

June/12/1967
2 p.m.

JUNE 12, 1967

An adjourned meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4545 East Grandview-Douglas Highway, Burnaby 2, B.C., on Monday, June 12, 1967, at 2 p.m.

PRESENT: Reeve Emmott in the Chair;
 Councillors Blair (2:37 p.m.),
 Corsbie (2:15 p.m.), Dailly,
 Drummond, Herd (2:35 p.m.),
 Hicks, Lorimer and McLean (3:10 p.m.)

The question of establishing the position of Industrial Co-ordinator was then considered.

His Worship, Reeve Emmott, stated that he was exploring the general situation in respect of the function of an Industrial Co-ordinator but that he was not in a position where a report on the matter could be presented.

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR DRUMMOND:
"That the item involving the creation of the position of Industrial Co-ordinator be tabled until the meeting to be held on June 19th at 2 p.m."

CARRIED UNANIMOUSLY

The matter of alterations to the Municipal Hall was next considered.

The Municipal Manager stated that he had not yet received a reply from the Chief Building Inspector regarding the necessity of engaging an architect to prepare a design for the alterations.

MOVED BY COUNCILLOR LORIMER, SECONDED BY COUNCILLOR DAILLY:
"That the matter of alterations to the Municipal Hall be tabled until the 2 p.m. meeting on June 19, 1967."

CARRIED UNANIMOUSLY

Municipal Manager distributed copies of a proposed amendment to the "Street and Traffic By-Law" dealing with truck routes.

He also read a letter that the Planning Director had submitted in conjunction with the proposed amendment.

COUNCILLOR CORSBIE ARRIVED DURING THE READING OF THIS LETTER.

When he had completed reading the letter, the Manager suggested that the proposed amendment should be referred to the Traffic Safety Committee for examination and report.

MOVED BY COUNCILLOR DAILLY, SECONDED BY COUNCILLOR DRUMMOND:
"That the proposed amendment to the "Street and Traffic By-Law" dealing with the question of truck routes be referred to the Traffic Safety Committee for consideration and advice."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR DRUMMOND:
"That the same amendment also be referred to the Advisory Planning Commission for its views on the proposal."

CARRIED UNANIMOUSLY

The matter of subdivision servicing requirements was next considered.

A report of the Municipal Manager dated August 17, 1964 (including the attachments thereto), a copy of which is appended to and forms part of these Minutes, was brought forward.

During the consideration given the subject matter, the following points were made:

- (1) There are certain isolated instances where the cost of servicing property for which an application to subdivide has been made is rather high. This is basically because the municipality still has a number of rural areas (in terms of remoteness from services). In those cases, an attempt is made to apportion some of the cost between the owner and the municipality if there is Corporation land that will benefit from the services. Sometimes consideration is given the matter of replotting so as to create a better subdivision pattern. However, in all instances, it is felt to be premature that the subdivisions of the private property proceed.
- (2) The subdivision servicing standards (both those in existence now and those proposed) are oriented toward urban development. Even though it might be argued that a different set of standards should be applied to the rural sectors, the Council should examine the By-Law with general objectives in mind.

COUNCILLORS BLAIR AND HERD ARRIVED AT THE MEETING.

The Council then dealt with the aforementioned August 17, 1964 report of the Municipal Manager.

The following stemmed from the considerations given this report:

- (a) The first four items at the top of Page 1, plus a requirement that lanes be paved, was only approved by Council in September 1964.
- (b) The first item (paved streets with curb or curb and gutter) only applies within a new subdivision, but where the subdivision only produces a continuation of an existing street, the standard of improvement on that street is merely extended.
- (c) With respect to the point on Page 2 of the report under (e) (classification of streets), in actual practice the majority of streets that are classified by the Planning Department when considering a subdivision application are in the 28-foot local residential standard.
- (d) The point under (b) on Page 3 of the report was introduced because of the terms of the Land Registry Act.
- (e) One of the reasons for recommending the standards outlined in the report was to preclude the need for the municipality to later institute a programme of Local Improvements, or some similar programme, that would cost the municipality and the then benefitting owners.

- (f) A question was raised as to whether the 28-foot standard, as proposed in the report, was adequate for residential streets during times of snow removal.

The Municipal Engineer stated that streets developed to this width have not posed a great problem during past winters when the municipality is endeavouring to clear the snow from them. He added that the reason for this 28-foot standard is to prevent the through movement of traffic on the street inasmuch as it is designed for local residential use only. He also remarked that, if this standard was to be increased from 28 feet to 32 feet (as has been suggested in the past) the additional cost would not be one-seventh more but probably closer to one-fifth because of road bed preparation problems.

COUNCILLOR McLEAN ARRIVED AT THE MEETING.

COUNCILLOR HICKS LEFT THE MEETING.

- (g) The objective in having various street standards is to instill in the minds of drivers that there is a relationship between a developed street width and its intended use.

COUNCILLOR HICKS RETURNED TO THE MEETING.

- (h) The diagrams accompanying the report of the Manager are intended to illustrate typical examples encountered by the Approving Officer when examining applications to subdivide property. Written elaborations in connection with these diagrams are, of course, to be found in the reports preceding them.

While examining Diagram 2, as compared with Diagram 1, a question was raised as to whether the purchaser of Lots 3 and 8 in Diagram 2 would be paying, proportionately, for the cost of providing the standards prescribed by the Approving Officer for the subdivision of the entire eight lots.

It was pointed out that the aforementioned Lots 3 and 8 do not abut the road created by the subdivision and therefore, they should not be required to pay the same proportion of the cost of services as the other six lots in the subdivision. It was also suggested that there may be cases where those abutting the existing interim road shown in both diagrams have paid for certain services (by means of Local Improvement or otherwise) and they too should perhaps be given special consideration when applying the full cost of servicing the subdivision against the lots created by it.

It was made evident to Council that it has no jurisdiction as regards the cost-sharing arrangements between the developer and the purchaser of the lots created by the subdivision. A remark was made that, though this is true, the Municipality has jurisdiction if Local Improvements are involved.

COUNCILLORS BLAIR AND LORIMER LEFT THE MEETING.

- (i) Under the existing policy, situations arise sometimes where a lane is created in the middle of a block and the Approving Officer requires that it be paved even though the remainder of the lane is gravelled.

The Manager stated that, if it is found that a lane created by a subdivision can be constructed and paved within a reasonable time, or if it can be built but not paved, this is required, but if neither of these materialize, an amount is taken for the eventual paving of the lane. The Engineer added that it generally costs \$6.50 per lineal foot to pave a lane and \$4.00 per lineal foot to construct it to a gravel standard.

COUNCILLOR CORSBIE LEFT THE MEETING.

COUNCILLORS DAILLY AND LORIMER RETURNED TO THE MEETING.

COUNCILLOR HICKS LEFT THE MEETING.

COUNCILLOR BLAIR RETURNED TO THE MEETING.

- (j) Where property on both sides of a street subdivide at different times, the municipality should perhaps only collect for the construction of half the road from the person subdividing first and then collect the balance when the other property subdivides. Maybe the road should only be constructed to an interim standard too. If the full amount is collected at the time of the initial subdivision, then some of this sum could be refunded after the person across the street subdivides.

Particular attention was given this matter because there are instances where, because the owner of the private property chooses not to subdivide at the same time as the one currently making an application, the applicant is required to assume the full cost of the services. It was pointed out that, in some cases, the applicant proceeds and, as a result, the other owner obviously receives the benefit of the services at no cost to him.

It was added that, in some instances, the cost of providing storm drainage facilities is of such an order that it makes it impracticable for the applicant to proceed along.

The result of the above situation (either in part or in whole) is that the applicant is economically frustrated in his attempt to subdivide his property.

COUNCILLOR HICKS RETURNED TO THE MEETING.

- (k) Another situation similar to the previous one that was cited was where property for which an application to subdivide is made that adjoins publicly-owned lands (either across the street or next to the property being subdivided) is required to assume the full cost of servicing the site to be subdivided.

The view was expressed that this was unfair. It was pointed out that, when public land is municipally-owned and there is a possibility it will ultimately be offered for sale, the Benevolent Subdivision Servicing Policy is applied to relieve the private owner of some of the servicing costs but, where this public land is owned by other governmental agencies and/or it has no immediate sale potential, the Policy mentioned cannot be invoked.

An opinion was expressed that perhaps the Municipality should absorb part of the servicing costs associated with the subdivision of private land whenever situations like that described above involving publicly-owned lands arise.

COUNCILLOR DAILY LEFT THE MEETING.

This would be tantamount to being a direct subsidy by the municipality. The concept of the present Benevolent Subdivision Policy is to recover the cost of the municipal contribution toward servicing a subdivision through the later sale of the land so served.

- (l) Perhaps the answer is that the municipality should bear a proportionate share of the cost of servicing when privately-owned land abutting publicly-owned ones are subdivided where it is obvious that there is no immediate subdivision potential for the public land.

COUNCILLOR BLAIR LEFT THE MEETING.

Further consideration was also given the complaint from Mrs. Tokaryk regarding a requirement of the Approving Officer that she deposit the sum of \$600.00 for the eventual provision of sanitary sewer service to her property.

MOVED BY COUNCILLOR CORSBIE, SECONDED BY COUNCILLOR McLEAN:

"That, whenever land is to be subdivided and it is not possible to provide the property with sanitary sewer service at the time of the subdivision, the sum of \$360.00 be collected for the eventual provision of such service and a charge of \$3.00 per annum be levied against the benefitting property until the service mentioned becomes available, after which the full amount of the prevailing sewer levy is to be applied."

In explanation of the foregoing, the amount of \$360.00 represents the residue of the normal charge (\$21.00 per annum) that is made for sewer service, when spread over a period of 20 years.

It was also pointed out that this policy is designed so as to produce a degree of consistency with that in effect regarding the levy that is applied to properties that are sewerred on subdivisions.

It was also indicated that the policy covered by the above resolution is to apply in the case of Mrs. Tokaryk as well as all subsequent situations where it is not possible to provide land being subdivided with sanitary sewer service at the time of subdivision.

MOVED BY COUNCILLOR DRUMMOND, SECONDED BY COUNCILLOR McLEAN:

"That the Planning Director consider the feasibility of the proposal outlined above under (k) regarding costs of servicing subdivisions adjacent to publicly-owned lands."

CARRIED UNANIMOUSLY

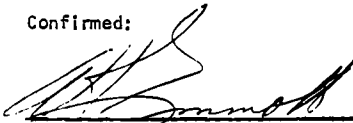
MOVED BY COUNCILLOR McLEAN, SECONDED BY COUNCILLOR DRUMMOND:

"That the Planning Director ascertain the magnitude of the problem described above (under (j)) concerning the sharing of servicing costs between private property owners and indicate whether some method could be employed to effect some equitable financial arrangement that would be satisfactory to all concerned."

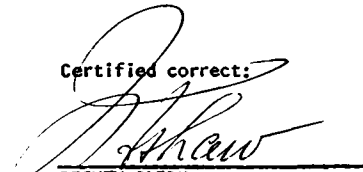
CARRIED UNANIMOUSLY

The meeting adjourned at 5:30 p.m.

Confirmed:


R E E V E

Certified correct:


DEPUTY CLERK

EH/dew