regard, the Committee advised that it had been assured the service to the Brentwood Shopping Centre would not be discontinued and that the use of Gilmore Avenue North of the Grandview-Douglas Highway is merely a temporary expedient pending the reopening of Willingdon Avenue and that, in the interim, service would be provided on this route to the Brentwood Shopping Centre. As regards a request by the Brentwood Park Ratepayers Association that a link be maintained between Delta Avenue and Willingdon Avenue, the Committee advised that the Company had submitted that the running times available to the transit operators on both the Delta and Douglas routes were insufficient to allow for any extension of these routes; also, experience has indicated that the demand for crosstown service from this area via the Douglas route is light and therefore the addition of equipment to facilitate the extension is not justified.

The Committee further reported that it considered methods of adjusting other routes in the North Burnaby area in order to provide sufficient time on the Delta route to permit of the extension but that the Company had submitted that the "robbing" of other running times on Hastings Street would only create other problems which would offset the solution to the problem at hand. The Committee pointed out that those people wishing connecting service to the crosstown bus could alight from the Delta service at Ridgelawn Drive and Beta Avenue and walk a distance of two blocks to the Willingdon - Douglas service, or, alternatively, patrons could travel to Hastings Street and Willingdon Avenue via the Delta service and transfer at that point to the Douglas service.

The Committee concluded by advising that it had extended an invitation to the Brentwood Park Ratepayers Association and to officials of the B. C. Electric Company to be represented at the meeting this evening, to discuss details of the problem confronting the residents of the Brentwood area. The Committee stressed that an early decision by Council on the bus route proposal is desired since the B. C. Electric Company proposes to implement the changes on October 6th, 1961.

Mr. T. Metcalfe submitted a letter setting forth his views with respect to the matter of providing an adequate transit service in the Brentwood area.

MOVED BY COUNCILLOR DRUMMOND,
SECONDED BY COUNCILLOR CLARK:

"That both the report of the Public Utilities Committee plus the letter from the Secretary of the Brentwood Park Ratepayers Association and from Mr. T. Metcalfe be received."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR HARPER:

"That the representatives from both the Ratepayers Association and the B. C. Electric Company be heard."

CARRIED UNANIMOUSLY

Mr. J. F. Intihar, Operations Manager of the Company first spoke and reviewed the latest route proposals for the subject area and the reasons therefor. He stressed that it would cost the Company \$18,000.00 annually to provide a connecting service between Delta Avenue and Willingdon Avenue and that therefore, from the viewpoint of the Company, such a service could not be justified. He added that all north-south routes in the North Burnaby area converge on Hastings Street and that service thereon is interconnected, and that therefore it was not possible to deviate from the schedules of these services.

Mr. Intihar further advised that the Company could extend a service between Delta Avenue and Willingdon Avenue but that it could only be provided between 9:00 a.m. and 4:00 p.m. on Mondays to Saturdays. In this regard, he pointed out that the route would be via Delta Avenue, Brentlawn Drive, Willingdon Avenue, Midlawn Drive, and returning via Fairlawn Drive, Brentlawn Drive to Beta Avenue and either along Brentlawn Drive to Delta Avenue or South on Beta Avenue to Ridgelawn Drive and thence to Delta Avenue.

Mr. L. C. Hunter, Secretary, Brentwood Park Ratepayers Association, then spoke and advised that he had been instructed by the Association to ask Council to defer action on the route proposals now being advanced by the B. C. Electric Company Ltd.

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR CLARK:

"That the alteration of transit routing services, as outlined in a letter of August 16th, 1961, from the B. C. Electric Company Ltd., be approved and further, that the Company be requested to provide a connecting service between Delta Avenue and Willingdon Avenue between the hours of 9:00 a.m. and 4:00 p.m. on Mondays to Saturdays inclusive, to operate along the route above described by Mr. Intihar."

CARRIED UNANIMOUSLY.

REPORT OF TRAFFIC SAFETY COMMITTEE

1. Winston Street between Piper Avenue and Strongheart Dog Food Plant.

The Committee reported that it had received a request that an inspection be made of the above portion of Winston Street to determine whether measures were required to prevent traffic from speeding on this street and to protect small children residing thereon.

The Committee advised that an investigation was conducted which indicated that no action should be taken with respect to the matter of erecting warning and/or speed signs, as requested by the complainant. The Committee recommended that Council therefore not entertain the request.

The Committee added that the Engineering Department is currently considering the matter of installing two street lights along the portion of Winston Street in question and further, to ensure that the Strongheart Dog Food Company is aware of the concern of the residents, that a letter has been forwarded to the Company soliciting its co-operation in having its employees exercise caution while driving on Winston Street.

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Committee
be adopted."

CARRIED UNANIMOUSLY

2. Bus Stop at 7591 Government Street.

The Committee advised that it has twice reported on the matter of a request from the resident at the above noted address for the relocation of the bus stop at the end of his driveway to another position and that Council has twice denied this request.

The Committee reported that the matter again came to its attention and, as a result, a further investigation was made which indicated that the nub of the problem is that buses are stopping on the end of the driveway itself; which action consequently interferes with any movement in and out of the driveway.

The Committee recommended that the bus stop be left in its present position but that a landing area be provided adjacent the driveway to 7591 Government Street by enclosing the open ditch.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Committee
be adopted."

CARRIED UNANIMOUSLY

3. Hastings Street at each of Holdom Avenue and
Ellesmere Avenue.

The Committee reported that requests have been received for crosswalks at each of the above two locations. The Committee advised that it did not feel crosswalks were warranted at these locations since they do not fall within the scope of the crosswalk policy.

The Committee recommended that the requests be not entertained.

While considering this item, it was mentioned that a crosswalk presently exists on Hastings Street at Holdom Avenue.

It was suggested that perhaps the report of the Committee was in error in that the location should have been Howard Avenue rather than Holdom Avenue.

MOVED BY COUNCILLOR DRUMMOND,
SECONDED BY COUNCILLOR PRITTIE:

"That this report be referred back to the Committee to clarify the situation as to whether reference should have been made to Howard Avenue rather than Holdom Avenue."

CARRIED UNANIMOUSLY

4. Policy governing signing for Kindergartens.

The Committee reported that it had made a study of the above noted matter and reached the conclusion that the policy should be that no signs or markings of any kind relating to the presence of a kindergarten should be installed on roads near or adjacent kindergartens.

The Committee pointed out that it felt no better protection could be afforded children attending kindergartens than that of adult supervision and further, signing may give the impression that supervision by an adult is not necessary, with the result pre-school youngsters might rely for safety upon some device which they may or may not understand.

The Committee recommended that Council adopt a policy whereby no signs or markings relating to kindergartens be installed on streets near or adjacent kindergartens.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Committee be adopted, and further, that Sergeant Klick of the RCMP contact each kindergarten and explain the reason for this policy to the teachers."

CARRIED UNANIMOUSLY

5. Lougheed Highway and Douglas Road.

The Committee advised that it had received a report outlining hazards being encountered by eastbound "Douglas" traffic entering Lougheed Highway and also the southbound movement on Madison Avenue turning left onto the Highway. The Committee advised that it was suggested these turns be prohibited and two directional traffic signs reading "Lougheed Eastbound" with appropriate arrows pointing south should be installed at the Gilmore - Douglas intersection; one to be located on Douglas Road west of the intersection informing the southeast bound traffic flow and the other on Gilmore Avenue north of the intersection informing the southbound flow.

The Committee reported that, while discussing this proposal, it was suggested that the future traffic circulation pattern in the area bounded roughly by Gilmore Avenue, Lougheed Highway, Willingdon Avenue, and Parker Street, should be taken into account and that therefore no treatment should be

effected at this time involving one single movement only since it might be found that such treatment might be at variance to the ultimate arrangement introduced to govern the movement of traffic in this area. The Committee added that it was aware Council is currently studying the matter of developing Halifax Street between Gilmore Avenue and Willingdon Avenue as a means of improving the traffic situation in this general area.

The Committee advised that it was of the opinion the proposal outlined above might have some merit insofar as the problem of left-turning traffic from Douglas Road and Madison Avenue onto the Loughheed Highway is concerned but that it felt no action should be taken with respect to this proposal until such time as the results of the "Halifax Street" study are known and action taken by Council as a result of its receipt of a report on this study.

The Committee concluded by conveying its view that the proposal respecting the Loughheed - Douglas problem is considered to be in need of urgent implementation and they therefore urged that Council expedite its consideration of the development of Halifax Street between Gilmore Avenue and Willingdon Avenue.

MOVED BY COUNCILLOR MacSORLEY,
SECONDED BY COUNCILLOR HICKS:

"That the report of the Traffic Safety Committee be received."

CARRIED UNANIMOUSLY

The Municipal Manager reported verbally on the matter of developing Halifax Street advising that the problem lies in the acquisition of the necessary right-of-way for the desired development. In this regard, he reported that it is currently felt that a minimum width of 50 feet is needed, although several alternatives are being explored in an attempt to achieve the desired end.

MOVED BY COUNCILLOR MacSORLEY,
SECONDED BY COUNCILLOR HICKS:

"That the Committee submit illustrative material on the proposal outlined in its report and further, that it give consideration to the possibility of erecting the directional signs at Douglas Road and Gilmore Avenue without prohibiting turns from each of Douglas Road and Madison Avenue at the Loughheed Highway."

CARRIED UNANIMOUSLY

Reeve Emmott submitted a report recommending that Councillors MacSorley and Harper, together with himself, be appointed as a Court of Revision to revise and correct the List of Electors for 1961-62,

The Municipal Clerk mentioned that the first sitting of this Court would be on November 1, 1961, at 2:30 p.m.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR HICKS:

"That the recommendation of the Reeve be adopted."

CARRIED UNANIMOUSLY

MUNICIPAL MANAGER - REPORT NO. 46, 1961.

(1) Fire Prevention Week

The Manager recommended that Council proclaim the week of October 8th to 14th, 1961, as Fire Prevention Week.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(2) Outdoor Advertising - Middlegate Shopping Centre.

The Manager reported that a proposal had been submitted for a type of advertising which calls for the erection of 4 ft. x 5 ft. signboards on parking lot lighting standards in the Middlegate Shopping Centre. He pointed out that advertising is placarded on the boards and is changed periodically and that there is no special illumination. The Manager further advised that regulations in the Commercial section of the Town Planning By-law do not prohibit the erection of this type of sign but, since there might be other requests for similar advertising signs, it is felt Council should be apprized of the proposal.

MOVED BY COUNCILLOR HARPER;
SECONDED BY COUNCILLOR MacSORLEY:

"That the report of the Manager be received."

CARRIED UNANIMOUSLY

THE REEVE DECLARED A RECESS AT 8:55 P.M..

THE COUNCIL RECONVENED AT 9:05 P.M.

(3) Tax Payments and Percentage Additions.

The Manager reported that a reply has now been received from the Department of Municipal Affairs relative to an inquiry by Council as to whether an amendment could be made to the Municipal Act permitting postmarks to be accepted by the Treasurer as evidence of payment of taxes by the due date and also, whether authority could be sought from the Department to refund penalties charged property-owners who paid their taxes this year within the "postmark" deadline. In this regard, the Manager advised that the Deputy Minister of Municipal Affairs has indicated that the "postmark" situation might be clarified by an amendment to the Act next year but that consideration should not be

given to the authorization of any refunds, as requested by Council. The Deputy Minister added that such authorization is permitted when there has been a manifest error on the part of a staff member which has resulted in a taxpayer being overcharged but that this was not the situation in the case in question.

MOVED BY COUNCILLOR HICKS,
SECONDDED BY COUNCILLOR HARPER:

"That the report of the Municipal Manager
be received."

CARRIED UNANIMOUSLY

(4) Allowances.

The Manager submitted a report of the Treasurer covering the following twelve applications for allowances of percentage charges in the total amount of \$155.89 recommending that these allowances be granted:

61-11	D.L.33, Block 1/2 Lot Sk. 6657, Map 944 Code #2001660	H. P. McKeeman, 4848 Willingdon Ave. Burnaby 1, B.C. 1960 Penalty	\$ 10.99
61-12	D.L.27, Block 11, Lot 20. Map 697 Code #1015049	A. McDonnell 8127 - 13th Avenue Burnaby 3, B.C. 1960 Interest \$ 4.41 1960 Penalty <u>12.68</u>	\$ 17.09
61-13	D.L.27, Block 12, Lot 21. Map 697 Code #1015097	N. Wiseman 8093 - 13th Avenue Burnaby 3, B.C. 1961 Penalty	\$ 3.12
61-14	D.L. 28C, Block 14 Lot 2. Map 4276 Code #1017238	M. E. Aitchison 7571 - 6th Street, Burnaby 3, B.C. 1959 Penalty \$ 24.04 1959 Interest <u>14.99</u>	\$ 39.03
61.15	D.L.35, Block 49 Lot 7. Map 6779 Code #2008901	R.W.M. & M.M.Storey 3892 Sandell Street, Burnaby 1, B.C. 1960 Penalty \$ 9.43 1961 Penalty <u>4.90</u>	\$ 14.33
61.16	D.L. 94N, Block 8 Lot 4. Map 1117 Code #3024290	R. & E.M. Pitman 6470 Selma Avenue Burnaby 1, B.C. 1961 Penalty	\$ 3.41
61.17	D.L. 98, Block 13/15 Lot "A", Map 5786 Code #4003772	G.Wm. & D.E.Horwood 5440 Beresford St. Burnaby 1, B.C. 1961 Penalty	\$ 11.70
61-18	D.L. 121, Block 27 Lot 19/20. Map 1054 Code #402668	John & D. McNicol 4389 Venables St. Burnaby 2, B.C. 1961 Penalty	\$ 7.20

61-19	D.L. 127 E $\frac{1}{2}$. Block 3 Lot 6. Map 1342 Code #5012370	M. A. Kedward 521 Holdom Avenue Burnaby 2, B.C. 1959 Penalty \$ 14.70 1959 Interest 8.84 \$23.54
61.20	D.L. 137. Block 27 Lot 28. Map 1282 Code # 7001215	E. Smith 4335 Eton Street, Burnaby 2, B.C. 1961 Penalty \$ 6.78
61-21	D.L. 35. Block 42. Lot 7. Map 1337 Code # 2008632	T. & E. Dunbar 3884 Brandon Street, Burnaby 1, B.C. 1961 Penalty \$11.21
61-22	D.L. 151/3. Block 35 Lot 23. Map 1319 Code # 5046248	E.C. & E.M. Swank 6166 Kathleen Ave. Burnaby 1, B.C. 1960 Penalty \$ 7.49
		<hr/> \$155.89 <hr/>

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Manager
be adopted."

CARRIED UNANIMOUSLY

(5) Headquarters Library Building.

The Manager reported that the Consulting Engineers on the Library building have suggested a means of effecting a saving in the electrical energy charges for the new Library and that the same means could be employed to effect a saving in the remaining complex on the site (Police Station, Civil Defence, et cetera). In this regard, the Manager advised that it has been suggested a primary service could be installed at a total cost of \$6,400.00, with the sum of \$3,500.00 being applicable to the Library Building itself. The Manager pointed out that the possible saving by installing such a service has been estimated at between \$50.00 and \$100.00 per month for the Library alone, and, interpolating this rate of saving to the average consumption in the other buildings, a possible saving of \$100.00 per month appears possible. The Manager further reported the original estimate for the Library building did not include a sum of \$3,500.00 for the type of service in question and that no provision had been made in the 1961 budget for this service to the Police Station and the other buildings. He added that in the case of the Library, the by-law for the provision of funds for its construction would be brought down after the tender is awarded and that therefore any deviation between the estimate and the tender price could be taken care of at that time, whereas the necessary \$2,900.00 for the Police Station and the other buildings could be taken care of in the 1962 estimates.

The Manager recommended that Council approve the installation

of a primary electrical service to the new Library and the other buildings on the site at an estimated cost of \$6,400.00 plus a sum for the applicable Consultant's fee.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR HICKS:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(6) Rapid Transit Feasibility Study.

The Manager reported that a proposed study by the B. C. Research Council relative to the provision of a rail rapid transit service with perimeter highways has been proposed in lieu of the Freeway Financial Feasibility Study and the contribution made by this Municipality (\$9,200.00) toward this Financial Feasibility Study has been returned. He advised that our share of the rail rapid transit system study would be \$1,200.00. The Manager recommended that Council participate in Phase One of the Rapid Transit Feasibility Study at a cost of \$1,200.00.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(7) Admiral Hotel Parking Lot

The Manager reported that a letter has now been received from the Admiral Hotel asking for further consideration of the conditions imposed by Council in regard to the use of certain lots at the rear of the Hotel property for parking purposes. He pointed out that the conditions were:

- (a) That the houses located on the lots in question be removed.
- (b) That a landscaped strip approximately 10 to 15 feet wide be provided on the Albert Street side of the lots.
- (c) That satisfactory screen planting be provided on the east and west boundaries of the parking lot.
- (d) That the parking lot so created be hard-surfaced.

The Manager pointed out that though the Company does not disagree with the requirements of Council, it is of the opinion that the existence of the two houses provide a better screen for the actual abutting homes than a planted screen. The Manager further advised that the Company has agreed to proceed immediately with the landscaping and screening matters if it can be granted the concession it seeks.

The Manager advised that he did not entirely agree with the position taken by the Admiral Hotel Company but that he is willing to concede that one of the major points to watch in the establishment of parking lots in residential areas is the amenity of the home owners remaining.

The Manager recommended that should Council feel disposed to grant the concession requested by the Company, it be for a limited period of time.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR HARPER:

"That the condition imposed by Council requiring that the houses located on Lots 5 and 6, Block 8, D.L. 121, be removed be hereby waived for a period of one year at which time the subject matter is to be reviewed."

CARRIED
Councillors Clark
Prittie & Hicks against.

(8) "Burnaby Road Dedication By-law 1961"

The Manager recommended that the above noted by-law, which dedicates the following land for highway purposes, be passed by Council.

- (a) Those portions of Lots 2, 3, 4, 5, 8, 9, 10, 11, 12, 17, 18, 19 and 20, of Block "G" of the West 3/4 of Lot 127, Group 1, Plan 1254, N.W.D. shown outlined in Red on Plan deposited number 22210.
- (b) That portion of the west 80 feet of Lot "B" of Block "G" of the West 3/4 of Lot 127, Group 1, Plan 5410, N.W.D. shown outlined in Red on plan deposited number 22210.
- (c) That portion of Lot 30 of Block 93 of Lot 122, Group 1 Plan 4953, N.W.D. shown outlined in Red on plan deposited number 22211.
- (d) That portion of Lot 16 of Block 92 of Lot 127, Group 1, Plan 4953, New Westminster District shown outlined in Red on Plan deposited number 22212.
- (e) That portion of Parcel "A" Explanatory Plan 10950 of Block 90 of Lot 127, Group 1, Plan 4953, New Westminster District shown outlined in Red on plan deposited number 22230.
- (f) Those portions of Lots 30 and 33 of Block 93 of Lot 122, Group 1, Plan 4953, New Westminster District shown outlined in Red on plan deposited number 22801.
- (g) Those portions of Lots 27, 28 and 29, of Block 93 of Lot 122, Group 1, Plan 4953, New Westminster District, shown outlined in Red on plan deposited number 22211.
- (h) Those portions of Lots 14 and 15, Block 92, of Lot 127, Group 1, Plan 4953, New Westminster District, shown outlined in Red on plan deposited number 22212.
- (i) That portion of Lot 1 of Block 90 of District Lot 127, Group 1, Plan 4953, New Westminster District shown outlined in Red on plan deposited number 22230.
- (j) That portion of Lot 2, Explanatory Plan 10950 of Block 90 of Lot 127, Group 1, Plan 4953, New Westminster District shown outlined in Red on plan deposited number 22230.

(9) Easements - Hastings Street.

The Manager recommended that Council authorize the acquisition of the following easements, which are required to accommodate fill material in connection with the widening of Hastings Street, and the execution of the necessary documents:

- (a) That portion of Lot 6 outlined in red on Plan No. 22250, Block "G", D.L. 127 W 3/4 (Drake)
- (b) That portion of Lot 12 outlined in red on Plan No. 22250, Block "G", D.L. 127 W 3/4 (Seifner)

(10) Lot 4, Block 12, D.L. 122, Plan 1308 (Bury)

The Manager recommended that Council authorize the acquisition of that portion of the above described Lot 4 shown outlined in red on right-of-way plan number 23242 for a consideration of \$1.00. He also recommended that Council authorize the execution of the necessary documents.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendations of the Municipal Manager covering Items 8 to 10 inclusive be adopted."

CARRIED UNANIMOUSLY

(11) Fraser Valley Milk Producers Association - Downstream Drainage.

The Manager recommended that Council authorize the execution of an agreement with Great Northern Railway Company providing for the construction by the Municipality of a new culvert under its right-of-way for downstream drainage from the Fraser Valley Milk Producers Association development at Loughheed Highway and Sperling Avenue. He added that the consideration payable by the Corporation for this privilege is \$10.00.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(12) Civil Defence Exercise.

The Manager reported that a Civil Defence Exercise, to be known as "Exercise Burnaby 1961", will be held during the day of Wednesday, October 11, 1961.

- (13) The Manager submitted a report of the Fire Chief covering the activities of his Department for the month of August, 1961.

- (14) The Manager submitted a report of the Chief Licence Inspector covering the activities of his Department for the month of August, 1961.
- (15) The Manager submitted a report of the Chief Building Inspector covering the operations of his Department for the period between August 14th and September 8th, 1961.
- (16) The Manager submitted a report of the R.C.M.P. covering policing activities during the month of August, 1961.

MOVED BY COUNCILLOR DRUMMOND,
SECONDED BY COUNCILLOR EDWARDS:

"That the above five reports be received."

CARRIED UNANIMOUSLY

- (17) The Manager submitted a report of the Parks and Recreation Commission covering expenditures for the four week period ended August 11, 1961, in the total of \$60,954.84, recommending that they be approved.

MOVED BY COUNCILLOR HARPER,
SECONDED BY COUNCILLOR HICKS:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(18) Estimates

The Manager submitted a report of the Municipal Engineer covering special estimates of work in the total amount of \$701,527.00, recommending that they be approved.

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(18a) Villa Motor Hotel

The Municipal Manager submitted a verbal progress report relative to the matter of the above noted Hotel providing adequate parking accommodation on its site at Willingdon Avenue and the Freeway, in accordance with its original plan.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR MacSORLEY:

"That the report of the Municipal Manager be received."

CARRIED UNANIMOUSLY

(19) Miscellaneous Rezoning Applications

The Manager submitted the following reports of the Planning Director covering various applications for rezoning:

1. Lot 8, Block 6, D.L. 116/186, Plan 1236, from Residential Two Family to Commercial.

The Planning Director reported that this property is located on the south side of Albert Street approximately 100 feet west of MacDonald Avenue and that it has an area of approximately 6100 square feet. He advised that the subject property is presently occupied by a dwelling, as are all other lots on the south side of Albert Street in this block. He further reported that the north side of Albert Street between MacDonald Avenue and Ingleton Avenue is zoned for Multiple Family purposes but, at the present time, is occupied with Single Family residences. The Planning Director advised that it is the view of his Department that the lane at the rear of the Commercial zone on Hastings Street is a logical line of demarcation and that spot rezoning in Residential areas, such as along Albert Street, would result in blight.

The Planning Director recommended that the application be not favourably considered.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR CLARK:

"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

2. Lot "A", Subdivision 5, Block 1, D.L. 205, Plan 3328, from Light Industrial to Residential Two Family.

The Planning Director reported that this property is located at the south-east corner of Pandora Street and Fell Avenue and that it has an area of approximately 21,600 square feet. The Planning Director advised that there is no evidence on hand of any interest in redeveloping the industrially zoned site in this general area and further, as the predominant land use in this enclave is residential and since the Scenic Drive allowance is a logical zone boundary, it is felt that the rezoning as requested would be appropriate.

He recommended that the rezoning of Lots "A" to "D" inclusive, S.D.5, Block 1, D.L.205, Plan 16983 and Lots 1-5 inclusive S.D.20, Block 1, D.L. 205, Plan 10371 from Light Industrial to Residential Two Family be advanced for further consideration.

MOVED BY COUNCILLOR HARPER,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

14. 17 Acre Portion of Lot "A", Block 3, D.L.73 from Residential Two Family to Light Industrial.

The Planning Director submitted a further report on the above noted application reiterating the view expressed in the first report and adding that it is the view of his Department that the land west of the Westminster Diversion should not be used for Residential purposes since it would compound the difficulty of providing suitable park and school land and because it would in the future be separated from the neighbourhood by the development of Westminster Avenue as a major street.

The Planning Director recommended that the application be advanced for further consideration because the site in question appears to be well located to accommodate the proposed use.

The applicant, Parry Agencies Ltd., submitted a further letter setting out its view as to the effect the proposed Drive-In Theatre development would have on neighbouring Residential property.

The Planning Director added verbally that in discussing the matter of a major road to the south of the subject area with the Department of Public Works, it was learned that the Department is not prepared to donate the necessary land for this road but that it might consider an alternative route to this area.

MOVED BY COUNCILLOR MacSORLEY,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Planning Director be adopted."

CARRIED
Councillor Prittie
Against.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR CLARK:

"That the letter from Parry Agencies Ltd. be received and referred to the Public Hearing for further consideration."

CARRIED UNANIMOUSLY

3. Lots 14 and 15, S.D. 2, Blocks 1/2, D.L. 207 from Residential Two Family to Residential Multiple Family.

The Planning Director reported that the above properties are located on the east side of Barnet Road approximately 56 feet south of Pandora Street and that they have a combined area of approximately 13,000 square feet. He pointed out that the predominant land use on the east side of Barnet Road in this area is Residential and that therefore his Department is unable to favourably consider the application. He added that a zone of broader extent has been considered but cannot be recommended at this time since there is no evidence that would indicate there is a need for this type of facility in this vicinity.

The Planning Director concluded by advising that his Department was unable to recommend favourable consideration of the application.

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

4. Lot 9, Part South of Loughheed Highway, D.L.s 59/136/137, from Residential Single Family to Commercial.

The Planning Director reported that this property is located on the south side of Loughheed Highway immediately east of Phillips Avenue and that it has an area of approximately 0.665 acres. The Planning Director pointed out that as a result of discussions during consideration of the "Government Road Community Plan", Council felt that the section of the Loughheed Highway, of which the subject property is a part, should be reserved for Residential use.

The Planning Director recommended that the application not be entertained since it would be at variance with the aforementioned Community Plan and because non-residential use of the property would frustrate the proper and orderly development of the surrounding area.

MOVED BY COUNCILLOR MacSORLEY,
SECONDED BY COUNCILLOR CLARK:

"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

5. Lot 1, S.D."E", Block 1, D.L. 25, Plan 1341, from Residential Two Family to Commercial.

The Planning Director reported that the above noted lot is located on the south-west corner of Cumberland Street and 16th Avenue and that it has an area of approximately 8,900 square feet. He pointed out that his Department, when reporting on an identical application in July, 1960, indicated that there seems to be adequate Commercial facilities in this general area at the present time and further, the Sanitation Department had advised that it would be unable to recommend a more intense use of this property due to the absence of sewers.

The Planning Director reported that his Department had reviewed the situation and found the former conditions still prevailed.

The Planning Director re-affirmed the earlier submission of his Department that as the land use in the surrounding area is Residential and because there appears to be sufficient land available for Commercial facilities, the application be not favourably entertained.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Planning
Director be adopted."

CARRIED UNANIMOUSLY

6. Lot 5, East 22 feet and Lot 6, Block 19, D.L. 29, Plan 3035, from Residential Two Family to Residential Multiple Family.

The Planning Director reported that this property is located on the east side of 14th Avenue approximately 316 feet north of Kingsway and that it has a combined area of approximately 18,700 square feet. He advised that in the past, his Department had recommended favourable consideration for Multiple Family development in this neighbourhood because it would be compatible with adjacent development and because services are adequate to serve a higher population density but, in this particular case, he was concerned that development of an apartment on the property under application would result in the isolation of an adjacent 44 foot lot lying between the Hotel parking lot and the subject properties. He pointed out that this 44 foot lot is not capable of being developed as an apartment site and that therefore serious depreciation would result. He further advised that this concern had been expressed to Council on two previous occasions and that Council then had concurred with the reasoning.

The Planning Director reported that although Apartment development adjoining the parking lot would seem quite logical, the current application does not incorporate the adjoining 44 foot lot and, as a consequence, he was unable to recommend that the application be favourably entertained.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Planning
Director be adopted."

CARRIED UNANIMOUSLY

7. Lots 1-3 and 8-11 inclusive, D.L. 155C;
Lots 22-27 inclusive, D.L. 155B;
Lots 2, 4, 5 except west 391.16 feet, 6 and 8, D.L. 166A;
Lot "A", Block 3, D.L. 166A,
from Heavy Industrial to Agricultural.

The Planning Director reported that the above described property forms the bulk of the North American Peat Limited holdings south of the Vancouver and Lulu Island Railway line and east of Byrne Road and that the property under application is approximately 104.5 acres in size. The Planning Director advised that it is the opinion of his Department that much of the present Heavy Industrial zoning applying to most of the area south of Marine Drive is premature but that any amendment of the present zoning pattern to reflect the emerging picture of prospects for development in the area must proceed after a review of the entire area south of Marine Drive is made.

The Planning Director recommended that the application be not entertained at this time but that the whole matter of Industrial zoning south of Marine Drive be studied as

Information becomes available from the Lower Mainland Regional Planning Board Research program.

MOVED BY COUNCILLOR PRITTIE,
SECONDED BY COUNCILLOR HICKS:

"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

8. Lots 1 & 2, Block 2 East Part, D.L. 99, Plan 1788
from Residential Two Family to Residential Multiple
Family.

The Planning Director reported that these lots are located on the south side of Imperial Street approximately 68 feet west of Frederick Avenue and that the combined area of them is approximately 17,300 square feet. He advised that development to the north is Residential Single Family in character although an apartment zone to the north-west extends from the lane west of Sussex Avenue to the lane east of Dow Avenue. He added that, as recorded earlier this year in another report, his Department is of the view that the Multiple Family zone would seem to be appropriately terminated on the south by Imperial Street.

The Planning Director recommended that since the zoning pattern in the area south of Imperial Street is well suited to existing development, the application be not favourably considered.

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

9. Lots 1 to 3 inclusive, S.D. "A", Block 45, D.L. 151/3,
from Light Industrial to Residential Multiple Family
Type 1.

The Planning Director reported that these lots are located on the east side of Dow Avenue immediately south of the B. C. Electric "Central Park Line" right-of-way and that they have a combined area of approximately 27,300 square feet. He advised that the three parcels are within the 200 foot wide Light Industrial zone on the south side of the tracks which was recommended for rezoning to Residential in the "Kingsway - Central Park Line" report but, following consideration by Council, lands on both sides of Dow Avenue south of this 200 foot strip were withdrawn from the proposed rezoning. The Planning Director added that rezoning of the three subject parcels to Multiple Family Type 1 would be a valid extension of the existing zone to a logical boundary and further, development of the property under existing Light Industrial zoning could have a depreciating effect on adjacent apartment development and could be a serious detriment to the proposed Maywood School. In this latter regard, he advised that this anticipated school development to the east would

necessitate the provision of a walkway from Dow Avenue to the new site.

The Planning Director recommended that the existing Residential Multiple Family Type I zone be extended to include the captioned properties and that the question of walkway access from Dow Avenue be resolved before final action is taken on the rezoning.

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR PRITTIE:

"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

10. Lot "A", Block 35, D.L.s 151/3 from Residential Two Family to Residential Multiple Family.

The Planning Director reported that this property is located on the north-east corner of Kathleen Avenue and Maywood Street and that it has an area of approximately 12,600 square feet. He advised that this parcel was the subject of an application previously and, as reported on these occasions, his Department was unable to recommend approval of the rezoning since:

- (a) The property is several blocks removed from public transportation facilities and approximately one-third of a mile from the closest shopping facility.
- (b) There are established Multiple Family zones in this area which are better located with respect to services and which should be fully utilized before further land is set aside for this purpose.
- (c) The "spot rezoning" of this property would be in conflict with the present character of the area and construction of an apartment building could frustrate the orderly development of surrounding properties since the Kathleen Avenue allowance should be widened in the future to facilitate redevelopment of a considerable area to the north.

He added that though it is felt apartment development in this locale may be desirable in future years and that proximity to the park, when developed, would be a desirable amenity, creation of an apartment zone at this time would be premature.

The Planning Director advised that his Department must therefore reaffirm its earlier recommendation that the application be not favourably considered in view of the above listed factors.

MOVED BY COUNCILLOR MacSORLEY,
SECONDED BY COUNCILLOR HICKS:

"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

11. Lots 1 & 2, S.D. "L", Block 49, D.L. 35, Plan 7313.
From Residential Two Family to Residential Multiple
Family Type II.

The Planning Director reported that these properties are located on the south-east corner of Sandell Street and Smith Avenue and that they have a combined area of approximately 12,200 square feet. He pointed out that these lots lie within the "super block" bounded by Smith Avenue, Thurston Street, Jersey Avenue, and Kingsway, which is composed of a large number of awkwardly shaped parcels. He added that, as indicated to Council when reporting on a similar application in this block last year, his Department is concerned that intensive development of the said block on the present pattern of subdivision would create difficult access and parcelling problems even though a portion of the block has some features suggesting eventual apartment development.

The Planning Director advised that his Department was unable to recommend favourable consideration of this application, adding that a broader rezoning which would incorporate the subject parcel and bring about more intensive development of this block has been considered but cannot be recommended since considerable public expenditure would be required to correct the difficult problems which exist.

MOVED BY COUNCILLOR HARPER,
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Planning
Director be adopted."

CARRIED UNANIMOUSLY

12. Lot "B", Blocks 43/44, D.L. 35, Plan 4526.
From Residential Two Family to Residential Multiple
Family.

The Planning Director advised verbally that the applicant had indicated that he wishes to withdraw this application and re-submit it in a different form.

MOVED BY COUNCILLOR MacSORLEY,
SECONDED BY COUNCILLOR PRITTIE:

"That this application be tabled for a period
of one week."

CARRIED UNANIMOUSLY

13. Lots 8 & 9, R.S.D. 1, S.D. 23, Block "A", D.L. 68,
from Residential Multiple Family Type II to Residential
Multiple Family Type I.

The Planning Director reported that these properties are located on the south-west corner of Ingleton Avenue and Sunset Street and that they have a combined area of approximately 11,100 square feet. He pointed out that an identical application was dealt with by Council in June of 1959 when his Department expressed the view that on undeveloped sites a density of 1100 square feet per unit was the maximum desirable whereas a density of 900 square

feet per unit should apply to property which is occupied by buildings; the theory being that the higher density of development would help overcome the presumed higher cost of the site.

The Planning Director recommended that no change be made in the present zoning of the subject site since the principle underlying the differentiation between Type I and Type II Apartment zone is still considered to be sound.

MOVED BY COUNCILLOR HICKS,
SECONDED BY COUNCILLOR PRITTIE:

"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

15. Lot 1, Block 11, D.L. 69 and
Lots 4, 5 and 6E $\frac{1}{2}$, Block 12, D.L. 69.
from Residential Two Family to Industrial.

The Planning Director reported that these properties are located on the south side of Myrtle Street at Ingleton Avenue and that they have a combined area of approximately 28,182 feet. He advised that it is felt by his Department that the area being severed by the Freeway may be suited for Industrial development ultimately since

- (a) it will be severed from the neighbourhood of which it was formerly a part,
- (b) it could form a logical extension to the established Central Heavy Industrial area immediately to the north,
- (c) certain properties in this enclave adjacent the Freeway will have a "prestige" value for specific types of Industrial development in the future.

He added that though Industrial use of this tract may be appropriate in the future, it could not be recommended at this time as

- (a) A zoning change would tend to hasten blight in the area and a very substantial total investment in existing homes would be hazarded.
- (b) The majority of homes are of such value that it would be uneconomic to raze or relocate these homes to accommodate a limited industrial demand for "Single Lot Industries".
- (c) Optimum Industrial development would not be achieved by simply rezoning the tract since lot by lot development would take place with small, low quality industries.
- (d) Rezoning of the specific properties could not be recommended as they immediately adjoin one of the clusters of better quality houses.

The Planning Director recommended that, in view of the above, the application be not favourably considered.

MOVED BY COUNCILLOR EDWARDS,
SECONDED BY COUNCILLOR PRITTIE:

"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

Reeve Emmott advised that he proposed to arrange a reception for the Norburn Lacrosse Team upon its return from the Minto Cup Finals in the East. In this regard, he mentioned that it was intended to hold the reception in the Capitol Hill Community Hall and to spend an amount not to exceed \$100.00.

Municipal Manager reported verbally on the matter of awarding a contract to the Norburn Electric Limited explaining the situation with regard to the time element involved in seeking Council authorization to execute a contract with this Company for the installation of ornamental street lights on Willingdon Avenue adjacent the Brentwood Shopping Centre.

MOVED BY COUNCILLOR CLARK,
SECONDED BY COUNCILLOR EDWARDS:

"That this information be received."

CARRIED UNANIMOUSLY