

JUNE 15, 1964

A Regular meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4545 East Grandview-Douglas Highway, on Monday, June 15, 1964 at 7:30 p.m.

PRESENT: Acting Reeve J. H. Edwards in the Chair;  
Councillors Blair, Cafferky, Dailly, Wells,  
Herd, Hicks and MacSorley

ABSENT: Reeve Emmott

Reverend James Barry led in opening prayer.

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR CAFFERKY:  
"That the Minutes of the meetings held June 1st and 8th, 1964  
be adopted as written and confirmed."

CARRIED UNANIMOUSLY

The following wrote requesting an audience with Council:

- (a) Mr. E. Walter Grier on behalf of a number of other proprietors of business establishments on Hastings Street and Sperling Avenue re relocation of the bus zone at the North-West corner of this intersection.
- (b) Mrs. A. A. Folz, President, Lakeview Parent-Teacher Association re traffic movements on Grandview-Douglas Highway, especially at Mayfield Street.
- (c) Chairman, South-East Burnaby Ratepayers' Association, re Newcombe Street.

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR DAILLY:  
"That all of the delegations be heard."

CARRIED UNANIMOUSLY

- (a) Mr. S. J. Buck appeared on behalf of the merchants on Hastings Street at Sperling Avenue and advised that the merchants were appealing the decision of Council to deny the request to relocate the bus zone at the North-West corner of Hastings Street and Sperling Avenue.

He claimed that to move the zone would not work a hardship on the patrons using the buses that stop in the zone if it was merely repositioned to another location nearby. He added that very few people either enter the bus or alight from it at the stop in question.

Mr. Buck also contended that the merchants require the curb space in front of their stores in order to attract business.

The Acting Chairman of the Traffic Safety Committee, Councillor J. Dailly, then reviewed the past thinking of the Committee in respect of the subject bus zone.

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR CAFFERKY:  
"That the matter be returned to the Traffic Safety Committee  
with a view to determining whether or not the request of  
the merchants can be accommodated in any way."

CARRIED  
COUNCILLOR HERD - AGAINST

- (b) Mrs. Folz appeared on behalf of the Lakeview P.T.A.  
and displayed a sketch illustrating the street pattern  
North and South of the Grandview-Mayfield intersection.

She pointed out that there is a considerable volume of  
child traffic using the school crosswalk on the Highway  
at Mayfield Street and that because of the:

- (i) volume of Southbound traffic approaching  
Mayfield Street and attempting to merge into  
one lane just South of this street,
- (ii) the presence of the school crosswalk,
- (iii) the reasonably high volume of right turning  
traffic from Imperial Street entering the  
Highway and proceeding South,

a hazardous situation exists for the children attempting  
to cross the Highway at Mayfield Street.

She suggested that a pedestrian actuated traffic signal  
be installed on Grandview-Douglas Highway at Mayfield  
Street to improve the situation for those crossing at  
this point.

Mrs. Folz also drew attention to the fact that no  
sidewalks existed on either side of the Highway and  
that because of the lack of this facility, children  
were being exposed to the hazard of fast moving traffic  
on the Highway.

She urged that serious consideration be given the  
provision of adequate walking facilities for pedestrians,  
especially the children.

Mrs. Folz also submitted two letters dealing with the  
matters of concern to the P.T.A.

In the first letter, she advised that the members of the  
Lakeview P.T.A. have been endeavouring for the past five  
years to have Council provide a sidewalk on Grandview-  
Douglas Highway, particularly between Rosewood Street  
and Sperling Avenue. She suggested in her letter that,  
despite the fact the Council has initiated a great amount  
of sidewalk construction during this time, it is impera-  
tive that such facilities be provided on Grandview-  
Douglas Highway where they are urgently needed.

In the second letter, Mrs. Folz mentioned that at least  
two small children have been struck down by automobiles  
during the last two years at the crosswalk on Grandview-  
Douglas Highway at Mayfield Street. She added that there  
has also been an alarming number of near misses and all  
these incidents have occurred when the school patrols  
are on duty.

She indicated that, because of the presence of two moving lanes in each direction on the Highway at Mayfield Street, one lane may stop for children crossing but cars in the other may not and this causes a serious hazard for the children crossing.

She suggested two solutions to the problem, as follows:

- (a) The institution of an adult patrol that would be authorized to stand in the traffic lanes to control the movements.
- (b) The installation of a traffic light that always flashes green on Grandview-Douglas Highway and always flashes red on Mayfield Street unless a pedestrian presses a button for solid green on Mayfield Street and solid red on Grandview-Douglas Highway, with this signal to be supplemented by school patrols.

In her verbal presentation, Mrs. Folz also suggested that the "Form Single Line" sign on Grandview-Douglas Highway just North of Mayfield Street be relocated Southerly past the crosswalk.

Municipal Engineer stated that Grandview-Douglas Highway is to be developed in the future to a 64 ft. standard with an ultimate right-of-way width of 80 or 86 feet from the Deer Lake interchange to Edmonds Street. He added that this means that the Corporation could not provide a permanent installation without acquiring additional right-of-way. He suggested that it might be most prudent to entertain a minimum standard of construction, such as a gravel chip walk, within the existing road allowance. He pointed out that this would require no major works on either side of the Highway, except for that portion between Burris Street and Rugby Street.

The Municipal Engineer emphasized the desirability of the Municipality developing a major road plan but suggested, in the absence of one, he would be prepared to recommend the construction of a gravel chip sidewalk on both sides of Grandview-Douglas Highway as an interim measure.

He added that his Department is presently discussing with the Department of Highways the matter of providing signalization on the Highway at each of Burris Street and Sperling Avenue.

As regards the gravel chip sidewalks, the Engineer advised that the estimated cost of them on the Highway between Mayfield Street and Burris Street was \$6,000 and, if this treatment was extended to Rosewood Street, the approximate cost would be \$7,000.

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR HICKS:  
"That the questions of:

- (a) arranging for the installation of a pedestrian actuated traffic signal on Grandview-Douglas Highway at Mayfield Street
- (b) providing a sidewalk facility on the Highway from Rosewood Street North

be referred to the Policy Committee for immediate attention with a view to providing the devices prior to the commencement of the school term next September and further, that consideration also be given the construction of a pedestrian overpass on the Highway at Mayfield Street and further, that an approach be made to the Department of Highways to determine its views on the matter of widening Grandview-Douglas Highway a greater distance to the South in order to transfer the constrictive point that presently exists just South of Mayfield Street a greater distance away."

CARRIED UNANIMOUSLY

(c) Mr. A. H. Hill, Chairman of the South-East Burnaby Ratepayers' Association, appeared and submitted a brief dealing with Newcombe Street recommending as follows:

- (1) That Newcombe Street not be constructed at this time and that consideration of this matter be delayed until after:
  - A. The Port Mann Bridge has been opened and an opportunity has been afforded to evaluate traffic movements.
  - B. A route has been established on the South side of the Fraser River between that area and the Port Mann Bridge for the purpose of carrying traffic from that side of the River.
- (2) That if and when it becomes necessary to open Newcombe Street, the following proposals be implemented:
  - A. The cost of constructing Newcombe Street or providing a sidewalk thereon be borne by the Provincial Government and not adjacent property owners.
  - B. The width of Newcombe Street and Edmonds Street be no greater than that which exists on Sixth Street or Tenth Avenue.
  - C. The construction of that portion of the road between the Freeway and Newcombe Street be completed before any work is commenced on either Newcombe Street or Edmonds Street.
  - D. The section of road to be constructed between Second Street and Hill Avenue on the Wedgewood Street alignment be built by making a cut on the proposed route and using the fill from the cut for the ravine instead of constructing a bridge over the ravine and that a pedestrian overpass also be constructed over the road to the Park.
  - E. Traffic travelling to the parking area in Burnaby Park be routed along Hill Avenue below the existing playground.
  - F. Traffic lights be installed at the corners of Sixteenth Avenue and Newcombe Street and Sixteenth Avenue and Sixth Street.

- G. Crosswalks be provided at Sixteenth Avenue and Newcombe Street and a 30 m.p.h. speed limit be established on Newcombe Street and also on Edmonds Street.

Mr. Hill explained that the foregoing recommendations emanated from a meeting held between the ratepayers in the area affected by future traffic movements on Newcombe Street and that the aim in mind is to recognize the need for certain safety features for the children using the streets in the area and to also ensure that the cost aspects are given due attention.

Municipal Engineer stated that the matter of providing a Highway on the South side of the Fraser River is presently under consideration. He added that the recommendations under point (2) of the submission from the South-East Burnaby Ratepayers' Association are almost purely mechanical and can therefore be examined from that point of view.

He also mentioned that the Department of Highways has not completed its survey of the road facility that will connect with the Freeway on the South side at the Stormont interchange but it was known that this road would be provided through the site of the George Derby Health and Occupational Centre.

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR WELLS:  
"That the recommendations in the Brief from the South-East Burnaby Ratepayers' Association be referred to the Engineering and Planning Departments for examination of the points made therein."

CARRIED UNANIMOUSLY

President, North Burnaby Little League, wrote seeking permission to sell Little League decals from various shopping areas in North Burnaby on June 27, 1964.

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR HERD:  
"That permission be granted to the League to sell the decals in the area and at the time mentioned."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR BLAIR:  
"That the Council now resolve itself into Committee of the Whole."

CARRIED UNANIMOUSLY

MUNICIPAL MANAGER -- REPORT NO. 42, 1964

Report No. 42, 1964 of the Municipal Manager, attached to and forming part of these Minutes, was dealt with as follows:

- (1) Welfare Institutions Licence - Westridge United Church (7100 Block Barnet Highway).

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR DAILLY:  
"That the recommendation of the Investigating Committee, as contained in the Report of the Manager, be adopted."

CARRIED UNANIMOUSLY

(2) Parkcrest Extension Sanitary Sewer Project

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR HICKS:  
"That the recommendations of the Manager be adopted."

CARRIED UNANIMOUSLY

(3) Easements (Phase 4 of South Slope Sewer Project):

- (a) Southerly 10' of Lot 3, S.D. 21, Blocks 1/3, D.L. 95, Plan 1930 "A" (Marshall Batteries Ltd.)
- (b) Rear 20' of Parcel "A" (Expl. Pl. 9509), Block 45, D.L. 159, Plan 3659 (Ash)
- (c) Rear 20' of Lot 3, Block 44, D.L. 159, Plan 1434 (Clark)
- (d) Rear 20' of Lot 1, Block 44, D.L. 159, Plan 1434 (Gunderson)

(4) Easements (Gilley-Walker Sewer Project):

- (a) Rear 15' of Lot "P", D.L. 92, Plan 5236 (Terry)
- (b) Northerly 5' of Block 60 W. Pt., Ex. W. 32.5', D.L. 92, Plan 1146 (Oxman)
- (c) Northerly 5' of Lot 2, Lot 10 S.  $\frac{1}{2}$ , D.L. 93, Plan 9507 (Dancey)
- (d) Northerly 5' of Block 60 W. 32.5', D.L. 92, Plan 1146 (Bryce)
- (e) Northerly 5' of Lot 2, Block 10 S.  $\frac{1}{2}$ , D.L. 93, Plan 9196 (Armstrong)

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR CAFFERKY:  
"That the recommendations of the Manager under Items (3) and (4) be adopted."

CARRIED UNANIMOUSLY

(5) Proposed Local Improvements - Hazel Street, Georgia Street and Curtis Street

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR MacSORLEY:  
"That this item be withdrawn and re-submitted to Council at a later date."

CARRIED UNANIMOUSLY

- (6) Monthly Report of R.C.M.P.
- (7) Monthly Report of Fire Department
- (8) Monthly Report of Chief Licence Inspector
- (9) Monthly Construction Progress Report of Municipal Engineer

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR HERD:  
"That the above four reports be received."

CARRIED UNANIMOUSLY

(10) Block 114, D.L. 131, Plan 26233

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR BLAIR:  
"That the first recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR BLAIR:  
"That the second recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR CAFFERKY:  
"That the third recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR MacSORLEY:  
"That the fourth recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR HICKS:  
"That the fifth recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR DAILY:  
"That the consideration of the Subdivision Policy being given by the Municipal Manager be expedited and a report on this matter be submitted to the Policy Committee next Monday afternoon."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR HICKS:  
"That the Municipal Engineer investigate the matter of tiling the water course in the ravine in the most Easterly lot to be created by the Subdivision in question and then filling this ravine with spoils from the Subdivision and any other materials that might be available."

CARRIED UNANIMOUSLY

(11) Easement - Portions of Lots 93 and 94 S.D. "H", Blocks 3 and 4, D.L. 95, Plan 17541 (World)

(12) Easement - South 10' of Lot "B" N. Pt., Block 15, D.L. 93, Plan 3633 (MacDonald)

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR HERD:  
"That the recommendations of the Manager covering Items (11) and (12) be adopted."

CARRIED UNANIMOUSLY

(13) Easements (South Slope Sanitary Sewer Project #4):

- (a) Rear portion of Lot 1, S.D. 44, Block 2, D.L. 95, Plan 2703 (LaPointe)
- (b) Rear portion of Lot 2, Block 44, D.L. 95, Plan 2703 (Willis)

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR CAFFERKY:  
"That the recommendations of the Manager be adopted."

CARRIED UNANIMOUSLY

(14) Canadian Medical Association Annual Meeting:

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR HERD:  
"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

Office of Municipal Manager re U.B.C.M. Convention:

A report of the Administrative Assistant, Office of the Municipal Manager, attached to and forming part of these Minutes, was dealt with as follows:

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR HICKS:  
"That the first recommendation in the Report be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR MacSORLEY, SECONDED BY COUNCILLOR HERD:  
"That approval be granted to effect the arrangement described under the title "Entertainment" in the Report."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR BLAIR:  
"That the third item in the Report be received."

CARRIED UNANIMOUSLY

Manager, Transportation Division, B.C. Hydro and Power Authority, submitted a letter advising that the Authority finds it necessary to propose certain changes in its tariff for urban transit service. He also explained the reason why this action is considered imperative.

The Manager also indicated that the Authority proposes to make application to the Public Utilities Commission for a Hearing to decide those matters arising out of its proposed transit tariff which have not yet been agreed to between the Municipalities and the Authority pursuant to the various franchise agreements involved.

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR MacSORLEY:  
"That the letter from the Authority be received."

CARRIED UNANIMOUSLY

While discussing the contents of the letter from the Authority, a suggestion was made that the Municipal Manager should encourage all Municipalities involved in the proposal of the Authority to work in unison on the question concerning the transit fares.

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR CAFFERKY:  
"That Mr. S. Sigmundson, Manager of the Transportation Division of the B.C. Hydro and Power Authority, be invited to attend the Policy Committee Meeting to be held on June 29th at 3:30 p.m. to elaborate on the proposal of the Authority."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR MacSORLEY, SECONDED BY COUNCILLOR BLAIR:  
"That the submission of the Authority be studied in Committee next Monday evening."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR DAILLY:  
"That Council seek the co-operation of surrounding Municipalities in the establishment of a fact finding Board to determine accurately the costs of transportation in the Lower Mainland and the allocation of such costs in order that each Municipality can ascertain its share of the cost in relation to:

- (a) That paid by the motorists
- (b) That paid by transit riders
- (c) That paid by the Provincial Government
- (d) That subsidized by the B.C. Hydro and Power Authority under its present cost-sharing arrangement with the various operations coming under its jurisdiction

with it being understood that the word "transportation" means free-wheeling passenger vehicles, trolley coaches and the necessary facilities of both."

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR HERD:  
"That the foregoing motion be referred to the Committee of the Whole Meeting for consideration in conjunction with the proposal of the B.C. Hydro and Power Authority."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR MacSORLEY:  
"That the Committee now rise and report."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR MacSORLEY:  
"That the report of the Committee be now adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR MacSORLEY:  
"That leave be given to introduce "BURNABY ROAD ACQUISITION  
AND DEDICATION BY-LAW NO. 5, 1964"  
"BURNABY ROAD DEDICATION BY-LAW, 1964"

and that they be now read a First Time."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR MacSORLEY:  
"That the By-Laws be now read a Second Time."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR MacSORLEY:  
"That the Council do now resolve into Committee of the Whole  
to consider the By-Laws."

CARRIED UNANIMOUSLY

It was noted on the plans that accompanied these two By-Laws  
that the width of the road to be created (Gilpin - Moscrop  
Street) varies between Royal Oak Avenue and Willingdon Avenue.

It was directed by Council that the reason for this variation  
be clarified.

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR MacSORLEY:  
"That the Committee do now rise and report progress."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR HERD:

"That "BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 42, 1964"  
"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 43, 1964"  
"BURNABY TAX-SALE MONEYS EXPENDITURE BY-LAW NO. 1, 1964"

be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR CAFFERKY, SECONDED BY COUNCILLOR HERD:

"That "BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 42, 1964"  
"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 43, 1964"  
"BURNABY TAX-SALE MONEYS EXPENDITURE BY-LAW NO. 1, 1964"

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

CARRIED UNANIMOUSLY

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