

OCTOBER 15, 1962

An Adjourned Meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4545 East Grandview-Douglas Highway, on Monday, October 15, 1962 at 7:30 p.m.

PRESENT: Acting Reeve H. Kalyk in the Chair;  
Councillors Blair, Edwards, Harper,  
and MacSorley

ABSENT: Reeve Emmott; Councillors Clark, Hicks,  
and Prittie

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

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

CARRIED UNANIMOUSLY

Administrator, CKNW Orphans' Christmas Fund, wrote requesting permission to conduct the Annual Orphans' Christmas Fund Tag Day in Burnaby on December 15, 1962.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR EDWARDS:

"That permission be granted to this Organization to conduct this campaign on the date mentioned."

CARRIED UNANIMOUSLY

Executive Secretary, The Royal Canadian Legion, Branch No. 148, submitted a letter requesting permission to hold the annual Poppy Drive on the evening of November 9th and all day on November 10th, and to also hold a Parade from the premises of the Branch to its Memorial in Confederation Park commencing at 10:30 a.m. on November 12th and returning at 11:35 a.m.

MOVED BY COUNCILLOR BLAIR,  
SECONDED BY COUNCILLOR MacSORLEY:

"That permission be granted to Branch No. 148, and also to Branch No. 83 of The Royal Canadian Legion, to conduct their respective Poppy Drives and Parades at the times required by each."

CARRIED UNANIMOUSLY

An application to use Lot 16, Block 29, D. L. 124, Plan 3343 (2222 Alpha Avenue) as a junk yard was then lifted from the table.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR BLAIR:

"That the recommendation of the Manager to deny the application be adopted, for the reasons set out in his report No. 52, Item No. 6."

CARRIED UNANIMOUSLY

Municipal Manager brought forward a request of B. C. Wrecking Company Limited for a review of its application for permission to use land at 7450 Meadow Avenue for the purpose of selling used building material advising that the Municipal Solicitor had recommended that the Corporation not enter into an agreement with the Company in question to permit it to use the property for the purpose stated.

The Manager pointed out that the principal of the Company, Mr. D. Sandhaus, has no interest in the subject property and, in fact, foreclosure proceedings are being instituted by the owners in fee against Helen Sandhaus on the grounds that she has breached the covenants in the agreement for sale.

The Manager summarized the legal point of view on this matter stressing that it has been established that Council does not possess the power legally to enter into an agreement of the kind envisaged earlier.

He recommended that Council not grant permission to B. C. Wrecking Company Limited to use the land in question for the purpose mentioned.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That the recommendation of the Manager  
be adopted."

CARRIED UNANIMOUSLY

Verbal Item No. 6

Municipal Manager reported verbally on the wind storm which occurred last Friday evening and Saturday morning advising that there was widespread damage in Burnaby, and it has been estimated that it will cost the Municipality approximately \$37,500.00 to remedy. He pointed out that most of the damage occurred in parks, although the main branch of the Library sustained damage which will cost \$2,000.00 to repair while there was some \$500.00 damage to Municipal houses. The Manager added that the Municipality might be faced with two possible damage claims, although neither are of large amounts.

The Manager reported that the Engineering Department has estimated that it will require \$10,000.00 to repair the damage to the facilities for which it is responsible, and the Parks and Recreation Commission will need about \$20,000.00 to repair the damage which was suffered by the Parks.

The Manager concluded by advising that he proposes to include a sufficient sum in the Recast Budget to handle the extraordinary expenditures caused by the storm.

The Manager also mentioned that there were 51 fire alarms during, and immediately following, the storm, none of which proved to be serious. He also advised that the Municipality proposes to deposit the debris collected from Municipal property in the dump. He pointed out that private property owners could avail themselves of the same opportunity, if so desired.

The Civil Defence Co-Ordinator mentioned that his Organization was likely used during the storm to assist the R.C.M.P. in combating the effects of the storm.

Acting Reeve Kalyk extended the appreciation of the Council and the public to radio station C.K.N.W. for the service rendered

by it during the storm.

REPORT OF TRAFFIC SAFETY COMMITTEE

(1) Albert Street

The Committee reported that it had received requests that:

- (a) Steps be taken to eliminate a hazard situation at Albert Street and Gamma Avenue
- (b) Albert Street be made a through street along its entire length.

The Committee reviewed the current situation as regards the designation of Albert Street pointing out that of the three cross intersections on Albert Street, records indicate that a recurring history of collisions has occurred at both Alpha Avenue and at Gamma Avenue.

The Committee pointed out that on the basis of approach volumes and safe approach speeds plus the history of accidents at these two intersections, it appears that traffic controls are warranted but, since there are other factors prevalent, it is considered more appropriate to treat Albert Street on the basis of its continuity rather than attempt to deal with individual intersections.

The Committee recommended that the through street treatment of Albert Street be extended from Willingdon Avenue to Gamma Avenue, pointing out that this would mean that stop signs would be placed on both Alpha Avenue and on Beta Avenue at Albert Street.

The Committee added that, at Gamma Avenue, it is felt stop signs should be placed on Albert Street since recent traffic counts indicate that traffic on Gamma Avenue is approximately 60% higher than that on Albert Street.

It was added by the Committee that it is considered unnecessary to extend this through street treatment on Albert Street beyond Gamma Avenue since the remaining two blocks form T-intersections.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER;

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

(2) Bus Stops - Capitol Hill Route.

The Committee reported that it had received a request from the B. C. Hydro and Power Authority for approval of the bus stops which will be required in connection with the proposed revision of the Capitol Hill route.

The Committee advised that examination of the plan prepared by the Authority indicates that all but one are satisfactory, the one which it feels should be regarded as temporary is a

proposed westbound stop on Empire Drive nearside Hythe Avenue.

The Committee advised that, in this case, improvements to the landing area at the farside position would first be required before it could be used as a bus stop and, since it is anticipated that this improvement will be made in the near future, it felt the stop should be located in the farside position after the improvements to the landing area are effected.

The Committee recommended that the bus stops shown on the plan submitted by the Authority be approved and that the situation in respect of the proposed bus stop on Empire Drive at Hythe Avenue be drawn to the attention of the Authority.

MOVED BY COUNCILLOR MacSORLEY,  
SECONDED BY COUNCILLOR BLAIR:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

(3) Bus Stop - Willingdon Avenue and Halifax Street.

The Committee reported that it had received a request from the B. C. Hydro and Power Authority for approval to relocate the existing northbound bus stop on Willingdon Avenue farside Halifax Street to a position approximately 200 feet further north.

The Committee advised that the Authority had pointed out that this relocation would place the bus stop farside an exit driveway of the Brentwood Shopping Centre and that it would be possible to have the "Douglas" buses, which operate between the Kootenay Loop and Lougheed Highway, enter the shopping centre property, leave by the exit mentioned and use the proposed stop.

The Committee recommended that the bus stop relocation in question be approved.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

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

CARRIED UNANIMOUSLY

(4) Lougheed Highway and Willingdon Avenue.

The Committee reported that while discussing the previous matter, a view was expressed that improvements were needed at the south-east corner of the above noted intersection to

make traffic movement more efficient.

The Committee advised that it was informed the predominant flow of traffic travelling north on Willingdon Avenue approaching Lougheed Highway makes left turns and that widening at the location suggested would facilitate this movement and also increase the efficiency of this particular segment of the intersection in question.

The Committee also advised that it learned that the Engineering Department proposes to include a sum in its budget for the year 1963 to improve the portion of the intersection.

It also indicated that the Committee was aware that some consideration is being given by Council to widening improvements on the north side of the Highway at Willingdon Avenue.

The Committee reported that it felt the portion of Willingdon Avenue south of the Lougheed Highway warrants prior attention and it was therefore recommending that consideration be first given by Council to widening improvements on this section of Willingdon Avenue, particularly at the south-east corner.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

(5) Bus Stop - Smith Avenue and Linwood Street.

The Committee reported that consequent upon an examination by the Public Utilities Committee of the matter of bus service in the Smith - Grandview area a few months ago, the B. C. Hydro and Power Authority indicated that it would review the bus stop situation on the "Smith Avenue" route to determine whether any improvements could be made.

In this regard, the Committee advised that the Authority has now written requesting approval to relocate a bus stop at Smith Avenue and Linwood Street to a position on Smith Avenue farside Grandview-Douglas Highway, provided the ditch at this latter location is enclosed to permit buses to pull clear of traffic.

The Committee reported that investigation disclosed that the bus stop relocation is in order and that the cost of improving the landing area would be approximately \$313.00.

The Committee recommended that the bus stop in question be relocated to Smith Avenue farside Grandview-Douglas Highway and that Council also authorize an expenditure of \$313.00 for the provision of an adequate landing area at this location.

It was added by the Committee that it was informed money for this work is available in the budget of the Engineering Department.

MOVED BY COUNCILLOR BLAIR,  
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

(6) North side of Hastings Street east of McDonald Avenue.

The Committee reported on a suggestion by Council that a parking restriction be imposed on the north side of Hastings Street east from McDonald Avenue as a mean of facilitating a merging movement for the outer lane of westbound traffic and the inner lane on Hastings Street when approaching McDonald Avenue.

The Committee advised that:

- (a) One hour parking is permitted on the north side of Hastings Street from McDonald Avenue eastward.
- (b) The curb use west of McDonald Avenue consists of driveways to a service station and a bus zone.
- (c) A double centre line is marked 21 feet south of the north curb of Hastings Street.
- (d) East of McDonald Avenue, the centre line commences at a 21 foot offset then flares to approximately 32 feet for a distance of some 200 feet.

The Committee pointed out that although this constriction is inadequate for the safe movement of two lanes of traffic, observation indicates that generally traffic commences to merge in advance of the constriction; also, accident records reveal no side-swiping collisions.

The Committee advised that it did not disagree that a "No Stopping" regulation for a distance east of McDonald Avenue would improve the situation but, at the same time, it was aware that a high demand for parking exists here.

The Committee recommended that, rather than introduce a restrictive regulation, the Department of Highways be requested to institute the following measures which it is felt will improve the situation:

- (a) Instal "Pavement Narrows" or "Form Single Lane" signs in advance of McDonald Avenue on the north side of Hastings Street.
- (b) Paint a number of arrows on the pavement to indicate the merging requirements.
- (c) Relocate the centre line by approximately two feet south of the present one through the intersection of McDonald Avenue.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

(7) Hastings Street and Delta Avenue.

The Committee reported on a request for a pedestrian crossing sign at the above noted location advising that this matter was broached to the Department of Highways who replied that it is against the policy of the Department to instal pedestrian

crosswalks, except in a few special cases. The Committee reported that the Department had pointed out that, at the subject location, the channelization provides a refuge for pedestrians and it is therefore one of the safer places to cross Hastings Street.

The Committee also advised that it felt the establishment of a crosswalk at the subject location would invite hazards because of the curve on Hastings Street at this point.

The Committee recommended that the request for a pedestrian crossing sign be not entertained.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

(8) 3800 and 3900 Blocks Hastings Street.

The Committee submitted a report pursuant to a direction of Council to review a proposal to not impose a parking and/or stopping prohibition in the above two blocks of Hastings Street, particularly on the south side of the street, advising that it had reviewed the recommendation and, as a result, it wished to draw the following to the attention of Council.

Before improvements were implemented in not only the subject two blocks but also the 4000 Block, congestion of eastbound traffic in the evening was a daily occurrence; the situation was caused by the following factors:

- (a) The "green" time of the traffic signal on Hastings Street at Gilmore Avenue had a limited capacity since only one approaching and one departing lane existed.
- (b) The narrow and poor surface condition of Hastings Street allowed only a narrow lane for the through movement of adjacent parked cars.
- (c) The absence of curbs produced haphazard parking methods.

The Committee pointed out that, within the last year, the following improvements have been made which it is felt have contributed appreciably to improving the flow of the eastbound traffic:

- (a) The capacity of the "green" time on Hastings Street at Gilmore Avenue has been increased twice; the first time increased it by some 20 to 25% while the second time it increased the capacity by approximately 80%.
- (b) The 4000 Block plus a section of the 4100 Block was widened to a width of 64 feet between curbs and the 3800 and 3900 Blocks received a fresh blacktop surface plus a curb on the north side and an asphalt curb and three to four feet of asphaltic widening on the south side, with the result that the two blocks in question had been widened from approximately 40 feet to 45 feet between curbs and it has produced liberal driving and parking lanes. It was added that curb parking has been observed to be more orderly because the opening of car doors does not cause moving traffic to decelerate or stop.

The Committee also reported that a number of peak hour observations indicates that the average speed is approximately 20 miles per hour, although this average decreases sporadically to below 10 miles per hour as a result of pedestrian interference and cross street traffic; two factors which will always exist and will have a detrimental effect on the flow of traffic.

The Committee also submitted a number of statistics regarding the traffic volumes on Hastings Street, pointing out that if felt the increase in the capacity of the flow could be attributed to the improvements recited above.

The Committee concluded by advising that it is not considered warranted to create an additional lane for westbound traffic at this time and it accordingly recommended against the institution of a "No Stopping" regulation during peak hours in the two narrow blocks of Hastings Street.

The Committee added that the situation would be reviewed next year if similar physical conditions prevail.

MOVED BY COUNCILLOR BLAIR,  
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

(9) 10th Avenue and Cumberland Street.

The Committee reported that a request was received from the School Board and the City of New Westminster for a school warning sign on the Burnaby portion of Cumberland Street to indicate the presence of F. W. Howay School, which is located on Cumberland Street at 10th Avenue in the City.

The Committee reported that it was informed by the Traffic Division of the Engineering Department that in September of 1961, the City installed an advance warning blue pentagon school sign plus a 20 m.p.h. tab on the west side of Cumberland Street approximately 240 feet north of 10th Avenue, which is in Burnaby, as an advance warning to the school. It added that shortly after this installation, the tab was removed by Burnaby crews since the speed limit was imposed without authority and also because it is contrary to the policy in Burnaby to restrict speed on through streets when sidewalks are provided for children. The Committee also pointed out that, at the beginning of this year, another 20 m.p.h. tab was installed by the City and again was removed by Burnaby crews.

The Committee reported that in addition to the reasons mentioned above indicating the lack of justification for such a speed limit, stop signs at 10th Avenue and Cumberland Street were reversed a short time ago, with the result that traffic on Cumberland Street is now required to stop at 10th Avenue; an arrangement which has rendered the speed restriction of 20 m.p.h. completely unnecessary since all traffic on Cumberland Street is required to stop at 10th Avenue.

The Committee also advised that investigation disclosed a painted and signed pedestrian crosswalk has been installed on the east side of the subject intersection, an installation



which was made without prior consultation or approval by this Municipality. The Committee pointed out that, since there is no warrant for its installation, the Traffic Engineering Division is endeavouring to have the sign removed.

As regards the request of the New Westminster School Board, the Committee recommended that the school pentagon sign remain where it was erected but that the installation of a 20 m.p.h. tab be not entertained.

The Committee also recommended against the creation of a pedestrian crosswalk at the subject intersection and that the City of New Westminster be requested to remove the "pedestrian crosswalk" sign at the north-east corner.

MOVED BY COUNCILLOR MacSORLEY,  
SECONDED BY COUNCILLOR HARPER:

"That the recommendations of the Committee be adopted."

CARRIED UNANIMOUSLY

(10) Grandview-Douglas Highway and 12th Avenue.

The Committee reported that requests were received from both the Principal of 12th Avenue School and also the Parent-Teachers Group in that area for a school crosswalk at the above noted location. The Committee advised that investigation disclosed 65 pupils crossed the Highway at 12th Avenue and that most of these pupils were destined for the 12th Avenue School. It was added that assurance was received from the Principal of this School that a patrol would be established in the event a crosswalk was created at the subject location.

The Committee reported that it felt a school crosswalk is warranted and recommended that this installation be approved and a request made of the Department of Highways to establish the crosswalk.

MOVED BY COUNCILLOR BLAIR,  
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

Councillor Edwards made a suggestion that a policy be considered of establishing raised "refuge" islands in the median portion of crosswalks as a means of affording protection for pedestrians.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MacSORLEY:

"That this proposal be referred to the Traffic Safety Committee for consideration and report."

CARRIED UNANIMOUSLY

(11) Nelson Avenue and Imperial Street.

The Committee reported that it had received a complaint that a traffic hazard existed on the south-east corner of the above noted intersection, caused by parked vehicles creating an obstruction.

The Committee advised that investigation disclosed conditions at this corner are common at many other locations in Burnaby where corner stores have insufficient improved areas adjacent the store for parking by customers, with the result that there is an abuse of the corner clearance area and a consequent vision hazard.

The Committee pointed out that the installation of signs to control parking is impracticable since they are apt to be damaged or destroyed by manoeuvring vehicles due to the unimproved nature of the area. The Committee advised that it felt the solution might lie with improvements in the form of a sidewalk and pavement widening.

The Committee recommended that no action be taken on the complaint at this time since improvements of the nature mentioned are not contemplated in the immediate future.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(12) Rumble Street and Patterson Avenue.

The Committee submitted a report on a complaint that a view obstruction existed at the south-east corner of the above noted intersection advising that a low laurel hedge could conceivably constitute an obstruction if it were permitted to grow to a height of more than two or two and one-half feet.

The Committee pointed out that, at the present time, the hedge does not create an obstruction and the owner has given assurance that it will be permanently trimmed at its present height.

The Committee recommended that no further action be taken on the complaint at this time.

MOVED BY COUNCILLOR MacSORLEY,  
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(13) Rumble Street at both Patterson Avenue and at Gilley Avenue.

The Committee submitted a further report in connection with a proposal to reverse stop signs at both of the above noted intersections furnishing additional views of the Traffic Engineering Division, the R.C.M.P., and the Planning Department on this matter.

The Traffic Engineering Division reviewed the subject matter in great detail and underscored the reasons why it originally recommended to the Committee that stop signs be reversed at the two intersections in question.

The Division also expressed its view on the practices governing the installation of traffic control devices and on the matter of the future classification of Imperial Street, Marine Drive, and Rumble Street, outlining its opinion on these matters in considerable detail.

The Traffic Engineering Division concluded its submission by strongly recommending that the stop signs in question be reversed.

The Traffic Detail of the R.C.M.P. pointed out that its chief concern was traffic conditions on Rumble Street as they stand at present, and not with the future plans for this street from a traffic point of view.

The R.C.M.P. also reported that it felt the stop signs should be reversed.

The Planning Department submitted additional views on the proposal at hand mentioning that it now favoured the installation of four-way stop sign control at both intersections rather than the retention of the stop signs in their present positions.

The Department reviewed its point of view on the matter and explained why it was altering the recommendation to the Committee. It concluded by urging that four-way stop treatment be applied at both intersections since it would be a solution that should ease the present congestion and, at the same time, not induce all of the disadvantages which would follow a simple reversal of the two-way stop control.

A letter dated September 27, 1962 from the Traffic Director relative to the matter at hand was also read to Council.

MOVED BY COUNCILLOR MacSORLEY,  
SECONDED BY COUNCILLOR EDWARDS:

"That the original recommendation of the Traffic Safety Committee to reverse the stop signs at the two subject intersections be adopted."

CARRIED UNANIMOUSLY

THE ACTING REEVE DECLARED A RECESS AT 9:05 P.M.

THE ACTING REEVE RECONVENED THE MEETING AT 9:15 P.M.

MUNICIPAL MANAGER -- REPORT NO. 54, 1962.

(1) Second Local Improvement Sidewalk Programme - 1962.

The Manager submitted a report on the above noted Programme, copies of which were distributed to Council on October 9th, pointing out that the total length of the works involved is 55,406 feet and the total estimated cost is \$425,536.00.

He also pointed out that the Corporation's share of the cost

varies from 36.69% to 90.51%, with the overall average being 58.75%.

The Manager recommended that the Programme, as submitted on October 9, 1962, be approved.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That the recommendation of the Manager  
be adopted."

CARRIED UNANIMOUSLY

(2) 1962-63 Winter Works Incentive Programme.

The Manager submitted a report advising that the following projects have been submitted to the Provincial Government for approval under the above noted Programme:

<u>Project</u>	<u>Estimated Cost</u>	<u>Estimated Labour</u>	<u>Estimated Man Hours</u>	<u>Estimated no. of men employed</u>	
				<u>Municipal</u>	<u>Other</u>
Parks	53,375.	49,675.	2,805	5	50
Waterworks	90,650.	22,662.	1,079	12	2
Sewers	382,200.	141,700.	6,739	40	10
Sidewalks	98,529.	31,529.	1,501	35	5
Roads	391,548.	74,394.	3,542	51	10
	<u>1,016,302.</u>	<u>319,960.</u>	<u>15,666</u>	<u>143</u>	<u>77</u>

He pointed out that the 143 men shown under the heading "Municipal" will qualify for the reason that if it were not for the Winter Works programme, they would be unemployed. He added that of the men shown under the category "Other", 50 would be drawn from the Social Assistance Rolls and the balance would be operators of machines owned by private enterprise.

The Manager also advised that the cost sharing of this programme would be as follows:

<u>Project</u>	<u>Estimated Total Cost</u>	<u>Estimated Cost to Burnaby</u>	<u>Estimated Cost to Federal</u>	<u>Estimated Cost to Province</u>
Parks	53,375.	\$ 5,076.	\$ 24,837.	\$ 23,462.
Waterworks	90,650.	78,074.	11,331.	1,245.
Sewers	382,200.	303,257.	70,850.	8,093.
Sidewalks	98,529.	81,031.	15,764.	1,734.
Roads	391,548.	348,989.	37,197.	5,362.
	<u>\$1,016,302.</u>	<u>\$ 816,427.</u>	<u>\$ 159,979.</u>	<u>\$ 39,896.</u>

He mentioned that the return expected from the Provincial Government has been conservatively estimated at \$39,896.00 but certain conditions might cause this return to be as high as \$54,924.00.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR EDWARDS:

"That the report of the Manager be received."

CARRIED UNANIMOUSLY

(3) Estimates.

The Manager submitted a report of the Municipal Engineer covering Special Estimates of Work in the total amount of \$14,600.00 recommending that they be approved.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR MacSORLEY:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(4) Outdoor Swimming Pools

The Manager reported that the Parks By-law programme called for the construction of three outdoor swimming pools and a fourth one in Central Park to be financed jointly by this Municipality and the City of Vancouver. He advised that the pools in Burnaby will be located in McPherson Park, Burnaby Park, and in the triangle bounded by Hammarskjold Drive, Kensington Avenue, and Hastings Street, and that the firm of Haddin, Davis & Brown with Rhone and Iredale would be the consultants for the Burnaby pools with Mr. P. Stroyan being the consultant for the Central Park pool.

He advised that it is felt there would be a saving if the three Burnaby pools were built under one contract as a Winter Works project and the estimated cost, provided by the consultants, indicates that these three could be built for \$457,194.00, although if the wading pools were excluded it would cost approximately \$447,944.00.

He emphasized that if Council was to entertain the construction of the four pools, it would be necessary to ensure that sufficient funds were available. In this regard, he advised that there remains \$242,000.00 from the Parks By-Law Debentures and that it would therefore be necessary for Council to allocate the sum of \$250,000.00 which, with recovery from the Winter Works Incentive Programme, should be sufficient to ensure the financing of the three Burnaby pools plus \$75,000.00 for our share of the pool to be located in Central Park.

He reported that the sale of one set of Debentures and the imminent sale of another would permit Council to use the funds lying in the Drainage, Parks Property Acquisition, and Reserve for Capital Expenditures, Accounts as the necessary protection until the 1963 Park By-law Debentures are sold.

He pointed out that the Central Park pool drawings and specifications are sufficiently complete to justify forwarding them to Council for tender call, subject to its decision on whether or not to proceed with the construction of this pool as a Winter Works project and also to the consultant completing

the form of tender and instructions to bidders in his specifications prior to issuing them to contractors.

Of the three "Burnaby" swimming pools, the plans and specifications of them have been examined and, as a result, the third set of them is now sufficiently advanced to justify forwarding to Council for a tender call, subject to its decision to proceed with this project as a Winter Works Item and to the consultants being required to include on the latest set of drawings and specifications a number of revisions discussed at a meeting of staff on October 12, 1962.

The Manager recommended that, subject to the satisfactory finalization of both sets of plans, specifications and other documents:

- (a) Council authorize the issuance of a Tender Call for the four swimming pools, to be returnable to the Purchasing Agent at 3:00 p.m. on November 7, 1962.
- (b) Council allocate the sum of \$250,000.00 from the Parks Acquisition Fund, the Drainage Reserve Fund, and the Reserve for Capital Expenditures to ensure financing of these projects until the 1963 Parks By-law Debentures are sold.
- (c) Application be made for these projects as Winter Works items.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Manager  
be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MacSORLEY:

"That the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR BLAIR:

"That the report of the Committee be  
now adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That "BURNABY LOCAL IMPROVEMENT DEBENTURE  
BY-LAW NO. 2, 1962"  
"BURNABY SPECIAL SURVEY ASSESSMENT BY-LAW, 1962"  
be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MacSORLEY:

"That "BURNABY LOCAL IMPROVEMENT DEBENTURE  
BY-LAW NO. 2, 1962"  
"BURNABY SPECIAL SURVEY ASSESSMENT BY-LAW,  
1962"

be now finally adopted, signed by the Reeve  
and Clerk and the Corporate Seal be affixed  
thereto."

CARRIED UNANIMOUSLY

A letter was presented to Council from the Clef Society of  
Burnaby thanking the Council for allowing the Society to take  
an active part in connection with the official opening  
ceremonies for the swimming pool at Sperling Avenue and Sprott  
Street.

MOVED BY COUNCILLOR MacSORLEY,  
SECONDED BY COUNCILLOR BLAIR:

"That the information contained in  
this letter be received."

CARRIED UNANIMOUSLY