

## THE CORPORATION OF THE DISTRICT OF BURNABY

29 May 1964.

REPORT NO. 38, 1964.

His Worship, the Reeve,  
and Members of the Council.

Gentlemen:

Your Manager reports as follows:

1. Re: Welfare Institutions Licence

Mrs. Helga Spittler, 7190 Frederick Avenue, has applied for a licence to give day-time care to children.

The Investigating Committee recommends that a licence be issued for not more than three (3) children.

2. Re: Canadian Bar Association Annual Meeting.

The 1964 Annual Meeting of the Canadian Bar Association is being held in Montreal from August 31st to September 5th.

The Municipal Law and Criminal Law Sections will both be holding sessions during this annual meeting.

Mr. Stirling has requested permission, and it is recommended he be authorized to attend the Canadian Bar Association Annual Meeting.

Mr. Stirling has not attended any convention or meeting since 1958.

3. Re: Hazel Street between Sussex Avenue  
and McKercher Avenue.

Council directed that it be supplied with an estimate of the cost of providing a local improvement work on the above portion of Hazel Street.

The Municipal Engineer has produced the following estimate for the construction of 5 foot concrete curb sidewalks and 8 feet of asphalt paving on both sides of Hazel Street between Sussex and McKercher Avenue and including storm drainage:

Sidewalks	-	\$2,000.
Asphalt Widening	-	1,350.
Storm Drainage-		500.
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TOTAL		\$3,850.

4. Re: Watercourse Traversing  
6211 Halifax Street

6211 Halifax Street is owned by Mr. S. Young.

There is a watercourse traversing the property between Mr. Young and his neighbour. His neighbour has constructed a wall in the watercourse which narrows it and Mr. Young is concerned about the damage to his house which might develop in time.

Mr. Young claims that the Municipality contributes to the problem because of work done by the Municipality up-stream. The Municipal Engineer denies this.

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(Item 4 re Watercourse Traversing, 6211 Halifax Street.....continued)

This particular watercourse is a relatively important one and along certain portions of it upstream it has been enclosed by the Corporation. This does not increase the flow. Development upstream is taking place, and the Engineer states that the watercourse has also been developing in recent years in normal progress.

The Engineer has given an estimate of \$26,300.00 to enclose the watercourse from Halifax north over the Young property, and continuing east and north again to connect to the end of the existing storm sewer system at Winch Street.

Easements would be required:

- (1) East 15' of Block 122, D.L. 129, Plan 1492,  
owned by the Corporation.
- (2) West 7' of Block 132, Exc. Ex.Pl. 13337, Map 1492, D.L. 129  
owned by Stanley and Marjorie M. Young.
- (3) East 7' of Block 133, ExPl. 13951, D.L. 129, Pl. 1492  
owned by Henry B. and Priscilla L. Tate.

At the request of your Municipal Manager, a further estimate was prepared of the cost of enclosing that section through the Young property and thence along the rear to connect to the watercourse. This estimate is \$14,800.00.

The Corporation's action in piping other sections of this watercourse are an indication of its importance. It is only a matter of timing when the balance must be piped and whether there is any development which can be required to bear the cost. In the meantime, the Young property is somewhat endangered.

It is recommended that Council authorize an expenditure of \$14,800.00 to improve the situation subject to the necessary easements being granted without cost to the Corporation for acquisition.

5. Re: Local Improvements -  
Clare Avenue and Frances Street

As directed by Council a cost report as required by Section 601 of the Municipal Act covering proposed local improvement works on Clare Avenue and Frances Street is submitted.

6. Re: Rezoning - Grandview-Douglas Highway at 10th Avenue

On May 11th, Council deferred further consideration of an application to rezone property located at the north-east corner of 10th Avenue and Grandview-Douglas Highway until a report was received from the Planning Director and the Municipal Engineer indicating the future role for the highway and the need to widen it.

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(Item 6 re Rezoning - Grandview-Douglas Highway at 10th Avenue....Continued)

Herewith is the report of the Planning Director, and of the Municipal Engineer as requested:

Planning Director -

" During a discussion on the rezoning of certain properties at Grandview-Douglas and 10th Avenue to permit service station development, the question of the widening of Grandview-Douglas Highway was raised and a report was requested from the Planning and Engineering Departments.

We have discussed this matter with the Engineering Department and would make the following observations:

1. The function of the street in the over-all plan has yet to be determined. As Council is aware, the major road study is one of our current projects to which a priority is attached.
2. Without knowing the function of the street in the over-all network, the Right-of-Way width which will be required cannot be determined.

In view of the above, it is recommended that it would be premature to embark on any widening acquisition. As earlier noted, it is our preliminary thought that the portion of Grandview-Douglas Highway from 10th to Edmonds would not be a major road. It would seem that this may also reflect the Department of Highways thinking as curb returns installed on streets entering Grandview are to provide for 48' curb to curb facility which can be contained on the standard 66' right-of-way.

It will be noted from our earlier report that the matter of street width did not have a bearing on our recommendations against the rezoning. Our three basic objections to the rezoning were:

1. Compatibility:

As noted in the earlier report, development in 3 quadrants of the intersection is of a residential character, and it is submitted that the residential amenities should be sustained. The fourth quadrant is occupied by the School complex. It is submitted that a service station would not be compatible with the existing land use pattern.

2. Street Classification:

While both intersecting streets are now carrying significant volumes of traffic, work to date on the major road plan would indicate that Grandview-Douglas may be declassified to the role of local collector street and in fact, the possibility of breaking the continuity of the street is being given some consideration. The site may therefore not be a prime location which oil companies normally attempt to occupy.

3. Need:

While the Department does not endeavour to assess the economics of service station location, it is accepted that zoning recommendations are based to some degree on the need for the particular use proposed. As there are 6 service station outlets within a  $\frac{1}{4}$  mile radius of the site, 5 of which are

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(Item 6 re Rezoning - Grandview-Douglas Highway at 10th Avenue...Continued)

located in Burnaby; and as there are 18 service stations with  $\frac{1}{2}$  mile radius, 11 of which are in Burnaby, it is difficult to argue the need for yet another, particularly when the establishment would result in incompatibility.

It would seem that no one has effectively disputed these arguments and that the main reason put forward for rezoning is that a service station would have a better appearance than the existing development. This is not sufficient justification for rezoning. If it were, there would be many other corners in Burnaby that would warrant service station zoning before this one.

We would therefore recommend that Council re-consider the basis arguments for and against the rezoning of this property and would re-affirm our recommendation that rezoning not take place for the reasons noted above. "

Municipal Engineer -

" This memo is in reply to a request from the Council Meeting of 11 May as confirmed in the Clerk's memo of 14 May, 1964.

The Municipal Planner's memo of 25 May, 1964, gives a complete report concerning the matter, and we are particularly involved in the observations contained in the second paragraph of the Planner's memo, that is, concerning the major road study, and the determination of the right-of-way width required for the completion of the major road plan.

If it should transpire, however, that Council approves the service station use of this property, we should obtain a 10' x 10' truncation from the corner of the property; this will allow for a very reasonable radius of curvature for the curb return for all but the widest of possible roads. As stated in the Planner's memo, the probability of Grandview-Douglas Highway performing a function as a major road appears to be quite questionable at the present time. "

7. Re: Lot 1, Block "A", D.L. 35, Plan 5096,  
Lot "A", S.D. 2, Block "A", D.L. 35, Plan 6952  
75-Bed Private Hospital Site

This site is located on the south-east corner of Burke, Boundary, Thurston, and Smith, the servicing and subdivision of which has been discussed by Council on several occasions.

On two previous occasions, the site has received Municipal approval for private hospital use, but the applicants have not carried through to construction. These previous applications were made by:

N. Cook and  
J. Robillard

The present applicant is M. W. Sookochoff, M.D.

When reporting on these two applications, the Planning Department noted that the site is acceptable, " it is located on the edge of the Residential Zone; is served by Public Transit; and finally, is conveniently located for visiting doctors.

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(Item 7.....re 75-Bed Private Hospital Site - D.L.35....continued)

No results have so far been achieved and this can likely be attributed to servicing difficulties. The problem which must be resolved before this site can be given final approval is the provision of both storm and sanitary sewer facilities.

In this respect there are three alternatives which can be considered:

1. Provision of sewer facilities through the interior of the block, thereby servicing the whole interior of the undeveloped block.
2. Provision of sewer facilities on Boundary.
3. Sanitary sewer connection of Vancouver with storm drainage on either of the other routes.

The first route is the most logical but it will be recalled that there was a problem in obtaining the necessary easements. It will also be recalled that the Planning Committee met with the residents of the block but to no avail.

The second route can be taken at any time as it does not involve easements. The services in this location would, however, serve only a very limited area.

The third alternative involves the use of the Vancouver Sanitary Sewer System with the provision of drainage either on Boundary Road or through the interior of the block.

The construction of the services through the interior of the block would simplify the servicing problem for the owners of other properties in the block and would "fix" the subdivision pattern for the block, thus ending a problem of long standing. As the estimated cost of providing both sewers through the interior of the block is comparable to the cost of the Vancouver Sanitary sewer connection and the Boundary Road drainage route, it is recommended that the Corporation should again attempt to obtain the easements through the block thus solving a thorny problem.

In conclusion, the site can be serviced from either the interior of the block or from Boundary Road or a combination and it is recommended that Council grant approval in principle under Section 13 of the Town Planning By-law for the use of the above described properties for a 75 bed private hospital subject to the following:

1. Consolidation of the properties.
2. Dedication of the westerly 33' of the property for the widening of Boundary Road.
3. Submission of a deposit to cover the cost of constructing the necessary storm and sanitary sewer facilities, approximately \$8,500.
4. Construction to be in conformity with the National Building Code 1960.
5. This approval should be valid for a period of 180 days, it being understood that an extension will be considered if the applicant can show that a bona fide attempt is being made by him to construct the building on the property.

As the problem of subdividing and servicing the back land in this block has been, and seemingly may continue to be, a source of difficulty to the owners and to the Corporation, it is recommended that Council again authorize negotiation for easements through the interior of the block. If the easements cannot be obtained or cannot be obtained at a nominal cost, Council's authority might be given to enter into an agreement with the City of Vancouver with respect to the Sanitary Sewer facilities.

The new proposal has been reviewed and it is recommended as before that approval in principle be granted on the same terms of the two previous applications as noted above and that a final attempt be made to obtain the easements through the block.

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8. Re: Simon Fraser University.

Solicitors for the University advise that they are proceeding with the cancellation of all lot lines and dedicated roads within the Simon Fraser University site.

It has been pointed out by representatives of the Corporation that the present legal boundaries of the Simon Fraser University site are not necessarily the final boundaries and in this regard the Solicitors for the Simon Fraser University advise as follows:

"We confirm our agreement that the existing boundaries of the Simon Fraser University property are not necessarily the final boundaries and that there may be adjustments agreed to between the parties after you have received the report from the Toronto consultants. The cancellation and consolidation plan is not intended to alter this agreement."

It is recommended that the proposed plans cancellation and consolidation be not opposed by the Corporation.

Re: Acquisition of Easement - South Slope Sewer Project - Phase 4.

An easement is required in connection with the above sewer project over the southerly ten feet of Lot "K", Block 28N $\frac{1}{2}$ , D.L.159, Plan 15803 from Duilio Mario Zaniol, 6070 Clinton Street, Burnaby 1, B. C. The easement is located at 6070 Clinton Street. The consideration payable is \$1.00 plus restoration of the easement area.

It is recommended that authority be granted to acquire the above easement and that the Reeve and Clerk be authorized to sign the easement documents.

- Submitted herewith for your information is the report of the Chief Building Inspector covering the operations of his Department for the period 20th April to 15th May 1964.

Re: Estimates.

Submitted herewith for your approval is the Municipal Engineer's report covering estimates of work in the total amount of \$40,100.00.

It is recommended that the estimates be approved as submitted.

- 1. Submitted herewith for your information is the report of the Medical Health Officer covering the operations of his Department for the month of April, 1964.

Respectfully submitted,



H. W. Balfour,  
MUNICIPAL MANAGER.

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13. Re: South Slope Sanitary Sewer Project <sup>114</sup><sub>174</sub>

Negotiations for the acquisition of easements for the above-mentioned project are proceeding, but in order that the work of the contractor be not impeded, it is recommended that Council pass an expropriation by-law to assist in the acquisition of the easements required through the following described properties.

NO.	D.L.	BLOCK	LOT	PLAN
28	97	28A	Lot 1 Ex. Pt. on Pl. 22309	1119
29	97	28A	2	1119
30	97	29 Ex. Pcl "A" (Ref. Pl. Fee 15882F)		824
31	97	29A		824
43	95N	2 N.E. 66'	2	8190
44	95N	2 2 and "D"		8190
46	95N	2	5	12992
59	159	44	1	1434
60	159	44	2	1434
61	159	44	3	1434
62	159	44	4	1434
64	159	45 Pcl. "A" Sk. 9509		3657
65	159	45 Ex.Sk.9509 and Ex.Pl.23761		3657
67	159	46 Pcl."B" Sk.6464 Ex.Ref.Pl. 21758		930
68	159	46 Lot "A" Sk. 6198 Ex. Pl. 17776		930
69	160	W $\frac{1}{2}$ of W $\frac{1}{2}$ Blk. 9		4188
71	160	W $\frac{1}{2}$ of W $\frac{1}{2}$ Blk 8 S. 82.5'		4188
72	97	21 Pt. & 28 Pt. 10		22309
73	160	2	5	992
74	160	2	6	992

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NO.	D.L.	BLOCK	LOT	PLAN
75	160	E $\frac{1}{2}$ Blk 2	7	992
76	160	E $\frac{1}{2}$ Blks 1/2	"A"	16046
77	95N	1/3	"A"	2703
78	95N	1/3	"B"	2703
79	95N	1/3	1	2703
80	95N	1/3	2	2703
81	95N	1/3	"D"	18033
84	95N	2/45/46 3 RSD"B"	2	12922
86	159	40/43	12	2014
87	159	40/43	13	2014
88	159	40/43	14	2014

Negotiations for the acquisitions will continue.

14. Re: Burnaby Zoning Board of Appeal

Members of the Burnaby Zoning Board of Appeal desire to meet with the Deputy Minister of Municipal Affairs in Victoria on Thursday June 11, 1964 to discuss the powers and jurisdiction of the Board in dealing with various applications.

The Board requests Council to pay the expenses, estimated to be \$50.00.

15. Re: Request of Mr. G. Hoyer

Mr. G. Hoyer proposes to establish a club-type health centre building on a portion of Lot 2, Block 1 E $\frac{1}{2}$ , D.L. 162, Group 1, Plan 5452 located at 4990 S.E. Marine Drive, containing 6.664 acres. The property is zoned for heavy industrial use with the exception of the northerly 200 feet, which is in a Residential Single-Family Zone.

The regulations do not prohibit the proposed building in a heavy industrial zone, but approval under Section 13 of the Town Planning By-law is necessary in order to use the northerly 200 feet of the property for vehicle parking.

The north 200 feet of the property which is zoned Residential Single-Family, forms part of a continuous buffer zone on the south side of Marine Drive, uninterrupted between Boundary Road and Gilley Avenue.

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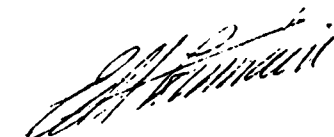
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(Item 15 re request of Mr. G. Hoyer.....Continued)

The Planning Director considers that permission should not be granted to allow parking within the residential zone and that the 200 foot strip should be landscaped and used only for access to the property from Marine Drive and makes the following observations in support of this recommendation:

- (a) The 200' residential zone which is continuous was established specifically to preclude non-residential uses and to act as a buffer between the two zones. Allowing parking would defeat the intention of the zone.
- (b) This type of use should logically be located in the established Commercial zones such as Hastings, Kingsway, etc. At such time as Marine Drive is relocated to the south as proposed, the existing Marine Drive could become just another residential street and conceivably, the residential zoning could be extended further south. The existing dwellings on the north side of Marine Drive in this location are of a fairly high quality and the extension of a non-residential use up to Marine Drive could produce incompatibility.

Respectfully submitted,



E. A. Fountain  
Executive Assistant  
to the Municipal Manager

EAF/efs