

FEBRUARY 12, 1966

A regular meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Monday, February 12, 1966 at 7:00 p.m.

**PRESENT:**

Reeve Emmott in the Chair;

Councillors Blair, Corsbie, Dailly,  
Drummond, Herd, Lorimer, Mercier  
and McLean;

Reverend Victor Ford led in Opening Prayer

HIS WORSHIP, REEVE EMMOTT, then presented Certificates of Merit, on behalf of the B. C. Centennial Committee, to the following persons for outstanding contributions to the British Columbia Centennial Celebrations of 1966 and to the Canadian Confederation Centennial Celebrations of 1967:

| <u>NAME</u>              | <u>ADDRESS</u>                              | <u>POSITION</u>  |
|--------------------------|---|--|
| Mr. Charles H. Linton    | 6791 Fulton Avenue,<br>Burnaby 1, B. C.     | Treasurer  |
| Mr. John H. Shaw         | 4949 Canada Way,<br>Burnaby 2, B. C.        | Secretary  |
| Mr. T. Glyn Morris       | 4005 Norfolk Street,<br>Burnaby 2, B. C.    | Assistant Secretary  |
| Mrs. Sylvia E. Donnelly  | 6612 Elgin Avenue,<br>Burnaby 1, B. C.      | Member   |
| Mr. Malcolm J. Harper    | 3755 Warren Street,<br>Burnaby 1, B. C.     | Member   |
| Mr. David H. Herd        | 4751 Clinton Street,<br>Burnaby 1, B. C.    | Member   |
| Mr. Severin Morin        | 6750 Sperling Avenue,<br>Burnaby 1, B. C.   | Member   |
| Mrs. Frances D. Prentice | 4306 Portland Street,<br>Burnaby 1, B. C.   | Member   |
| Mr. Peter Smith          | 5920 Duchanan Street,<br>Burnaby 2, B. C.   | Member   |
| Mrs. Doreen Lawson       | 4636 Westlawn Drive,<br>Burnaby 2, B. C.    | Member   |
| Mr. Lloyd Smith          | 12993 Harris Street,<br>Pitt Meadows, B. C. | Chairman - Burnaby<br>Rhododendron & Spring<br>Flower Show Committee |
| Mrs. Calistia Dunsmuir   | 6715 St. Charles Place,<br>Burnaby 1, B. C. | Chairman, Burnaby Council<br>of Women - Centennial<br>Project        |

Feb/12/1968

| <u>NAME</u>  | <u>ADDRESS</u>                                   | <u>POSITION</u>                                  |
|--|--|--|
| Mrs. Barbara Engelland   | 763 1/2 Burris Street,<br>Burnaby 1, B. C.       | Chairman, Burnaby<br>Centennial Call.            |
| Mrs. June Emmott   | 6187 McKee Street,<br>Burnaby 1, B. C.           | Chairman, Burnaby<br>Chrysanthemum Society.      |
| Mr. Warren Clark   | 6832 Carnegie Street,<br>Burnaby 2, B. C.        | Member, Beautification<br>Committee (Centennial) |
| Miss Rose Dancroft   | 7671 Griffiths Avenue,<br>Burnaby 1, B. C.       | Member, Beautification<br>Committee (Centennial) |
| Mr. Barclay R. Wilkinson   | 15081 Peacock Place,<br>North Surrey, B. C.      | Parks Administrator                              |
| Mr. Gordon Squire  | 6519 Cabeldu Crescent,<br>Delta, B. C.           | Recreation Director                              |
| Mr. Anthony L. Parr  | 173 W. Osborne Road,<br>North Vancouver, B. C.   | Planning Director                                |
| Mr. Eugene A. Watkinson  | 622 1/2 Dawson Street,<br>Burnaby 2, B. C.       | Accountant                                       |
| Mr. Harold W. Dalfour  | Ste. 217 - 7052 Linden Ave.,<br>Burnaby 1, B. C. | Municipal Manager                                |
| Mrs. Margaret Cochrane   | 819 Thermal Drive,<br>New Westminster, B. C.     | Scenographer                                     |
| Mr. Edward Smith   | 4596 E. Georgia Street,<br>Burnaby 2, B. C.      | Burnaby Elks Club                                |
| HIS WORSHIP also stated that the following, though not present, were being<br>sent the same type of Certificate: |  |  |
| Mr. Arne Hanson  | 3510 Phillips Avenue,<br>Burnaby 2, B. C.        | Vice-Chairman                                    |
| Mr. Clifford J. Hurnane  | 201 Kensington Avenue,<br>Burnaby 2, B. C.       | Member   |
| Mrs. Toyoko Miyazawa   | 4576 Fairlawm Drive,<br>Burnaby 2, B. C.         | Member   |
| Mr. Clarence J. Frederickson   | 8755 Crest Drive,<br>Burnaby 3, B. C.            | Ex-Chairman                                      |
| Mrs. Winifred Denny  | 5195 Sperling Avenue,<br>Burnaby 2, B. C.        | President - Burnaby Art<br>Society               |
| Mr. George Patey   | Ste. 1103 - 1265 Beach Ave.,<br>Vancouver, B. C. | Centennial Co-Ordinator                          |
| Mr. Paul Stockstad   | 4222 Portland Street,<br>Burnaby 1, B. C.        | Park Planner                                     |
| Mr. Michael J. Jones   | 1595 Rena Crescent,<br>West Vancouver, B. C.     | Chief<br>Building Inspector                      |
| Mr. Bart McCafferty  | 3742 Forest Street,<br>Burnaby 1, B. C.          | Municipal Treasurer                              |
| Mr. Ernest E. Olson  | 5703 Eglinton Street,<br>Burnaby 2, B. C.        | Municipal Engineer                               |

Feb/12/1968

| <u>NAME</u>            | <u>ADDRESS</u>                             | <u>POSITION</u>   |
|------------------------|--|---|
| Mr. Frank Price        | 6105 McKay Avenue,<br>Burnaby 1, B. C.     | Municipal Carpenter   |
| Mr. David H. Houston   | 6535 Denbigh Avenue,<br>Burnaby 1, B. C.   | Branch #03, Canadian<br>Legion                              |
| Mrs. Sheila E. Kincaid | 5100 Glencarlin Drive,<br>Burnaby 2, B. C. | Chairman, Burnaby Art<br>Society Print Show<br>(Centennial) |

HIS WORSHIP also mentioned that, since he was the Chairman of the Burnaby Centennial Committee, he had become the grateful recipient of a Certificate of Merit in addition to the others listed above.

HIS WORSHIP, REEVE EINHOTT, presented Mr. Rhys Hull with a specially inscribed Centennial Medallion commemorating the completion by Mr. Hull of a "100 Mile" swim at the C. G. Brown Memorial Pool during 1967.

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR CORSBIE:  
"That the Minutes of the meetings held January 22nd and 29th, 1968 and February 5, 1968 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

\*\*\*\*\*

### C O R R E S P O N D E N C E

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR DAILLY:  
"That all of the below listed correspondence be received,"

CARRIED UNANIMOUSLY

General Manager, Greater Vancouver Visitors' and Convention Bureau,  
submitted a letter in which he:

- (a) Invited the members of Council and civic officials to attend a Dinner and Ball at the Bayshore Inn on Thursday, February 29, 1968;
- (b) requested that Council issue a Proclamation declaring the period between February 29th and March 10, 1968 as Burnaby's "Leap Into Spring 1968".

It was agreed by Council that the Proclamation mentioned would be issued at the Council meeting on Monday, February 26, 1968.

As regards the invitation from the Greater Vancouver Visitors' and Convention Bureau, it was understood the members of Council would advise the Municipal Clerk whether they will be attending the Dinner and Ball in question.

Secretary, Norburn Athletic Club, submitted a letter requesting permission to hold a Tag Day on the evening of May 3, 1968 and all day on May 4, 1968.

Secretary, Burnaby Lions Club, wrote requesting permission to hold a Carnation Day on the Friday and Saturday preceding Mother's Day.

MOVED BY COUNCILLOR CORSBIE, SECONDED BY COUNCILLOR LORIMER:  
"That both the Norburn Athletic Club and the Burnaby Lions Club be granted permission to conduct their campaigns on the dates indicated in their letters."

152 CARRIED UNANIMOUSLY

Feb/12/1968

Assistant Director, Fitness and Amateur Sport Directorate, Department of National Health and Welfare, submitted a letter, and an accompanying report on the Fitness and Amateur Sport Programme of the Federal Government, explaining in great detail the objectives of the Programme and the system of financial assistance that flows from the policies pertaining to that Programme.

The submissions also made specific reference to the situation applying to the National Ski Team, which is the matter that precipitated a request of Council late last year in connection with the question of the Federal Government disbursing funds for amateur sports activities.

When it was mentioned that the Council members had not been sent a copy of the report accompanying the letter from the Assistant Director, it was understood that the Municipal Clerk would arrange to do this.

Secretary, The North Fraser Harbour Commissioners, submitted financial statements of the Commission for the year ended December 31, 1967.

Administrator, Regional District of Fraser-Burrard, submitted a letter from the Deputy Minister of Municipal Affairs relating to a number of proposed legislative enactments associated with Regional Government activities in the Lower Mainland and Fraser Valley areas.

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR BLAIR:

"That consideration of this matter be deferred until later in the evening."

CARRIED UNANIMOUSLY

President, United Community Services of the Greater Vancouver Area, submitted a letter commending Council for its recent action in encouraging the construction of Limited Dividend Housing in the municipality and suggesting that, in order to stimulate this type of thing even further, land be made available by the municipality for development on the basis of Central Mortgage and Housing Corporation requirements.

The President also mentioned that the United Community Services of the Greater Vancouver Area would assist in stimulating the interest of various organizations to undertake the type of construction possible under the regulations of the Central Mortgage and Housing Corporation.

MOVED BY COUNCILLOR DAILLY, SECONDED BY COUNCILLOR LORIMER:

"That the letter from the United Community Services of the Greater Vancouver Area be referred to the Housing Committee for consideration of the programme outlined therein."

CARRIED UNANIMOUSLY

Director of Pollution Control, Pollution Control Branch, Department of Lands, Forests, and Water Resources, submitted a letter enclosing a statement outlining the policy established by the Pollution Control Board relative to waste discharge into the Lower Fraser River.

It was mentioned in Council, during discussion on the subject of the letter from the Director of Pollution Control, that the Greater Vancouver Sewerage and Drainage District would be providing its members with an indication as to the specific requirements that municipalities are expected to meet to satisfy the policy of the Pollution Control Board.

A point was made as well that perhaps the Highbury Tunnel could be extended further East and used for the transporting of effluent, as a means of eliminating pollution in a portion of the Fraser River.

MOVED BY COUNCILLOR LORIMER, SECONDED BY COUNCILLOR McLEAM:

"That, in view of the situation outlined above concerning the role of the Greater Vancouver Sewerage and Drainage District in relation to the policy of the Pollution Control Board, further consideration of the submission from the Board be deferred until the reaction of the Sewerage and Drainage District mentioned to the said policy is received."

CARRIED UNANIMOUSLY

Regarding the point involving the Highbury Tunnel, it was understood by Council that its representatives on the Greater Vancouver Sewerage and Drainage District would enter this proposal for discussion at the next meeting of the District.

<sup>wrote</sup>  
Chief Librarian, Burnaby Public Library, forwarding the 1967 Annual Report of the Burnaby Public Library Board.

\*\*\*\*\*

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR HERD:

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

CARRIED UNANIMOUSLY

#### R E P O R T S

##### REPORT OF TRAFFIC SAFETY COMMITTEE RE: EAST BURNABY AREA

The Traffic Safety Committee submitted a report dealing with a number of requests for measures designed to make it safer for all forms of traffic using the streets in the East Burnaby Area.

The Committee pointed out that its investigation included:

- (a) Consideration of the points made in a presentation that Council received last November.
- (b) A review of the report of the Planning Department entitled "Second Street Neighbourhood Study", as it relates to traffic movements in the East Burnaby Area.

The Committee provided responses to each of the points made in the presentation mentioned and indicated that, as a result of the review of the "Second Street Neighbourhood Study" report, it felt the solution to traffic problems in the area can be found by undertaking the following measures.

- (1) A "No Parking Anytime" prohibition on the North side of 10th Avenue between 1st Street and Canada Way.
- (2) The barricading of 1st and 4th Streets at the lane North of 10th Avenue.
- (3) The barricading of 2nd Street at the lane North of 12th Avenue.
- (4) The placing of appropriate warning signs and lighting on through routes and residential streets in advance of the barricaded areas so that motorists are aware of the situation.

Feb/12/1968

- (5) The installation of stop signs on 11th Avenue at 2nd Street, thus designating 2nd Street as a through route between 10th and 12th Avenues.
- (6) The installation of a "No Parking Anytime" prohibition on the North side of 12th Avenue between 6th and Cumberland Streets.
- (7) The installation of traffic "diverters" on:
  - (a) 13th Avenue at Wright Street
  - (b) Wright Street at 14th Avenue
  - (c) 13th Avenue at 4th Street
  - (d) 4th Street at 14th Avenue

The Committee recommended that:

- (a) the parking prohibition involving 10th Avenue be implemented at this time;
- (b) the remaining proposals be presented to the people in the East Burnaby area for their reactions.

The Committee also mentioned that:

- (a) because the B. C. Hydro and Power Authority is proposing to re-route its 2nd Street bus and this will produce conflict with some of the foregoing proposed measures, a letter has been sent to the Authority with a request that it abandon the re-routing proposal,
- (b) because it is felt a parking prohibition identical to that recommended for the North side of 10th Avenue should be instituted by the City of New Westminster on its side of that street, the Engineering Department is pursuing this question with the City,
- (c) if Council concurs with the second recommendation, all the residents in the area bounded by 6th Street, 10th Avenue, Cumberland Street and 10th Avenue <sup>with</sup> be invited to attend the meeting that is proposed be held. The Committee added that it would deem it an honour to join Council at such a meeting.

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR HERD:

"That consideration of the first recommendation of the Committee involving a proposed parking prohibition on 10th Avenue be deferred until after the meeting with the people in the East Burnaby Area."

CARRIED

AGAINST - COUNCILLORS LORIMER,  
CORSDIE, McLEAN AND  
DRUMMOND

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR DAILLY:

"That the second recommendation of the Committee, which involves the presentation of the proposals outlined in its report to the people in the East Burnaby Area, be adopted."

CARRIED UNANIMOUSLY

Feb/21/1960

TRAFFIC SAFETY COMMITTEE submitted reports on the matters listed below as Items (1) to (12), recommending the courses of action indicated for the reasons provided:

(1) Boundary Road and 45th Avenue

That the question of establishing a northbound bus stop on Boundary Road opposite the far side of 45th Avenue be held in abeyance until plans for the Junior Amateur Sports Stadium are advanced to the point where the pattern for pedestrian traffic in the area is known.

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR CORSDIE:  
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(2) Kingsway and 15th Avenue

That a marked crosswalk not be installed on Kingsway at 15th Avenue because evidence adduced as a result of an investigation corroborates the view that such devices do not necessarily reduce vehicular-pedestrian conflict.

MOVED BY COUNCILLOR CORSDIE, SECONDED BY COUNCILLOR HERD:  
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(3) 16th Street from 10th Avenue to 11th Avenue

That:

- (a) no action be taken to prohibit the use of 16th Street between 10th Avenue and 11th Avenue by truck traffic because these are the most logical streets in the area for such traffic;
- (b) as a means of minimizing the noise from vehicular traffic that is being experienced by those residing there, trees be planted on both sides of the subject portion of 16th Street.

MOVED BY COUNCILLOR CORSDIE, SECONDED BY COUNCILLOR HERD:  
"That, before rendering a decision on the proposal of the Committee, the following information be supplied to Council by the Municipal Manager:

- (a) the cost of the tree planting planned,
- (b) the extent of it, including the present size of the trees to be planted,
- (c) whether similar planting in other parts of the municipality has had the desired effect."

CARRIED UNANIMOUSLY

(4) Lane Serving St. Charles Place

That, because investigation failed to disclose any peculiar conditions in this dead-end lane, no action be taken regarding the request for correction of an allegedly hazardous traffic situation other than to install a "No Through Road" sign at the entrance to the lane because this is a standard device for this type of thoroughfare.

MOVED BY COUNCILLOR CLAIR, SECONDED BY COUNCILLOR LORIMER:  
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

Feb/12/1968

(5) Inlet Drive - Darnet Highway

That no action be taken on the suggestion that the 30 m.p.h. speed limit on Inlet Drive be extended further Eastward because it is felt the present condition of the street, and the lack of development immediately adjacent to it, does not justify such action.

Other pertinent points made by the Committee in its report on the suggestion were that:

- (a) the subject of speed limits on Darnet Highway was considered approximately nine months ago, when the speed limit on the Highway from 300 feet West of Texaco Drive to a point West of Darnet Road was reduced from 50 m.p.h. to 40 m.p.h.
- (b) the Department of Highways plans to provide a left-turn lane for Westbound Darnet Highway traffic turning South onto Darnet Road.

MOVED BY COUNCILLOR LORIMER, SECONDED BY COUNCILLOR CORSBIE:

"That the information contained in the report of the Committee be received and its recommendation adopted."

CARRIED UNANIMOUSLY

(6) Raised Pavement at Uncontrolled Intersections

That no action be taken on the suggestion that the pavement at the approach to all uncontrolled intersections be raised as a means of alerting motorists to the fact that there are no traffic control devices on the intersecting streets in view of the conclusions reached in the report of the Committee, which were that:

- (a) the Corporation could be held liable if a Court decided that the raised portion of highway was a contributing factor to any accident, ~~over~~ though the installation of signs warning of the raised highway may minimize this liability.
- (b) an investigation as to the cause of accidents at uncontrolled residential intersections revealed that the majority of those involved in such accidents lived within 1/4 of a mile of the intersection and therefore were likely aware of the fact the intersection was uncontrolled.

It was also suggested in the report of the Committee that to install signs connoting that there was an intersection ahead which had no traffic control devices would, because such installations are not really warranted, only lead to a serious oversigning condition which in all probability would detract from the intention inherent in providing warranted sign controls for traffic movements.

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR CORSBIE:

"That the views expressed by the Committee in its report be endorsed."

CARRIED UNANIMOUSLY

(7) (a) Cariboo Street  
(b) Newcombe Street

That no additional traffic control devices be provided on Cariboo Road between Armstrong Avenue and the Freeway because:



Feb/12/1968

- (a) the advance warning signs on Cariboo Road indicate a steep hill and the advisory 'No Passing' zones denoted by a solid centre line adequately convey the message to motorists of the condition of the street.
- (b) the concrete sidewalk on the West side of Cariboo Road from Armstrong Avenue to within one block of the Freeway reasonably serves the needs of pedestrians.
- (c) the patrolled school crosswalk on Cariboo Road at Armstrong Avenue effectively controls crossing movements of children travelling to and from Armstrong Avenue School.
- (d) though traffic counts indicate that volumes on Cariboo Road are increasing quite substantially (25% over the past 10 months), the accident rate at intersections along Cariboo Road from Armstrong Avenue to the Freeway has not increased.

Other pertinent points made by the Committee in its report were that:

- (i) it would obviously be impossible to have the Easterly boundary of the catchment area for Armstrong Avenue School terminate at the West side of Cariboo Road since there is no other school to the East. The School Board proposes to establish a school in the area East of Cariboo Road when population growth justifies such action.
- (ii) the question of extending Newcombe Street to the Freeway in order to provide an alternate facility for traffic presently using Cariboo Road is included in the Long Range Capital Works Programme that is to be considered by Council by January, 1969. Any work performed on the Newcombe extension will involve the Provincial Department of Highways. In addition, the recommendations contained in the aforementioned Capital Works Programme will include other major projects of all kinds and an order of priority for each will need to be determined by Council.
- (iii) any violations of the 30 m.p.h. speed limit on Cariboo Road should be referred to the R.C.M.P. for attention.
- (iv) it is being proposed in the Engineering Department budget this year that a sum be appropriated to widen Cariboo Road in a Southward direction between Armstrong Avenue and the Freeway.

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR LORIMER:

"That the information contained in the report of the Committee be received and its recommendation adopted."

CARRIED UNANIMOUSLY

(D) Edmonds Street and Linden Avenue

That no action be taken at this time on the suggestion that the existence of the pedestrian crosswalk on Edmonds Street at Linden Avenue adjacent to the Dominion Stores Limited property could be better known if a flashing light, or similar device, was installed, other than the enforcement of the parking prohibition on the North side of Edmonds Street from the East side of Linden Avenue to a point approximately 50 feet East because there are no problems at this location which are not experienced at other crosswalks that warrant the installation of the type of device(s) mentioned.

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR HERCIER:

"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

Feb/12/1960

(9) 13th Avenue and Canada Way

That no action be taken to paint and sign a pedestrian crosswalk on Canada Way at 13th Avenue because:

- (a) evidence adduced as a result of an investigation corroborates the view that such devices do not necessarily reduce vehicular-pedestrian conflict.
- (b) the subject location is no different than other parts of Canada Way and therefore warrants no special treatment.

Another point made by the Committee in its report was that the installation of ornamental street lighting for the entire length of Canada Way has been approved by Council, and it will be approximately two years before this is completed.

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR LORIMER:  
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

It was suggested that, after Canada Way is widened, it may be necessary to provide additional traffic control devices at points where there is an abnormal volume of pedestrians crossing the street.

One such location mentioned was 12th Avenue, where a school crosswalk exists.

The specific suggestion was that perhaps a pedestrian-actuated traffic light should be installed at that location.

It was understood by Council that the Municipal Engineer would examine the situation at the location mentioned, plus any other parts of Canada Way where similar conditions prevail, to determine whether additional forms of traffic control devices may be warranted after Canada Way is widened.

(10) Salisbury Avenue from Imperial Street to Elwell Street

That Salisbury Avenue between Imperial Street and Elwell Street be designated as a through street.

Other points made by the Committee in its report were that:

- (a) the request which precipitated the recommendation was for stop signs, or similar measures, at Salisbury Avenue and Halligan Street.
- (b) the sight distance is reasonably good at three of the four corners of this intersection, and excellent on the fourth one.
- (c) accident statistics indicate there has been an increase during the past 6½ years, although almost all of them could, if the motorists had shown greater caution, likely have been avoided.
- (d) in investigating adjacent intersections, it seemed the area had more than its share of stop signs, although this has not caused a decrease in accidents. The reason is that many motorists fail to come to a full stop and thereby show disrespect for this type of traffic control device.
- (e) Salisbury Avenue is serving the purpose of a feeder street to the Middlegate Shopping Centre and local apartment developments. It is because of the anticipated increase in the volume of traffic on this street that the recommendation is being made.

Feb/12/1963

MOVED BY COUNCILLOR DAILLY, SECONDED BY COUNCILLOR HERD:  
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(11) Boulevard Parking

That the question of amending the Motor Vehicle Act to permit boulevard parking not be pursued because:

- (a) an amendment such as that sought would weaken that Section of the Act to such an extent that it would be almost unenforceable because, without signing, how would the enforcement agency know which area is in violation of the Act;
- (b) the municipality would likely be under constant pressure from individuals who were not allowed to park on their boulevards as being discriminated against.

It was suggested in Council during discussion that, though the situation outlined by the Committee in its report can be appreciated, there are instances where Section 130(1)(a) of the Motor Vehicle Act perhaps should not be enforced because a vehicle parked on a boulevard may present less of a problem than if it was parked on the side of the road, or some other location.

The Council realized that the police are obliged to enforce traffic regulations irrespective of the circumstances or peculiar conditions that may pertain in a given situation.

MOVED BY COUNCILLOR DRUMMOND, SECONDED BY COUNCILLOR McLEAN:

"That the report of the Traffic Safety Committee be tabled for one week to allow Councillor Herd, the liaison with the Justice Department, the opportunity of enquiring of the R.C.M.P. as to the possibility of some discretion being shown by Police Officers in enforcing Section 130(1)(a) of the Motor Vehicle Act."

CARRIED UNANIMOUSLY

(12) Automobile Parking on the Central Park Line Right-of-Way

That the leasing by the municipality of the right-of-way of the B. C. Hydro and Power Authority adjacent to the portion of Deresford Street between Macpherson Avenue and Buller Avenue for off-street parking use, not be considered because the terms under which the Authority would grant the lease, which are as follows, are considered totally unacceptable:

- (a) there would be a rental of \$1.50 per car parking space per month, with this rate to be subject to review at five-year intervals,
- (b) the applicant (the municipality) would need to be responsible for improving and maintaining the site,
- (c) the applicant would be responsible for erecting and maintaining a fence on the periphery of the leased area,
- (d) the use of the right-of-way was not to increase the costs or liability of the B. C. Hydro and Power Authority, or interfere with present or future works, or operations, of the Authority, or easements granted outside parties,

- (e) the lease would be for a term of one year and subject to cancellation on three months notice thereafter;
- (f) on the termination of the lease, the property was to be returned to its present state, if requested by the B. C. Hydro and Power Authority,
- (g) these conditions were to be based on a fairly extensive lease to the municipality, and would not necessarily apply to a smaller one, and would certainly not apply at all to individuals or private companies,
- (h) the lease to the municipality must be considered as an adjunct to the existing Beresford Street right-of-way,
- (i) the terms of any agreement will prohibit the municipality from subletting the area to a third party,

Other pertinent points made by the Committee in its report were that:

- (i) the imposition of a parking prohibition on the subject portion of Beresford Street would result in the transfer of the parking problem there to another location because, in the main, industries in the area do not have adequate off-street parking facilities to accommodate the needs of their employees and visitors,
- (ii) though the Authority indicates that the portion of the right-of-way offered will provide parking spaces for approximately 65 vehicles, this could only be produced if the vehicles were to park at right angles to Beresford Street. Since the right-of-way for this street is only 33 feet wide, almost the entire pavement area would be needed to maneuver in and out of the parking area. This would obviously be undesirable, particularly in an industrial area, so it would be necessary to provide parallel parking. If this were to be done, then less than 30 parking stalls could be provided,
- (iii) the question of the municipality undertaking the operation of an off-street parking facility would set an undesirable precedent because it would likely find itself obliged to solve, financially, many similar conditions throughout the municipality,
- (iv) because of that conveyed in the report, the Council should indicate whether it is prepared to proceed with the leasing arrangement before any further expenses are incurred,
- (v) if Council chooses to not so proceed, the initial recommendation that was made about one year ago regarding the prohibition of parking on the portion of Beresford Street in question will be reviewed.

A point was made in Council during discussion on the report of the Committee that, inasmuch as the municipality is endeavouring to provide parking facilities for the public and it appears some of the right-of-way of the B. C. Hydro and Power Authority can be made available for such use, the Authority should be prepared to offer parts of the right-of-way to the municipality for development as a parking facility for a nominal consideration.

Feb/12/1968

MOVED BY COUNCILLOR DRUHHOID, SECONDED BY COUNCILLOR HERD:

"That His Worship, Reeve Emmott, and the Municipal Manager arrange to have a detailed submission, including maps and the like, presented to the B. C. Hydro and Power Authority to support the contention that the Authority should willingly allow parts of its rights-of-way in the municipality to be used for public parking purposes."

CARRIED UNANIMOUSLY

That a "No Stopping Anytime" prohibition be instituted on the North side of Halifax Street between the East access to Parkcrest School and Fell Avenue so that pedestrians can use this portion of the street rather than being required to walk on the pavement.

Other pertinent points made by the Committee in its report were that:

- (i) the gravel walking facility was installed in 1967 for the use and safety of the school children but it was observed that the area is being used by all-day parkers and mothers picking up their children from school.
- (ii) Investigation of the question of street lighting in the area revealed that it was adequate except on Sherban Court at Holdom Avenue and on Winch Street about 250 feet West of the main pedestrian access to the school.

Arrangements are therefore being made by the Engineering Department to include in a report to Council the installation of street lights on Sherban Court at Holdom Avenue plus Winch Street approximately 50 feet East of the main pedestrian access to Parkcrest School.

- (iii) any further lighting in this area should await the initiation of an ornamental street lighting programme.
- (iv) improvements to the shoulder on the North side of Halifax Street from the school to Holdom Avenue will be realized with the imminent construction of storm sewers.
- (v) the construction of sidewalks on Halifax Street and other streets in the area will depend upon the availability of money.

MOVED BY COUNCILLOR DAILLY, SECONDED BY COUNCILLOR McLEAH:

"That the information contained in the report of the Committee be received and its recommendation adopted."

CARRIED UNANIMOUSLY

(14) Willingdon Avenue between Drentlawn and Midlawn Drives

That the action taken to establish two bus stops at the following locations be ratified:

- (a) Northbound on Willingdon Avenue farside Midlawn Drive,
- (b) Eastbound on Midlawn Drive farside Willingdon Avenue,

because the area that had been used for the two bus stops mentioned in the report has been eliminated due to the installation of an extruded curb on Willingdon Avenue to channel traffic from three lanes to two lanes between Drentlawn and Midlawn Drives.

Feb/12/1968

It was suggested in Council during consideration of the report from the Committee that perhaps another bus stop should be located on the East side of Willingdon Avenue somewhere in the vicinity of the one that is proposed to be established at Midlawn Drive.

MOVED BY COUNCILLOR DRUMMOND, SECONDED BY COUNCILLOR BLAIR:  
"That action on the recommendation of the Committee be deferred until a report is submitted indicating the results of investigating the suggestion outlined above concerning the establishment of another bus stop on the East side of Willingdon Avenue in the vicinity of Midlawn Drive."

CARRIED UNANIMOUSLY "

(15) Twelfth Avenue and Hilda Street

That no action be taken on the request for a school crosswalk on 12th Avenue at Hilda Street because warrants for such a device do not exist.

MOVED BY COUNCILLOR LORIMER, SECONDED BY COUNCILLOR DAILLY:  
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

It was mentioned in Council that two children have been hit recently while in the crosswalk on Willingdon Avenue at Sardis Street.

It was submitted that these incidents probably occurred because the presence of the crosswalk at that location is not readily known by motorists.

It was pointed out that the Southbound movement on Willingdon Avenue has two lanes, and it is difficult for one in the centre lane to appreciate that someone may be crossing Willingdon Avenue if his vision is obscured by another vehicle in the curb lane.

A suggestion was made that the School Board should design its catchment areas for schools so as to eliminate the need for children to cross main roads when travelling to and from school.

Another location where it was claimed there is an extreme hazard for children is Marine Drive and Gilley Avenue.

MOVED BY COUNCILLOR McLEAH, SECONDED BY COUNCILLOR HERD:  
"That the Traffic Safety Committee study the question of adequately identifying the existence of school crosswalks, especially on major/multi-laned roads."

CARRIED UNANIMOUSLY

(16) 10th Avenue Adjacent to the B. C. Telephone Company Plant

That the "No Parking" zone on the North side of 10th Avenue at the main entrance to the B. C. Telephone Company Plant be extended from its present termination West of the said entrance West a further 30 feet, but, as a condition of so extending the zone, the Company erect a stop sign on its South property line at the exit of its driveway.

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

CARRIED UNANIMOUSLY

(17) Canada Way from Kensington Avenue to 10th Avenue

That no action be taken to prevent truck traffic from using Canada Way between Kensington Ave. & 10th Avenue until such time as a suitable alternate route for such traffic is found.

A pertinent point made by the Committee in its report on this matter was that the street now called Canada Way has always been a route for commercial traffic and anyone purchasing property on the street for residential purposes should have been aware of its traffic characteristics.

MOVED BY COUNCILLOR DAILLY, SECONDED BY COUNCILLOR McLEAN:  
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(18) Kingsway Adjacent to Central Park

That no action be taken at this time on the question of providing additional traffic movement and control arrangements for those who will be attending the Junior Amateur Sports Stadium in Central Park because of the lack of justification for any such measures.

Other pertinent points made by the Committee in its report were that:

- (a) the traffic situation in the area is being kept under surveillance with a view to implementing measures for the control and safety of vehicular and pedestrian traffic, wherever they may be required,
- (b) the Stadium, because of its nature, will be catering mainly to high school sporting events and other youth activities. Most of the spectators will either arrive by private autos or by chartered buses. These vehicles will enter the off-street parking areas before unloading their passengers. Those who arrive by bus can alight at Boundary Road and cross Kingsway with the traffic signal.
- (c) It is appreciated that there is a bus stop on the North side of Kingsway at Smith Avenue where people could depart and cross Kingsway to the East entrance to the Stadium. It is hoped the majority of these people will walk to Boundary Road and cross there. This surmise also applies to those living immediately North of Kingsway in the vicinity of Smith Avenue.
- (d) because of the anticipated increase in pedestrian movements crossing Kingsway at Boundary Road, a phase will be added to the traffic signal there to accommodate the pedestrians.
- (e) concerning the proposed suggestion that either a pedestrian overpass or underpass be constructed, this is felt to be undesirable because:
  - (i) underpasses, even those that are well illuminated but do not have a constant heavy volume of pedestrians, seem to attract the criminal and other undesirable elements;
  - (ii) an overpass would require pedestrians to walk up either stairs or a ramp, cross Kingsway, and then walk down again.

In other areas where such devices have been installed, it has been found that most pedestrians can not be bothered climbing the stairs to the overpass and therefore take their chances crossing the street.

Feb/12/1968

MOVED BY COUNCILLOR DAILLY, SECONDED BY COUNCILLOR BLAIR:  
"That the views expressed by the Committee be endorsed."

CARRIED UNANIMOUSLY

(19) Willingdon Avenue and Grange Street

That the action taken by the Engineering Department to designate the Southbound centre lane on Willingdon Avenue at Grange Street for through and left-turn movements be ratified.

MOVED BY COUNCILLOR CORSDIE, SECONDED BY COUNCILLOR McLEAH:  
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

His Worship, Reeve Emmott, enquired as to what progress had been made with respect to a request that emanated from the Traffic Safety Committee for some improvement in the signal on Kingsway at Willingdon Avenue to facilitate left-turn movements for Southbound traffic.

It was understood that the Traffic Safety Committee would provide Council with an answer to this enquiry.

MUNICIPAL MANAGER'S REPORT NO. 2, 1968

MUNICIPAL MANAGER submitted reports on the matters listed below as Items (1) to (15), either providing the information shown or recommending the courses of action indicated for the reasons given:

(1) Crossing of Kingsway in the vicinity of Edmonds Street

The Municipal Engineer has provided an estimate of \$40,000.00 for an underground tunnel eight feet square with a portal entrance at each end.



Feb/12/1966

This estimate does not include the cost of acquiring property which would likely be needed for the North portal.

If an overpass was to be built, it would be necessary to provide twenty steps at each end of the tunnel.

Concerning the question of an underground crossing, there is evidence that such structures, even though lighted, present somewhat of a problem because they become places for undesirables to loiter.

MOVED BY COUNCILLOR McLEAN, SECONDED BY COUNCILLOR BLAIR:  
"That the report of the Manager be received."

CARRIED UNANIMOUSLY

COUNCILLOR LORIMER LEFT THE MEETING.

(2) Electrical Outlets for Ornamental Street Lights

It has been found, since Council recently accepted a tender for the installation of ornamental street lights which included an outlet for decorative lighting, that the extra cost of providing this outlet is closer to \$100.00 instead of the \$3.57 indicated at the time of the Council action mentioned.

Because it was felt some form of decorative lighting would be desired for the ornamental street lights on Canada Way (this was the recent installation authorized by Council), arrangements were made to include the outlets in the 25 poles that were installed on Canada Way at a cost for each outlet of \$91.48.

With regard to other ornamental street lighting installations, a decision was made to not include outlets in them.

It was felt  
The reason was that each case should be treated on its own merits, rather than automatically providing the outlet on all thirty-foot poles, as was originally proposed when the cost of each was understood to be \$8.57.

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR McLEAN:

"That:

- (a) the action taken to arrange for the inclusion of an outlet for additional decorative lighting in twenty-five of the street light standards that are being installed on Canada Way adjacent to the Municipal Complex be ratified,
- (b) each subsequent ornamental street lighting installation, insofar as the same type of outlet is concerned, be treated on its own merits."

CARRIED UNANIMOUSLY

COUNCILLOR LORIMER RETURNED TO THE MEETING.

(3) Rezoning Application No. 92/67(b)

(The area bounded by Loughheed Highway on the South and Broadway on the North, between a line following the Eagle Creek ravine on the East and a line approximately 540 feet West of Phillips Avenue on the West

A report of the Planning Department on this rezoning proposal, which was directed by Council be produced, indicated that a review had been made of the effect the Kennel By-law of the municipality, as it relates to the proposed rezoning of the area in question to Residential District Two (R2), would have on property at 7207 Loughheed Highway owned by Dr. J. H. McLean. (This land lies within the area).

Feb/12/1968

In that regard, larger kennels of the type presently operating on that property are included as permitted uses only in Agricultural Districts (A1) and Heavy Industrial Districts (H3a), neither of which zones would be appropriate for the property of Dr. McLean.

While the present Small Holdings District (A2) zoning of the property also permits kennels, they are limited to the small Hobby Kennel for not more than five dogs. The present operation of Dr. McLean, which houses twenty-four individual kennels, is therefore non-conforming. A change in the zoning to Residential District Two (R2) should, it would seem, have little effect on his operations.

The conclusion was therefore reached, and it is so recommended, that the property known as 7287 Lougheed Highway be included in the proposed rezoning of the area earlier outlined.

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR CORSBIE:  
"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

#### (4) Retail Building Supply Establishments

The Planning Department reported its opinion on a proposal that the regulations in the Service Commercial District (C4) be amended to allow retail building supply establishments to have outside storage areas, and also the question of allowing such storage under the cover of one roof in the event property was zoned General Commercial District (C3).

latter

The opinion on this matter was that the placing of a storage area for a retail building supply establishment under one roof would not alter its basic characteristics as a large site, low intensity, vehicular-oriented type of commercial use.

In elaboration, General Commercial (C3) zoning is essentially designed to accommodate small site, high intensity, pedestrian-oriented commercial uses, either in the form of a concentrated retail and office area along a street frontage or in a large shopping centre. This is intended to be applied for major "core" development, and the objective is to provide a grouping of stores that will not be interrupted by uses which are not of a pedestrian-oriented character. In all cases, parking areas are provided adjacent to, or surrounding, the concentration of stores.

Uses which are not conducive to this pedestrian-oriented concept are permitted in other commercial zones. Vehicular-oriented uses are desirably located outside of such developments and within adjacent, or nearby, service commercial zoned areas.

Because of the conflict in mixing vehicular-oriented and pedestrian-oriented commercial uses of property, no change should be made in the regulations in the Zoning By-law respecting retail building supply establishments.

MOVED BY COUNCILLOR DAILY, SECONDED BY COUNCILLOR MERCIER:  
"That the views expressed by the Planning Department in its report be endorsed."

CARRIED UNANIMOUSLY

#### (5) Clubhouse and Ancillary Services - Burnaby Mountain Golf Course

The Parks and Recreation Commission has approved the preliminary plans for the proposed Clubhouse and ancillary services in connection with the Burnaby Mountain Golf Course, as prepared by Mr. Peter Smith, Architect, the cost of implementing the plans being \$123,500.00.

Feb/12/1968

As a result of receiving information respecting the availability of funds for this work, the Commission was recommending that Council:

- (a) release the \$75,000.00 that is included in the 1968 Provisional Budget of the Commission,
- (b) approve the allocation of \$20,000.00 and \$28,500.00 from the funds on hand relating to the Parks By-law ("Burnaby Debenture By-law 1961"),
- (c) authorize the Commission to invite tenders by February 17, 1968 for the construction of the Clubhouse.

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR MERCIER:

"That the report of the Municipal Manager be tabled until after the meeting with the Burnaby School Board tomorrow afternoon."

CARRIED UNANIMOUSLY

(6) Easement - Portion of Lots 101 and 102, R.S.D. "A", S.D. 3, Block 6, D.L. 7457, Plan 14739 (Peterson)

That, in order to finalize a subdivision of the property involved, authority be granted to acquire an easement over a portion of the Lots 101 and 102 described & to execute the documents in connection therewith.

MOVED BY COUNCILLOR DAILLY, SECONDED BY COUNCILLOR DRUMMOND:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(7) Estimates

That the Special Estimates of Work detailed in the report of the Municipal Engineer, which total \$40,650.00, be approved.

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR McLEAH:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(8) Monthly Report of Building Department

The report of the Chief Building Inspector covered the operations of his Department for the period between January 1st and 26th, 1968.

(9) Monthly Report of Licence Department

The report of the Chief Licence Inspector covered the operations of his Department for the month of December 1967.

(10) Monthly Report of R.C.H.P.

The report of the R.C.H.P. covered policing activities of the municipality during the month of January 1968.

MOVED BY COUNCILLOR CORSBIE, SECONDED BY COUNCILLOR BLAIR:

"That the above three reports be received."

CARRIED UNANIMOUSLY

Feb/12/1960

(11) Sixth Annual Longview Y.M.C.A. Workshop on Recreation and Swimming for the Handicapped

The Parks & Recreation Commission was recommending that the following employees be authorized to attend the above mentioned Workshop at Longview, Washington, U.S.A. on February 16th and 17th, 1960, the cost of sending each participant being \$71.51, which is to be shared equally by the Parks & Recreation Commission and the Personnel Department.

MOVED BY COUNCILLOR CONSOLE, SECONDED BY COUNCILLOR HERD:  
"That the recommendation of the Parks & Recreation Commission, as contained in the report of the Manager, be adopted."

CARRIED UNANIMOUSLY

(12) Lane Access to Lots 335 to 338 Inclusive, Block 4, D.L. 126 (Subdivision Reference No. 129/57)

These lots are located on Eastlawn Drive and were recently created. A lane was dedicated, and is to be constructed, as a condition of the subdivision. There is no access to the lane from either end.

The owner of the lots has applied for permits to build houses with carports oriented so that they will require access from the lane.

In an attempt to obtain access to one end of the lane, negotiations were conducted with the owner of the parcel immediately to the South of Lot 335 to acquire a twenty-foot wide right-of-way which, in the future, would form part of a road allowance when that property was subdivided.

Because such negotiations have not been successful, it was being recommended that a twenty-foot right-of-way, as shown more particularly on an attached sketch, be expropriated from the parcel immediately to the South of Lot 335.

Municipal Clerk stated that two letters had been received from the applicant for the building permits, Seymour Holdings Ltd., the first of which was addressed to the Chief Building Inspector and was dated January 25, 1960.

He read the letter, which explained that the Company<sup>had</sup> complied with all the conditions associated with the subdivision application involving the property in question but subsequently found that building permits could not be obtained for the lots because access to the carports from the lane could not be obtained.

The Company also pointed out that it was aware of the attempt which was made to acquire an easement from the parcel immediately to the South of Lot 335; notwithstanding, the problems encountered in connection with that matter were truly not of concern to the Company because it has done all that the Approving Officer has demanded as a result of a subdivision of the property now known as Lots 335 to 338 Inclusive, Block 4, D.L. 126, Plan 32337.

The Company also mentioned that, if building permits were issued, it would give the Corporation a letter stating that the lane allowance would not be used, thus allowing the municipality time to acquire the easement earlier mentioned.

The second letter from the Company, which was addressed to Council and dated February 3, 1960, contained virtually the same explanation as that provided in the other letter. It added, however, that if a satisfactory resolution of the problem was not provided by February 15, 1960, the Company would have no alternative but to take action against the Corporation.

Feb/12/1968

MOVED BY COUNCILLOR LORIMER, SECONDED BY COUNCILLOR McLEAN:  
"That the subject matter of the report from the Manager be tabled for one week in order to allow all members of Council an opportunity to study the situation."

CARRIED

AGAINST - REEVE EMMOTT AND COUNCILLOR BLAIR

(13) Easements - Portions of Lots 24 and 25, Block 21½, D.L. 162  
(Subdivision Reference No. 180/67)

Because the owner of the property concerned finds it necessary to relocate the easements proposed over the East five feet of Lot 24 and the West five feet of Lot 25, it is being recommended that those easement proposals be abandoned and, in their place, authority be granted to acquire an easement over the East ten feet of Lot 24.

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

CARRIED UNANIMOUSLY

(14) Land Sales

As a result of inviting tenders for the purchase of the properties described below, it was being recommended that the following offers in the amounts indicated be accepted:

- (a) Lot 122, D.L. 129, Plan 1492 (located on the South side of Finch Street between Fell and Kensington Avenues) - Southern Slope Holdings (1959) Ltd. - \$22,900.00, subject to the Corporation retaining an easement over the East ten feet where a storm sewer is located;
- (b) Lots 164 and 165, D.L. 175, Plan 31053 (located on the North side of Marine Drive approximately midway between Patterson Avenue and Roseberry Avenue) - Lee Bon - \$6,525.00 for each lot.

It was also recommended that, because the tender received for the purchase of Lot 26, S.D. "D", Blocks 47/49, D.L.'s 151/3, Plan 1936 (located at 6637 Silver Avenue) was less than its reputed market value, the bid be rejected and the Land Agent be authorized to negotiate the sale of the property for a minimum price of \$17,000.00, on the conditions that:

- (a) the existing buildings on the property will be demolished,
- (b) the parcel will be consolidated with Lots 27 to 29 inclusive, S.D. "D", Blocks 47/49, D.L.'s 151/3, Plan 1936.

MOVED BY COUNCILLOR DAILLY, SECONDED BY COUNCILLOR McLEAN:  
"That the recommendations of the Manager be adopted."

CARRIED UNANIMOUSLY

(15) (a) Lot 17, Block 11, D.L. 116½, Plan 1236 (3933 Pender Street)  
(b) Lot 1, Block 11, D.L. 116½, Plan 1236 (402 Ingleton Avenue)  
(HASTINGS STREET REDEVELOPMENT PROJECT NO. 1)

It was recommended that the Land Agent be authorized to invite tenders for the demolition of the buildings located on the above described properties.

Feb/12/1960

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

CARRIED UNANIMOUSLY

(16) Lot 5, Block 7, D.L. 32, Plan 1229 (5270 McMurray Avenue)

It was recommended that the Land Agent be authorized to have the garage on the above described property demolished.

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

CARRIED UNANIMOUSLY

HIS WORSHIP, REEVE EMMOTT, announced that he had appointed Mr. A. L. Parr, Planning Director, as the representative of the municipality on the British Columbia Housing Management Commission.

He pointed out that the Planning Director will only represent Council on the Commission whenever there are special items of business pertaining to the management, operation, maintenance, control and rental of housing projects in Burnaby.

MOVED BY COUNCILLOR McLEAH, SECONDED BY COUNCILLOR HERD:  
"That the action taken by His Worship, Reeve Emmott, in appointing Mr. A.L. Parr, Planning Director, as the representative of the municipality on the British Columbia Housing Management Commission, be ratified."

CARRIED UNANIMOUSLY

COUNCILLOR McLEAH advised that he had received a submission from the Vancouver Sea Festival Organization in which a request was made for a grant.

MOVED BY COUNCILLOR McLEAH, SECONDED BY COUNCILLOR LORIMER:  
"That the application from the Vancouver Sea Festival be referred to the Grants Committee for consideration and report."

CARRIED UNANIMOUSLY

COUNCILLOR CORSDIE suggested that, in view of the recent statement by Premier W. A. C. Bennett concerning Social Welfare costs, the Council should be apprized of the effect that will be felt by the municipality as a result of the former 90/10 cost-sharing arrangement being changed to 80/20.

Municipal Manager stated that the result of this change in policy by the Provincial Government will mean that Burnaby will need to raise another \$475,000.00.

It was understood by Council that a more detailed report would be submitted to it at the meeting tomorrow afternoon.

MOVED BY COUNCILLOR McLEAH, SECONDED BY COUNCILLOR BLAIR:  
"That the meeting continue until 10:30 p.m."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

Feb/12/1968

THE COUNCIL RECONVENED

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

CARRIED UNANIMOUSLY

\*\*\*\*\*

BY - LAWS

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR LORIMER:

"That leave be given to introduce:

"BURNABY ROAD CLOSING BY-LAW NO. 1, 1968" (#5274)

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 1, 1968" (#5276)

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 2, 1968" (#5277)  
and that they now be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR LORIMER:

"That the By-laws be now read a Second Time."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR LORIMER:

"That the Council do now resolve into a Committee of the Whole to consider and report on the By-laws."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR LORIMER:

"That the Committee do now rise and report the By-laws complete."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR LORIMER:

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

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR LORIMER:

"That:

"BURNABY ROAD CLOSING BY-LAW NO. 1, 1968" (#5274)

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 1, 1968" (#5276)

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 2, 1968" (#5277)  
be now read a Third Time."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR CORSBIE:

"That 'BURNABY BUDGET AUTHORIZATION BY-LAW 1967, AMENDMENT BY-LAW 1968' (#5275) be now reconsidered."

CARRIED UNANIMOUSLY

Feb/12/1968

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR CORSDIE:  
"That "BUDGET AUTHORIZATION BY-LAW 1967, AMENDMENT BY-LAW  
1968" (#5275) be now finally adopted, signed by the Reeve and Clerk  
and the Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY

\*\*\*\*\*

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR LORIMER:  
"That the Council now resolve itself into a Committee of the Whole  
"In Camera"."

CARRIED UNANIMOUSLY

R E P O R T