

OCTOBER 15, 1968

A regular meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Tuesday, October 15, 1968 at 7:00 p.m.

PRESENT:

Mayor A. H. Emmott;
Aldermen Blair 7:08 p.m.; Corsbie; Dailly;
Drummond; Herd 7:05 p.m.; Lorimer;
McLean and Mercier 7:07 p.m.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN MCLEAN:

"That the Minutes of the meeting held on September 9, 1968 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

ORIGINAL COMMUNICATIONS

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN LORIMER:

"That all of the below listed original communications be received."

CARRIED UNANIMOUSLY

Secretary, South Burnaby Men's Club, submitted a letter expressing appreciation for the grant Council made to the Club to assist it in defraying the expenses in sending a baseball team to Trail to participate in the B. C. Finals.

President, South Burnaby Branch No. 83, Royal Canadian Legion, wrote requesting:

- (a) permission to sell wreaths between November 1st and November 11, 1968.
- (b) that His Worship, Mayor Emmott, proclaim the period between November 1st and November 11, 1968 as Poppy Week.
- (c) permission to hold a tag day on the evening on November 8th and all day on November 9, 1968.
- (d) permission to hold a Remembrance Day Parade on November 11th commencing at 10:30 a.m. from the Simpson-Sears parking lot, thence Easterly along Kingsway to the premises of the Branch and, in conjunction therewith, to have a Mounted Honour Guard.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN CORSBIE:

"That the request of South Burnaby Branch No. 83 of the Royal Canadian Legion, as detailed above, be granted, with the one relating to the Parade being subject to the approval of the R.C.M.P. and to the Department of Highways for the Province of British Columbia having no objection to the proposal."

CARRIED UNANIMOUSLY

Oct/15/1968

Mr. I. H. Kreutzweiser, submitted a letter suggesting that the proposed full-time parking prohibition on Canada Way between Smith Avenue and Boundary Road will adversely affect the business operations on this portion of Canada Way.

Alderman Lorimer, as Chairman of the Traffic Safety Committee, stated that the Committee was reviewing the subject of the letter from Mr. Kreutzweiser.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN CORSBIE:
"That the submission from Mr. Kreutzweiser be referred to the Committee for consideration in conjunction with the review mentioned this evening by Alderman Lorimer."

ALDERMAN HERD ARRIVED AT THE MEETING.

Mr. J. Rickert wrote drawing attention to a number of incidents involving activities on and near the parking lot of Branch No. 83 of the Royal Canadian Legion which are causing him concern.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN LORIMER:
"That the submission from Mr. Rickert be referred to the Municipal Manager for an investigation of the complaints, including contact with the Legion, and for appropriate action to remedy any problems which are occurring; and further, that he give consideration to the question of whether the ingress and egress to the parking lot of the Legion from Grimmer Avenue could perhaps be rearranged so as to minimize the problem described by Mr. Rickert."

CARRIED UNANIMOUSLY

Mr. Frederick D. Court wrote to outline a problem in the Northern part of Burnaby where gangs of youths are vandalizing private and public property.

He also requested that action be taken by the municipality to eradicate the problem.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN HERD:
"That the submission from Mr. Court be referred to the Liaison with the Justice Department, Alderman D. M. Herd, for investigation and report."

CARRIED UNANIMOUSLY

ALDERMEN MERCIER AND BLAIR ARRIVED AT THE MEETING.

The Minister of Health Services and Hospital Insurance submitted a letter forwarding a Statement concerning public health requirements in relation to the treatment of sewage.

It was reported verbally to Council that the policy which the Department of Health Services and Hospital Insurance proposes to implement in regard to public health requirements for sewage treatment is receiving active consideration by the Greater Vancouver Sewerage and Drainage District.

It was added that any information Burnaby can furnish to assist the Sewerage and Drainage District in its study of the matter is being supplied with dispatch.

A remark was made that it is hoped the Greater Vancouver Sewerage and Drainage District will be able to satisfy the requirements to be introduced by the Department of Health Services and Hospital Insurance so that there will not be any undue delay in constructing sewers in municipalities, particularly Burnaby.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN MERCIER:

"That Council's two representatives on the Greater Vancouver Sewerage and Drainage District, Mayor A. H. Emmott and Alderman G. H. F. McLean, submit a progress report to Council indicating the precise considerations being given the matter of public health requirements for sewage treatment by the District following its next meeting."

CARRIED UNANIMOUSLY

Executive Director, Union of B. C. Municipalities, submitted a circular letter enclosing an invoice in the amount of \$2,240.72 representing an interim levy of 2 cents per capita covering the U. B. C. M.'s share of the costs of a joint finance study.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:

"That authority be granted to honour the account from the U.B.C.M."

CARRIED UNANIMOUSLY

Gillespie Investments Ltd. wrote to suggest that there are a number of limiting factors which would adversely affect the establishment of a public housing project on municipal property adjacent to Parkwood Terrace at Newcombe Street and 10th Avenue but which would not have the same results if developed in conjunction with adjacent land owned by the Company and occupied by premises known as Parkwood Terrace.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN HERO:

"That the submission from Gillespie Investments Ltd. be referred to the Housing Committee for consideration during its study of the proposal involving the use of the subject municipal property for public housing purposes."

CARRIED UNANIMOUSLY

City Clerk, City of Vancouver, submitted a letter advising that the Council of the City wishes the Burnaby Council to make the report(s) which have been prepared thus far in connection with the amalgamation proposal involving Vancouver and Burnaby public as soon as possible.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN MERCIER:

"That consideration of the submission from the City of Vancouver be deferred until receipt of a report from a Special Council Committee on the matter at hand later this evening."

CARRIED UNANIMOUSLY

President, Galaxie Signs Ltd., wrote requesting that Council allow a sign on the road allowance of Kingsway at 6694 Kingsway to remain there.

It was reported verbally to Council that the municipality has laid a charge against Galaxie Signs Limited in connection with the sign placement but the case is still pending before the Courts.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:

"That, in view of the verbal report, the request of Galaxie Signs Ltd. be referred to the Municipal Manager for consideration and report; and further, he also determine whether it is possible to obtain a postponement of the case against the Company that was mentioned to Council this evening."

CARRIED UNANIMOUSLY

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TABLED MATTER

The following matter was then lifted from the table:

A proposed subdivision of Lot 2, Block 5, D.L. 32, Plan 6123 (Surrey Motor Hotel Ltd.)

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

"That consideration of this matter be deferred until receipt of Item 1 of Report No. 66, 1968 of the Municipal Manager later this evening."

* * *

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

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

* * *

CARRIED UNANIMOUSLY

Municipal Clerk stated that he had received a letter from His Worship, Mayor Emmott, submitting his resignation as Mayor effective the date his successor is sworn in.

The letter which the Clerk received from the Mayor also contained an expression of appreciation for the enthusiasm, co-operation and sense of service which has been so much a feature of members of Council with whom he has worked over the past eleven years.

The Mayor's letter also indicated his awareness of the inestimable contribution made by staff members during that time, as well as the receptivity by the citizens to the various measures which have been proposed and brought to fruition in the development of the municipality.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN CORSBIE:

"That the advice submitted this evening by the Municipal Clerk respecting the resignation of the Mayor be received."

CARRIED UNANIMOUSLY

Municipal Clerk suggested that the date for receiving nominations for the unexpired term of the Mayor's Office be November 25, 1968, which will be the same date for receiving nominations in connection with other offices that will become vacant at the end of the year.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN BLAIR:

"That the suggestion of the Clerk be endorsed and the formal resolution regarding the filling of the vacancy for the position of Mayor be presented at the time the resolution calling for nominations is submitted."

* * *

CARRIED UNANIMOUSLY

REPORTS

Alderman Blair submitted a report outlining the activities of the Burnaby General Hospital Board.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That the report be received."

CARRIED UNANIMOUSLY

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GRANTS COMMITTEE submitted a report on the following applications which have been received for financial assistance:

(a) British Columbia Amateur Sports Council

It was recommended by the Committee that the sum of \$500.00 be granted to the Organization mentioned to assist it in meeting financial obligations incurred for the 1967 Pan American Games in Winnipeg, the 1968 Winter Olympic Games in Grenoble and the Olympic Games to be held in Mexico in October 1968.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN HERD:
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(b) Inter-City Lacrosse League

It was recommended that the sum of \$100.00 be given to the Inter-City Lacrosse League to help defray expenses which were incurred when the Burnaby Lacrosse Club served as host to the Green Geel Lacrosse Club of Oshawa, Ontario on the occasion of the Lacrosse Play-offs in the Lower Mainland Area.

The Committee pointed out that these incidental expenses involved:

- (1) \$62.25 for sky-ride fares at Grouse Mountain
- (2) \$60.00 for a charter bus service that was provided.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(c) Elizabeth Fry Society

It was recommended that a grant in an amount equalling taxes due against property known as 311 South Esmond Avenue, the premises of which are used by the Society in question be made.

It was further recommended that favourable consideration be given to subsequent tax exemptions on the property mentioned pursuant to the permissive legislation contained in the Municipal Act.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:
"That the recommendations of the Committee be adopted."

CARRIED UNANIMOUSLY

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TRAFFIC SAFETY COMMITTEE submitted reports on the matters listed below as Items (1) to (13), recommending the courses of action indicated for the reasons provided:

(1) Grange Street and McKercher Avenue

A petition was received from a number of residents in the Grange - Sussex - McKercher - Willingdon area requesting:

- (a) That heavy commercial vehicles (trucks and trailers) be prohibited from using Grange Street as a through route
- (b) That traffic patterns at the McKercher-Grange-Sussex intersection be examined with a view to eliminating a hazardous situation there.

It was suggested, in that regard, that McKercher Avenue be closed to all vehicular traffic or, if this is not deemed advisable, stop signs be installed at both McKercher Avenue and Grange Street.

- (c) That stricter enforcement be given the traffic regulations pertaining to speeding, the movement of heavy vehicles, the squealing of tires on roads, and all other such matters, as they involve traffic in the Grange-Sussex-Willingdon-Mckercher area.

The following points were made by some of the petitioners in support of their requests:

- (1) The chief complaint is the heavy volumes of traffic, especially trucks, using Grange Street.
- (2) Most of this traffic should instead travel on Kingsway, which is only one block away.
- (3) The presence of the heavy volumes of traffic is a constant source of annoyance to those residing on the street. This is rather significant because there are many apartments now on the street.
- (4) The adverse effect traffic on Grange Street has on these residents is depreciating the value and desirability of the apartments.
- (5) Many accidents are occurring on Grange Street and the other streets intersecting it.
- (6) There is commonly confusion and a hazard at Grange Street and Sussex Avenue due to the geometrics of the intersection.
- (7) Large trucks also use McKercher Avenue and, because this street cannot comfortably accommodate such vehicles, the trucks sometimes find it necessary to travel on the gravel shoulder.

This not only causes those residing in that area a nuisance because of the dust created by the trucks travelling in that fashion, but a potential hazard exists for any pedestrians there since a vehicle could become damaged, (e.g. break an axle) due to the poor condition of the road, and possibly go out of control and strike a pedestrian.

- (8) The same problem of manoeuvrability exists at Grange Street and Sussex Avenue.

It might improve the situation if Eastbound traffic on Grange Street was not allowed to turn left onto Sussex Avenue.

- (9) The municipality should provide alternate facilities to handle the traffic which does not need to use Grange Street.
- (10) The vibration caused by the heavy volumes of traffic have at times broken windows in the dwellings on Grange Street.
- (11) A traffic signal should be installed on Grange Street at Willingdon Avenue.
- (12) Perhaps the use of Grange Street could be restricted to vehicles no longer than 30 feet. This would remove the types of trucks which cause the greatest concern.

The request of the petitioners were considered and the following is being offered as a result:

- (i) Grange Street is intended to function as part of an overall commercial and traffic circulation route.
- (ii) The "core" concept for the subject area envisages a high density commercial development from Kingsway Northward a distance of one block supported by high density residential use (apartments) beyond that for a distance.
- (iii) Grange Street is intended to physically separate this commercial development from the apartment development.
- (iv) Grange Street is destined as a major collector route and, to perform that role, will be extended Eastward to connect with the Oakland Diversion around the South side of the Oakalla Prison Farm.
- (v) The development of Grange Street for the desired purpose will relieve Kingsway of a considerable volume of traffic and will, at the same time, minimize operational inefficiencies along Kingsway caused by turning movements at its intersection with other streets.
- (vi) Persons now residing in the area must have been aware of, or at least should have considered, the effect of nearby commercial development and associated traffic when they decided to move to the area.
- (vii) There have been eight recorded accidents at the Grange-McKercher-Sussex intersection during the past seven years. Of these, three involved vehicles which went out of control and struck fixed objects.
- (viii) Traffic on both legs of Sussex Avenue at the intersection is required to stop while that on the other streets (McKercher Avenue and Grange Street) is not.

The major traffic movement approaching the intersection at the present time consists of the two-way flow using Grange Street and the part of Sussex Avenue to the South.

The flow on McKercher Avenue (which has the right-of-way over Sussex Avenue) is not only lighter but it is restricted to a one-way Northbound direction.

Motorists travelling North on Sussex Avenue and stopping at Grange Street must look back over their right shoulder to determine whether there is any traffic travelling north on McKercher Avenue. This is awkward and presents a potential hazard.

- (ix) For this reason, and the fact the future extension of Grange Street will ultimately require that traffic on all intersecting avenues stop before proceeding, the installation of a stop sign on McKercher Avenue and Grange Street can be supported at this time.
- (x) The same attitude cannot be taken with respect to the installation of a stop sign on Grange Street at McKercher Avenue because this would only be regarded as a temporary measure and would really not serve a worthwhile purpose.
- (xi) The other matters raised by the petitioners involve the enforcement of traffic regulations and therefore are being left for the attention of the R.C.M.P.
- (xii) Notwithstanding the remarks concerning Grange Street, the Municipal Engineer has been asked to make a classification count of vehicles using that street to determine both volumes and types.
- (xiii) It is suspected that many vehicles use Grange Street in order to avoid the traffic lights on Kingsway and the congestive conditions often experienced on that street.

The Committee concluded by recommending that:

- (a) a stop sign be installed on McKercher Avenue at Grange Street;
- (b) other than the enforcement of the traffic regulations by the R.C.M.P. to the degree deemed requisite, no action be taken on the remaining requests of the petitioners.

It was added that the data collected by the Engineer in his classification count of traffic on Grange Street will be of use to the Committee when considering the proposed Truck Routing By-law.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN LORIMER:
"That the recommendations of the Committee be adopted."

CARRIED UNANIMOUSLY

(2) 19th-Edmonds-Rumble Intersection

Requests were received for a traffic signal and marked crosswalks at the above intersection in order to control traffic movements and make it safer for pedestrians there.

Though warrants for a signal do not exist, the geometrics of the intersection were examined to ascertain whether there was a need for traffic control devices in addition to that presently in existence.

This revealed that 19th Street and Edmonds Street is a "T" intersection, with a stop sign on the single approach from Edmonds Street. The Rumble-19th legs are on a long curve whose approaches are indicated to motorists by means of the standard advance curve sign. Sight distances from all approaches were found to be reasonably good for a speed of 30 m.p.h.

Oct/15/1968

Pedestrian crossings are very few because of the sparseness of residential development in the area, and therefore there is no justification for a marked crosswalk at the intersection.

During the past seven years, there have been five recorded right-angle collisions, two turning movement collisions, two "rear-enders" on Edmonds Street and one vehicle that went out of control.

In view of the results of the investigation, the Committee recommended that no action be taken on the requests for either a traffic signal or marked crosswalks at the subject intersection.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(3) Willingdon Avenue between Maywood Street and Beresford Street

As a result of investigating a request for a parking prohibition on the West side of Willingdon Avenue between and including properties known as 6255 and 6315 Willingdon Avenue, it was being recommended that parking be prohibited along the West side of Willingdon Avenue between Maywood Street and Beresford Street because conditions are such as to justify such action.

It was added that this prohibition should remain in effect until Willingdon Avenue is improved to a higher standard at which time the parking restriction could be reconsidered.

The Committee pointed out that, though the parking restriction recommended is on the side of the street in front of the homes of the petitioners, all of them have off-street parking facilities and therefore should not suffer.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN McLEAN:
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(4) Sprott Street and Kensington Avenue

A request was received for the elimination of a traffic hazard at the above intersection caused by dense bush and an embankment at the North-West corner.

The location was inspected and it was found that, if a vehicle proceeds East on Sprott Street and stops at the proper point (the stop line) at Kensington Avenue, his view of Southbound traffic on that Avenue is partially blocked but, if one was to advance after stopping to a point approximately ten feet West of the pavement edge on Kensington Avenue, he can gain ample sight distance to gauge a safe entry onto Kensington Avenue.

Though the conclusion was reached that the problem at the intersection is not serious, instructions have been issued to remove the bush at the corner in order to afford some improvement.

Oct/15/1968

The Committee recommended that no action, other than the removal of the bush, be taken with respect to the Sprott-Kensington intersection.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN LORIMER:
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(5) Hastings Street between Delta Avenue and Ranelagh Avenue

Attention was drawn to a situation on the North side of Hastings Street between Delta Avenue and Ranelagh Avenue where, it was pointed out, that:

- (a) Because there is usually a few cars parked on that portion of Hastings Street, all moving Westbound traffic (especially the morning rush hour flow) must converge into a single lane.
- (b) These drivers must converge quickly because they have just come over the brow of a hill and are not aware in too much time of the presence of a parked vehicle.

In January of last year, the matter of imposing a parking restriction on the North side of Hastings Street between Springer Avenue and Holdom Avenue was investigated.

Such a prohibition was not recommended then because:

- (i) The pavement on Hastings Street is about 32 feet wide. The distance from the centre-line to the face of the North curb is 20 feet, of which 18 inches is concrete gutter. This gutter is about one inch above the level of the pavement and this area should not be considered for use as a travelling lane because of that variation in elevations.
- (ii) Notwithstanding, the Committee could not support two lanes for moving traffic in a pavement width of 20 feet abutting a curb.

It was suggested that the only satisfactory solution for any traffic congestion on the subject portion of Hastings Street would be produced when that street is finally widened to its ultimate standard.

Since that time, it has been ascertained that the land required for the widening of Hastings Street in the subject area has almost all been acquired and it seems as if the physical widening of the street might be possible in the very near future.

It is understood that, when that work is to begin, the Provincial Government will be approached in regard to traffic conditions on the street.

The Committee concluded by recommending that no action be taken at this time with respect to the request involving the North side of Hastings Street between Delta Avenue and Ranelagh Avenue.

(6) Hastings Street between Holdom Avenue and Springer Avenue

A suggestion was made in Council last month that, in order to provide two lanes for moving traffic, parking be prohibited on the North side of the above portion of Hastings Street, either at all times or between 7:00 a.m. and 9:00 a.m.

This proposal is, in substance, the same as that covered in the previous report item so it was being recommended that the same course of action be taken.

During consideration by Council of the above two items from the Traffic Safety Committee, it was suggested that perhaps some interim improvement could be made to the pavement of the subject portions of Hastings Street so as to allow for the safe movement of traffic and the concurrent prohibition of parking on the North side of the Street.

It was pointed out that this work will likely be done when the Provincial Government widens Hastings Street, which is expected to be within a few months.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:

"That the Municipal Engineer:

- (a) ascertain when the widening project for the portions of Hastings Street that are the subjects of the reports from the Traffic Safety Committee will be undertaken by the Department of Highways.
- (b) indicate the feasibility and practicability of improving the portions of Hastings Street in question to the extent deemed requisite for the safe movement of traffic, with it being understood that, should this proposal prove practical, the municipality would be reimbursed by the Department of Highways for any costs that are incurred prior to the overall widening project."

CARRIED UNANIMOUSLY

(7) Buxton Street and Royal Oak Avenue

A petition was received expressing concern regarding the heavy volumes of traffic, and its speed, on Buxton Street between Nelson Avenue and Royal Oak Avenue.

These people suggested that, in order to make it safer for those crossing Buxton Street, that Street be closed at Royal Oak Avenue.

The closing of any street obviously alters the driving habits of the people who have been using that particular facility. It is therefore necessary that a proper study be made of the area where the street is located and that account be taken of the present and future street patterns and land uses in the area. Such a study generally involves a great deal of research.

Bearing this in mind, it was felt that a quick check of the street upon which the closure was requested should be made to determine if there is justification for the type of study mentioned. This check was based on present vehicle volumes and accident histories at intersections along Buxton Street.

The portion of Buxton Street that was inspected and which is occupied by the homes of the petitioners lies between Royal Oak Avenue and Nelson Avenue. Excluding the intersections at these two Avenues (where traffic on Buxton Street must stop), there are only two uncontrolled intersections remaining. These are at Forglén Drive and at Oakglén Drive.

The Buxton-Forglén Intersection has recorded one accident in the last seven years. This involved a vehicle striking a pedestrian who was crossing Forglén Drive.

The Buxton-Oakglén Intersection has never had a reportable accident.

It could be said that neither of the two intersections has an accident history that was related to traffic on Buxton Street.

Traffic counts taken this past summer indicated an average daily volume of 1,000 vehicles on Buxton Street. Some of these vehicles are motorists "short-cutting", but many are residents of the area who use Buxton Street as an access road when they arrive from the Northeast on Royal Oak Avenue.

Irrespective of the reason for the volume of traffic on Buxton Street, 1,000 vehicles per day is not such that it causes any problem.

It was concluded that there is no justification for either the road closure requested or a study of the arealike that mentioned earlier.

The Committee was therefore recommending that no action be taken on the request to close Buxton Street at Royal Oak Avenue.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN McLEAN:
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(8) Price Crescent and Barker Crescent

A suggestion was received that a stop sign be installed on Price Crescent at Barker Crescent.

It was mentioned that pedestrians have been struck by vehicles at the intersection, and there are view obstructions on some of the quadrants which make it hazardous for all forms of traffic due to the lack of traffic control devices.

It was suggested too that, rather than have "yield" signs at the intersection, stop signs should be installed on all four legs. In support of that contention, it was pointed out that traffic on Barker Crescent is compelled to stop when approaching intersecting streets, except at Price Crescent.

Records disclose that there have been eleven recorded accidents at the intersection during the past ten years. Of these, seven occurred between March 1958 and June 1961, after which yield signs were installed. Since then, only four recorded accidents have occurred, the last of which was in 1964 (except for the most recent one a few weeks ago).

With respect to this recent accident, the files of the R.C.M.P. indicate that a pre-schooler was riding a bicycle which was propelled by a belt rather than the conventional chain. This belt evidently fell off and the child lost control of the bicycle.

The yield signs mentioned are, in the opinion of the Committee, installed in the proper location because:

- (a) they allow the heavier flow of traffic the right-of-way.
- (b) the grades of the streets at the intersection are better suited for a stop on the minor legs.

The statement regarding traffic being compelled to stop at the intersections of Barker Crescent, except for Price Crescent, is entirely not true. There are no traffic control devices at any of these other intersections, except at Gilpin Street where there are yield signs.

Volumes on the approach legs of the Intersection most certainly do not justify the installation of stop signs there.

The Committee concluded by recommending that, in view of the low volumes of traffic using the streets in question and the light accident history at the Intersection, no changes be made in the existing "Yield Sign" control now in effect there.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN BLAIR:
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(9) Kingsway and Salisbury Avenue

A request was received for a marked crosswalk on Kingsway at Salisbury Avenue.

As Council is aware, many requests have been received in the past for either marked crosswalks or a traffic signal (either the pedestrian-actuated type or the normal one) on Kingsway at Salisbury Avenue.

The advice received from the Department of Highways the last time such a request was investigated indicated that traffic volumes on Salisbury Avenue approaching Kingsway are not such as to warrant a traffic signal. The Committee was advised concurrently that the volume of pedestrian traffic crossing Kingsway likewise did not justify a traffic signal.

The Committee has often emphasized to Council that experience has indicated marked crosswalks on multi-laned roads are extremely hazardous and should never be substituted for an unwarranted traffic signal.

To substantiate this, the following is being pointed out with respect to crosswalks on Kingsway:

- (a) During the last six years, four intersections on Kingsway with marked crosswalks have had 13 pedestrian accidents whereas the remaining 32 unmarked crosswalks have accounted for only 10 pedestrian accidents.
- (b) The intersection in question has never recorded a pedestrian accident.
- (c) The 12 signalized intersections on Kingsway have had 27 pedestrian accidents during the same time.

The Committee recommended that, in view of the foregoing, no action be taken on the request for a marked crosswalk on Kingsway at Salisbury Avenue until such time as warrants are met.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN MERCIER:
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(10) Broadway from Sperling Avenue to Bainbridge Avenue and from Duthie Avenue to Lake-City Way

A number of complaints have been received regarding truck traffic on Broadway East of Sperling Avenue.

crossing for

The Committee was given to understand that these vehicles are using that street instead of Lougheed Highway, likely to avoid the signal and the heavy volumes on the Highway.

In the view of the Committee, Broadway is not suited for use by truck traffic because:

- (a) of the general condition of the pavement, including its inadequate width;
- (b) the road meanders;
- (c) there is only residential development on the street;

In addition, it is likely that ordinary traffic volumes will increase on Broadway after the Golf Course at the Eastern end of Halifax Street opens.

The Committee indicated that it sympathized with the concern expressed by the residents of Broadway and was therefore recommending that truck traffic be prohibited from using Broadway from Sperling Avenue to Bainbridge Avenue and also between Duthie Avenue and Lake City Way.

It was pointed out that trucks will still be able to use the part between Bainbridge Avenue and Duthie Avenue because these two Avenues are intended to accommodate truck traffic and provision must be made for a connecting link in that route.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN LORIMER:

"That:

- (a) truck traffic be prohibited from using Broadway from Duthie Avenue to Lake City Way.
- (b) the Traffic Safety Committee review the question of an identical prohibition on the portion of Broadway between Sperling Avenue and Bainbridge Avenue in the light of the fact that such a prohibition would impose somewhat of an inconvenience, especially since the grade on Sperling Avenue is far more severe than that on Bainbridge Avenue when travelling North from Lougheed Highway."

CARRIED UNANIMOUSLY

(II) Kingsway between Edmonds Street and Royal Oak Avenue

A complaint was received regarding the recent parking prohibition on the North side of Kingsway, especially on that portion between Edmonds Street and Royal Oak Avenue.

It was contended that:

- (a) this restriction is not achieving the aim of accelerating the flow of traffic along Kingsway.
- (b) the restrictions are having an adverse effect on business in the area because potential customers are not able to park on the street.
- (c) only seven percent of the Westward flow of traffic on Kingsway is using the curb lane, and there is still ample space in the other two lanes.

(d) the portions of Kingsway between:

(i) Edmonds Street and 10th Avenue

(ii) East of Boundary Road for a short distance,

have only two lanes in each direction for moving traffic, and many of the delays experienced by this traffic are due to the "bottleneck" situation created by three lanes merging into two at the two parts of Kingsway indicated.

(e) many businesses on Kingsway have provided off-street parking facilities, and it is difficult to see where more could be provided for customers.

(f) the merchants are, in effect, being required to surrender the convenience and efficient parking lane on Kingsway for the benefit of moving traffic whose drivers do not patronize the businesses.

The Committee was advised that, as a result of investigating a similar complaint a few weeks ago, the following was determined:

- (1) Traffic counts on Kingsway just West of Elgin Avenue indicated a Westbound volume between 4:00 p.m. and 5:00 p.m. of 1,080 vehicles.
- (2) The criteria used for analysing parking requirements indicates parking should be prohibited in this portion of Kingsway if volumes exceed 800 vehicles per hour.
- (3) This figure is exceeded in every hour between 11:00 a.m. and 6:00 p.m.
- (4) It would appear to be justified to retain the 4:00 p.m. to 6:00 p.m. parking restriction that was recommended to Council a short while ago.

The Committee suggested that the reason many motorists are not using the curb lane is that they are not yet familiar with the fact parking is prohibited in that lane between 4:00 p.m. and 6:00 p.m. The restriction only went into effect on October 1, 1968.

The Committee concluded by recommending that the complainant be advised that:

- (a) the reason for the fact few motorists are using the curb lane between 4:00 p.m. and 6:00 p.m. is that they do not realize the lane is available for moving traffic.
- (b) the parking restriction in question is completely justified because of the technical points enumerated above under (1) to (4).

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

CARRIED UNANIMOUSLY

(12) #59 Lougheed Bus Route

It was recommended that a request from the B. C. Hydro and Power Authority for approval to use Kosser Avenue between Buchanan Street and Lougheed Highway for the operation of the #59 Lougheed bus service be approved because this extension of service is an improvement and no additional bus stops are required.

Oct/15/1968

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:
"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

(13) Sperling Avenue and Imperial Street

A suggestion was made that perhaps a flashing signal should be installed at Sperling Avenue and Imperial Street so as to alert motorists to the fact they are approaching an important intersection.

It was also mentioned that the stop signs on Sperling Avenue at Imperial Street are partly obscured, and this probably accounts for some of the accidents which have occurred.

The Committee last reported to Council in March 1968 on this intersection.

Since that time, an additional six accidents have occurred; four were right-angled ones and the other two involved rear-enders. Of the four right-angled ones, three involved vehicles whose drivers claimed they did not see the existing stop signs.

An inspection disclosed that both stop signs on Sperling Avenue at Imperial Street are completely unobstructed and can be seen in both directions for a distance of over 1,000 feet.

The only explanation that could be offered for motorists failing to see the stop signs is the possibility their attention is distracted by the presence of large trees on the South boulevard of Imperial Street at the intersection.

As has been indicated many times in the past, the basic reason for the high accident rate is driver attitude.

For example, during a 15-minute surveillance that was made at the intersection, it was noted that seven vehicles deliberately violated the instruction on the stop signs. When this situation is expanded over a longer period, the odds of probability invariably produce collisions.

It was being recommended that no action be taken with respect to the question of traffic control devices at the intersection of Sperling Avenue and Imperial Street.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN MCLEAN:
"That the recommendation of the Committee be adopted."

CARRIED

AGAINST -- ALDERMEN HERR
CORSBIE, AND
DAILLY

*

An enquiry was made as to the status of a traffic light installation for the intersection of Boundary Road and First Avenue.

The Municipal Engineer was asked to determine how the matter stands at the present time and to endeavour to expedite the installation.

*

It was mentioned that there is often congestion at the intersection of Boundary Road and Hastings Street due partly to the fact traffic on Hastings Street does not seem to receive sufficient "green" time.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

"That the Traffic Safety Committee investigate the possibility of having the signal at the intersection of Boundary Road and Hastings Street altered so as to lengthen the phase for the Hastings Street traffic movement."

CARRIED UNANIMOUSLY

* * *

SPECIAL COMMITTEE investigating the question of amalgamating the City of Vancouver with the District of Burnaby submitted a report recommending as follows:

- (a) That the reports prepared by the Chief Administrative Officers of both the City of Vancouver and the District of Burnaby be released to the public as soon as possible.
- (b) That the said report be distributed to:
 - (i) various public bodies, free of charge;
 - (ii) other interested groups in the municipality, for a suitable charge.
- (c) That the views of all groups receiving the reports be solicited on the amalgamation proposal.
- (d) That a further distribution of the reports be made to the Minister of Municipal Affairs, for comment, subject to the concurrence of the Vancouver City Council.
- (e) That any further studies, whether by independent consultants or otherwise, await the consideration by the Committees and, subsequently the Councils of the two municipalities, of the comments expressed by the organizations receiving copies of the reports, with such comments to be received by January 31, 1969.
- (f) That the Vancouver City Council be advised of the course of action being followed by the Burnaby Municipal Council and asked to take similar action.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN MERCIER:

"That the recommendations of the Special Committee be adopted, with it being understood that the summary report of the amalgamation proposal will be sold for \$1.00 and the detailed report for \$10.00."

CARRIED UNANIMOUSLY

* * *

MUNICIPAL MANAGER submitted report No. 66, 1968 on the matters listed below as Items (1) to (19), either providing the information shown or recommending the courses of action indicated for the reasons given:

- (1) Lot 2, Block 5, D.L. 32, Plan 6123 (SURREY MOTOR HOTEL LIMITED)
SUBDIVISION REFERENCE NUMBER 224/68

A report of the Planning Director on the question of subdividing the above described property was being submitted.

This report indicated the following:

- (a) This matter began by an application being made to rezone the North 165.6 feet of the subject property from Residential District Five (R5) to Multiple Family Residential District Five (RM5).
- (b) A plan of the proposed subdivision and a sketch showing the site in relation to the McMurray area redevelopment plan was being submitted.
- (c) The report on the rezoning application touched on the subdivision aspect of the matter because of the relationship between the two matters.
- (d) The Council concurred with the Planning Department that the application be tabled until a Comprehensive Plan of Development for the entire property was submitted.
- (e) At that time, the Caravan Motel site, except for the Northern portion which was to be retained by Surrey Motor Hotel Limited, was sold to a company who expressed interest in comprehensive redevelopment and in the purchase of the parcel being retained by Surrey Motor Hotel Limited. That plan would have reached fruition but the principals were unable to make a satisfactory arrangement.
- (f) It became apparent at this point that it would be some time before a comprehensive plan was presented and, as Surrey Motor Hotel Limited was pressing for an answer to the subdivision application, it was agreed to separate the subdivision and zoning issues.
- (g) A letter was then drafted giving preliminary approval to the subdivision of the subject Lot 2, with the dedication of a twenty foot lane allowance along the North property line and the construction of this lane at an estimated cost of \$1,300.00. The subdivision produced a lot of approximately 129 feet in width between the new lane allowance and the existing motel buildings. This letter of preliminary approval was not forwarded because Surrey Motor Hotel Limited wrote to Council on the same day.
- (h) As regards the points raised by Surrey Motor Hotel Limited in its letter of September 24, 1968:
 - (i) the sale of the Caravan Motel resulted in the need to subdivide the unsold rear portion of the total site. Subdivision approval should actually have been obtained before the sale and the right of ownership in the rear portion was arranged.
 - (ii) the area of 160 feet by 162 feet was arranged by the applicant prior to his application to subdivide. The parcel that can be created as a result of lane requirements and the location of existing buildings is 129 feet by 162 feet.
 - (iii) the applicant is required by the Planning Department to obtain a surveyor's plan to locate the existing buildings and the zoning requirement of a twenty foot side yard for motels in order to establish the legal subdivision line.

(iv) a separate application to rezone the Northern portion had been submitted by someone else and the examination of this application, together with the McMurray area redevelopment plan, led to the lane requirement. The lane is definitely necessary for the eventual development planned for the area in order to allow Miller Avenue to be closed and a comprehensive plan to be presented for the site.

(v) It would be preferred if the total site could be developed as one unit and that subdivision to encourage piecemeal development did not take place. However, due to the arrangement made by Surrey Motor Hotel Limited prior to its application to subdivide, the Planning Department is prepared to divorce the subdivision aspect from the zoning question.

The Zoning By-law requires a lot for high rise development to have a minimum width of 120 feet and a minimum area of 18,000 square feet. The lot to be created by subdivision has a frontage of 129 feet and an area of 20,898 square feet.

(vi) the Planning Department recommends that Council take no action on the requests of Surrey Motor Hotel Limited to waive the lane requirement. If Council does this, the letter from the Approving Officer in connection with the matter will be forwarded to the applicant.

The alternative suggestion that a development permit be issued for a high rise apartment is not possible as the land is zoned for single family dwelling purposes and there is no pending rezoning application. If rezoning was to precede subdivision, it would be recommended that the lane requirement become a condition precedent.

The Council deferred consideration of the foregoing matter until later in the evening to allow the Planning Director time to prepare illustrative material relating to the subject.

(2) Claim - Wood (6780 Kitchener Street)

The following review was being provided in connection with the above matter:

- (a) In a letter dated January 29, 1968, Mr. Wood claimed an amount of \$1,000.00 for alleged flooding of his property at 6780 Kitchener Street.
- (b) The claim was investigated and the Municipal Solicitor denied liability on behalf of the Corporation.
- (c) On August 19, 1968, Mr. Wood appeared before Council for the purpose of providing particulars of his claim for damages.
- (d) The Municipal Manager submitted a comprehensive report to Council on September 9, 1968 and recommended that the rejection by the Solicitor on the grounds there was no negligence on the part of the Corporation be confirmed.
- (e) On September 16, 1968, the Council resolved to:
 - (i) reject the claim on the grounds there was no negligence on the part of the Corporation in connection with the flooding incident mentioned in the claim.

- (11) authorize the construction of a raised edge along the pavement on the South side of Kitchener Street in front of Mr. Wood's property to divert water that may flow across the street toward his driveway, because of its vulnerability to the reception of water from the street.

(f) On September 30, 1968, the Council received a further letter from Mr. Wood which was referred to the Solicitor for an opinion. This opinion is that Mr. Wood's claim has been given all the attention it deserves and, if he is not satisfied with the result, then he should take legal action against the municipality.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN MERCIER:

"That Mr. Wood provide Council with an itemized account as to the expenses incurred by him as a result of the flooding incidents in question in order that Council can determine the extent to which any compensation should be awarded, with it being understood that the foregoing request is in no way to infer that his claim will be honoured."

CARRIED UNANIMOUSLY

(3) Lane Allowance between Leibly and Malvern Avenues

The Council received a letter on June 17, 1968 from Mr. A. F. Watson, 6086 Leibly Avenue, requesting the construction of the above lane.

Following consideration of the reports submitted by the Manager after that date, the Council on August 19th directed that a By-law be prepared to close to vehicular traffic all of the lane allowance except for that part which is presently open and is serving properties.

Mr. Watson has now written, as follows:

- (a) The decision of Council to not grant the request for the construction of the lane was disappointing.
- (b) As a result, he would like clarification as to the proper description and purpose of the land that has been dedicated for lane purposes.
- (c) If it is a lane allowance, then its purpose must be for a lane, although its being closed to vehicular traffic would negate this.
- (d) If the land is not to be used for lane purposes, it should be returned to his ownership or, if this cannot be done, the allowance should be maintained as municipal property and all scrub growth controlled and the open ditch covered.
- (e) Several days have been spent attempting to maintain some control over the weeds and swamp grass but, under the present circumstances, it is not felt that this practice should be continued.

There is a sanitary sewer on the existing lane allowance and it is anticipated the allowance will be required in the future for the construction of the lane.

During consideration of the report from the Manager, uncertainty was expressed in Council as to the exact location of Mr. Watson's property. Another point was that it was not known whether he was the same gentleman who was involved in the problems that developed in connection with the lane between Leibly Avenue and Walker Avenue.

Oct/15/1968

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN LORIMER:

"That the subject matter of the report from the Manager be tabled for one week and the location of Mr. Watson's property be indicated to Council at that time so that his request can be evaluated in relation to the subject lane allowance; and further, the Municipal Engineer provide an estimate of the cost of constructing the lane allowance, if this work was to be done."

CARRIED UNANIMOUSLY

HIS WORSHIP, MAYOR EMMOTT, LEFT THE MEETING.

ACTING MAYOR MERCIER ASSUMED THE CHAIR.

(3) Mosquito Control

The Chief Public Health Inspector has indicated that, on June 28th, Okanagan Copter Sprays Limited used 200 gallons of spray for the aerial control of mosquitos harbouring on or in Burnaby Lake.

In addition, the Health Department used 100 gallons of spray in ground control.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:

"That the report of the Manager be received."

CARRIED UNANIMOUSLY

ALDERMAN BLAIR LEFT THE MEETING.

(1) Lot 2, Block 5, D.L. 32, Plan 6123 (SURREY MOTOR HOTEL LIMITED)
SUBDIVISION REFERENCE NUMBER 224/68

This subject was given further consideration by Council.

The Planning Director stated that it was premature to consider the abandonment of the portion of Miller Avenue shown on the plan but he stressed that this should be borne in mind in the deliberations given by Council at this time to the question involving the Surrey Motor Hotel Limited site.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN McLEAN:

"That the subject matter of the report from the Manager be tabled for one week in order to allow the members of Council more time to examine the matter."

CARRIED UNANIMOUSLY

HIS WORSHIP, MAYOR EMMOTT, RETURNED TO THE MEETING.

ACTING MAYOR MERCIER RESUMED HIS SEAT AS A MEMBER OF COUNCIL.

(5) Complaint - Westcott

The following is being submitted as a result of Council receiving a letter on September 30th from Mr. Westcott regarding the methods employed by the Dog Catcher in apprehending dogs:

(a) On September 18, 1968, a black labrador dog was picked up in the 6200 Block Selma Avenue and impounded.

(b) It was claimed that day by Mr. Westcott, who paid the \$10.00 fee.

- (c) the apprehension of the dog was the result of complaints being received that a large black dog was upsetting garbage cans in the area.
- (d) on September 25, 1968, two pound attendants were patrolling the area at the request of a tourist who had reported the loss of a Dobermann in the area. They observed a black labrador dog and another small dog in the 6200 Block Selma Avenue. The labrador was caught and the small dog entered the yard at 6290 Selma Avenue where a small child was playing.
- (e) one of the attendants went to the door of the house but there was no answer. The small dog was not apprehended.
- (f) the labrador was taken to the Pound and Mr. Westcott arrived and demanded its release without payment. The demand was refused because the attendant did not have the authority to act.
- (g) the owner returned the following day and the Poundkeeper released the dog without the payment of the fee. This was done without any reflection on the attendant. The dog had been on the street without supervision and was legally impounded.
- (h) the property at 6270 Selma Avenue is not fenced.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CORSBIE:

"That the report of the Manager be received and its contents be conveyed to Mr. Westcott."

CARRIED UNANIMOUSLY

ALDERMAN LORIMER LEFT THE MEETING.

(6) Western Pacific Projects Ltd., - Lakewood Village (D.L. 136)

It was being recommended that Council authorize:

- (a) the acquisition of two easements from the Lakewood Village site - one for a walkway along the Westerly side and the other to contain a watermain through the central portion of the site.
- (b) the execution of the documents attending the acquisition.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

"That the recommendations of the Manager be adopted."

CARRIED UNANIMOUSLY

(7) Tax Adjustments - Section 376 of the Municipal Act.

It was being recommended that the tax adjustments shown in the attached report from the Municipal Treasurer be approved.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN HERD:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

ALDERMAN BLAIR RETURNED TO THE MEETING.

(8) Reference Rezoning #64/68

- (i) Lots 1 and 2, Block 3, D.L. 91, Plan 2297
 - (ii) Lots 19 and 20, Block 2, D.L. 91, Plan 534
(6785 and 6745 Canada Way - Located on the Southerly side of Canada Way between Formby Street and Ulster Street)
-

The owner of the above described property has written to indicate his acceptance of a prerequisite that certain portions of his site be dedicated for the widening of Canada Way and Formby Street.

He has also noted the action of Council to establish a buffer zone between his property and adjoining ones rather than extend the lane at this location.

Mr. Porteous, the owner, has also requested that the existing lane allowance be conveyed to him in view of the aforementioned road dedications from his property.

The Planning Director has reported on the request of Mr. Porteous, as follows:

- (a) The Planning Department does not favour conveying the existing lane allowance to Mr. Porteous.
- (b) It is important to have a through lane behind the site to provide alternate vehicular access and to keep local traffic off Canada Way.
- (c) The rezoning application offers Council possibly the last opportunity to obtain the complete lane dedication and construction.
- (d) The suggestion of a buffer strip in place of the lane is reasonable in principle but has, in the past, been found to be extremely difficult to enforce.
- (e) It must be noted that the purpose of the lane is not primarily to serve as a buffer between the commercial and residential zones but, rather, to handle local traffic generated by the service station and to hold keep this traffic off Canada Way.
- (f) The lane does have the added advantage of serving as a buffer between the two zones.
- (g) Should Council decide against requiring the full lane dedication, caution should be taken to ensure the possibility of future acquisition of land for the lane. In this case, construction of the South half of the lane would be unnecessary at present but the existing allowance should be retained with future acquisition of the Northern portion of the lane in mind. If this is done, a suitable plan of development reflecting the future dedication and construction of the lane between Formby and Ulster Streets should be a prerequisite to rezoning.
- (h) The Planning Department is reaffirming the position it took in reports dated August 2, 1968 and August 30, 1968.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

"That the municipality retain the lane allowance that is the subject of the letter from Mr. Porteous and the report from the Planning Director."

CARRIED UNANIMOUSLY

(b) It was claimed that day by Mr. Mr.

(9) Reference Rezoning #80/67

Lots 1, 2 and 3, Except North 33 feet, Sketch 7739, Block 37
D.L. 151/3, Plan 2069
(6228 Willingdon Avenue, 4316 Beresford Street -- Located on the
South side of Beresford Street between Willingdon Avenue and
Cassie Avenue)

The Planning Director has submitted a further report on the above rezoning application, as follows:

- (a) The application to rezone this property for apartment purposes was considered by Council in August 1967.
- (b) It was recommended that the two lots be consolidated with the Lot 1 to the West to form an appropriate site.
- (c) The applicant made attempts to acquire the additional lot but was unsuccessful and asked that this prerequisite be waived.
- (d) Council reaffirmed its earlier decision on the matter to not waive the prerequisite.
- (e) The applicant, through an agent, has now submitted a modest Industrial proposal for his two lots. He does not feel this is the best use of the land nor does he prefer to develop it industrially. He does not have a specific use for the building nor does he have a client.
- (f) The Planning Department has again reviewed the stipulations pertaining to the acquisition of the adjacent Lot 1 and, while these three lots would make a better apartment site, there is no question that two smaller apartment blocks would be better than two marginal industrial developments which could take place under the existing zoning.
- (g) As every other lot in the block is now zoned for apartment use and as Industrial development would be incompatible with the adjacent and surrounding apartment development and in conflict with the Corporation's goals for the area, it was being recommended that Council accede to the applicant's request to waive the condition of acquiring Lot 1.
- (h) If Council concurs, it will be necessary to advance the rezoning of Lots 1 to 3, Except North 33 feet, Sketch 7739, Block 37, D.L.'s 151/3, Plan 2069 to a Public Hearing for RM3 rezoning, with the condition that Lots 2 and 3 be consolidated and that adequate storm drainage be provided.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:

"That the recommendation of the Planning Department be adopted."

CARRIED

AGAINST -- ALDERMAN MERCER

ALDERMAN LORIMER RETURNED TO THE MEETING.

(10) Group Homes

The Planning Director has reported as follows on this subject:

- (a) The first report (October 2, 1968) was prepared as a result of discussions involving the Lands, Planning and Social Service Departments with representatives of organizations wishing to establish group homes in the municipality.

- (b) As noted in that earlier report, eight children is considered to be the maximum number that can be effectively looked after by the two group home "parents". This has been confirmed in further discussions with the Social Service Department, although it was pointed out that occasions may arise when circumstances warrant the placing of more than eight children in a group home for brief periods of time. The removal of the proposed limitation would provide more flexibility in such instances.
- (c) In general, the desirable optimum figure would be maintained since the avoidance of overcrowding is an essential part of the rehabilitative programme fostered by group home development.
- (d) In view of these considerations and the controls provided by the proposed "Group Home" definition, there would seem to be little need for the specifying of the maximum number of children that could be accommodated.
- (e) It was being recommended that the following changes be made in the Zoning By-law:

(i) The addition to Section 3 of:

"Group Home" means a home, approved as a group home by the Child Welfare Division, Department of Social Welfare of the Province of British Columbia, which provides care, food and lodging for children living apart from their parents or guardians in a family type setting under the guidance and supervision of group home parents who are employed by the Social Service Department of the Corporation."

- (ii) The inclusion of group homes as a permitted use in R4, R5, and R6 Districts under Sections 104.1(3), 105.1(3), and 106.1(4), respectively.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LORIMER:

"That the recommendations of the Planning Director be adopted and his proposals be advanced to a Public Hearing."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN DAILY:

"That a Public Hearing be held on Monday, October 28, 1968 commencing at 6:30 p.m. to receive representations in connection with the subject of the previous resolution."

CARRIED UNANIMOUSLY

(11) Estimates

It was being recommended that the Municipal Engineer's Special Estimates of Work in the total amount of \$35,241.86 be approved.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN MCLEAN:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(12) Revenue and Expenditures

It was being recommended that the Municipal Treasurer's report covering Revenue and Expenditures for the period between January 1, 1968 and September 29, 1968 be approved.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:
"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(13) Street Lights

It was being recommended that the street light installations listed in the attached report from the Municipal Engineer be approved.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN DAILLY:
"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(14) Building Department

A report of the Chief Building Inspector covering the operations of his Department for the period between September 9th and October 4, 1968 was being submitted.

(15) Licence Department

A report of the Chief Licence Inspector covering the operations of his Department for the month of September, 1968 was being submitted.

(16) R.C.M.P.

A report of the R.C.M.P. covering policing of the municipality during the month of September, 1968 was being submitted.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:
"That the above three reports be received."

CARRIED UNANIMOUSLY

(17) Section 712 of the Municipal Act
SUBDIVISION REFERENCE #267/67

It was being recommended that Council waive the provisions of Section 712(1) of the Municipal Act insofar as they apply to a subdivision of Portions of Lots 3 and "A", Block 2, D.L.'s 57/58, Plan 3058.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN CORSBIE:
"That the owner of Lots 235, 237, 246, 253, 255, 261, 262, 263, 244, 238, 252, 256, 243, 247, 234, D.L.'s 57/58 be exempted from the provisions of Section 712 of the Municipal Act, R.S.B.C. 1960, Chapter 255 in respect of a subdivision of the property described as shown on a survey plan prepared by Donald S. Black, B. C. Land Surveyor and sworn the 30th day of August, 1968."

CARRIED UNANIMOUSLY

(18) Easements-(a) Lot 3, Block 2, D.L.'s 57/58, Plan 3058
(b) Lot "A", S.D. 4, Block 2, D.L.'s 57/58, Plan 3058
SUBDIVISION REFERENCE #267/67

It was being recommended that Council authorize:

- (a) the acquisition of a number of easements over portions of the above described properties.

(b) the execution of the documents attending the acquisitions.

(19) Easement - Portion of Lot "E", S.D. 1/6, Block 5, D.L. 74,
Plan 20068
SUBDIVISION REFERENCE #157/68

It was being recommended that Council authorize:

(a) The acquisition of an easement over the above described property.

(b) The execution of the documents attending the transaction.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN CORSBIE:

"That the recommendation of the Manager covering Items 18 and 19 be adopted."

CARRIED UNANIMOUSLY

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A suggestion was made that there are times when it would be helpful to Council if the Liaisons with the various departments were provided with information in addition to that conveyed by the Municipal Manager in his reports so that emphasis might be placed on the matters by the Liaisons during consideration of them in Council.

It was also suggested that there might be instances where some items could be dealt with directly by the Liaison without referring them to Council.

It was understood that each member of Council would contact the head of the department with whom he has the liaison to discuss the foregoing proposals.

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His Worship, Mayor Emmott, mentioned that, with the recent widening of Canada Way, those on that portion between Sperling Avenue and Clayton Avenue are experiencing a problem because they cannot park on the street and find it extremely hazardous to park on their property and travel from there to Canada Way due to the severe grade from their land to the highway.

He suggested that consideration should be given the matter of the municipality making some of its nearby land available for the accommodation of the vehicles belonging to the property owners involved plus their guests.

His Worship concluded by recommending that:

- (a) the Planning Department be requested to submit a report on the question of the ultimate subdivision pattern for the area bounded by Canada Way, Sperling Avenue, Claude Avenue Clayton Avenue so as to determine whether this might, when implemented, produce a solution to the problem being experienced by the property owners earlier mentioned.
- (b) the Engineering Department provide an estimate of the cost of creating a parking lot on the municipal property lying on the East side of Clayton Avenue North of Canada Way for the same persons and their guests.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN MERCIER:

"That the recommendations of the Mayor be adopted."

CARRIED UNANIMOUSLY

Alderman Blair suggested that the Industrial Collector street that has been created between Sperling Avenue and Brighton Avenue (which travels over portions of Winston Street, Government Street and land that has been acquired for road purposes) be given one name.

He suggested in that regard that it either be called Winston Street or Winston Way.

MOVED BY ALDERMAN BLAIR, SECCNDED BY ALDERMAN MERCIER:

"That the proposal advanced this evening regarding Winston Street be tabled for one week to allow all members of Council an opportunity to consider the matter."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECCNDED BY ALDERMAN DAILLY:

"That the meeting continue past the hour of 10:00 p.m."

CARRIED UNANIMOUSLY

Alderman Corsbie suggested that the Work Order covering the Maintenance Paving Programme should be amended to reflect recent decisions of Council in connection with that programme.

The Assistant Municipal Manager indicated that a report on this matter would be submitted on October 28, 1968.

Alderman Corsbie enquired as to whether any presentation would be made by the municipality to the Task Force on Housing that is appearing in Vancouver on November 8, 1968.

His Worship Mayor Emmott stated that a Brief was being prepared by himself, with the assistance of the Planning Department, in connection with the matter. He added that the deadline for the submission of such Briefs was October 26, 1968.

It was understood that Alderman Corsbie would, if he desired, submit his ideas on the question of housing to the Mayor in time for inclusion in the Brief that was being presented.

Alderman Corsbie stated that he had noted on the Agenda for the forthcoming meeting of the Greater Vancouver Regional District that the question of a Metropolitan Police Study was entered.

He enquired as to why this should receive attention at this time when there were other more pressing matters. He added that the contract with the R.C.M.P. has another eight years before it expires.

MOVED BY ALDERMAN CORSBIE, SECCNDED BY ALDERMAN HERD:

"That the Council go on record as not concurring in a proposal to have a study of the matter of establishing a Metropolitan Police Force at this time because there are many more important matters requiring the attention of the Greater Vancouver Regional District."

CARRIED UNANIMOUSLY

Oct/15/1968

Alderman Lorimer advised that the Traffic Safety Committee was meeting with the Coquitlam Council to discuss questions associated with traffic movements on and near North Road as they affect both municipalities.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN McLEAN:

"That the arrangements made by the Traffic Safety Committee, as indicated this evening by Alderman Lorimer, be approved."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN DAILLY:

"That the Committee now rise and report."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN DAILLY:

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

CARRIED UNANIMOUSLY

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BY - LAWS

Burnaby Local Improvement Financing By-law 1968, which was shown on the Agenda, was withdrawn.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

"That the Council do now resolve into a Committee of the whole to consider and report on "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 42, 1966" #4970."

CARRIED UNANIMOUSLY

This By-law provides for the following proposed rezoning:

References RZ #43/64 and 33/64

FROM RESIDENTIAL DISTRICT FIVE (R5) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT THREE (RM3)

RZ # 43/64 - Lots "A" & "B", Blk. 1, D.L.'s 121 & 187, Plan 15759

RZ # 33/64 - Lots 15 & 16, Blk. 1, D.L.'s 121 & 187, Plan 1354

(Located at the North-Easterly corner of Albert Street and Gilmore Avenue

Municipal Clerk stated that the Planning Department had indicated the prerequisites in connection with the rezoning of those properties listed under RZ #43/64 are nearly satisfied, these items being:

- (a) the consolidation of the two lots into one parcel.
- (b) the deposit of monies to cover the cost of paving the lane at the rear of the site.
- (c) the submission of an undertaking to remove the existing improvement from the two properties within six months of the rezoning being effected.

The Municipal Clerk pointed out that the rezoning proposal covered by the By-law at hand is being proceeded with in two stages. He added that, in view of this situation, it would be necessary for Council to delete from this By-law the rezoning of those properties described under RZ #33/64 in order to allow each of the proposals to advance separately.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN BLAIR:

"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 42, 1966" be amended by deleting therefrom the rezoning of Lots 15 and 16, Block 1, D.L.'s 121 & 187, Plan 1354 to Multiple Family Residential District Three (RM3)."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

"That the Committee do now rise and report the By-law complete as amended."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 42, 1966" be now read a Third Time."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

"That leave be given to introduce "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 58, 1968" #5413 and that it now be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

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

CARRIED UNANIMOUSLY

Reference RZ #33/64

FROM RESIDENTIAL DISTRICT FIVE (R5) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT THREE (RM3)

Lots 15 and 16, Block 1, D.L.'s 121 & 187, Plan 1354

(Located at the North-Easterly corner of Albert Street and Gilmore Avenue)

Municipal Clerk pointed out that this amendment covers the rezoning of the Lots 15 and 16, Block 1, D.L.'s 121 & 187, Plan 1354 which were deleted from Burnaby Zoning By-law 1965, Amendment By-law No. 42, 1966.

Oct/15/1968

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

"That the Committee do now rise and report progress on the By-law."

THE COUNCIL RECONVENED

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

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

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

"That "BURNABY STREET AND TRAFFIC BY-LAW 1961, AMENDMENT BY-LAW NO. 4, 1968" be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

"That "BURNABY STREET AND TRAFFIC BY-LAW 1961, AMENDMENT BY-LAW NO. 4, 1968" be now finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY

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