

SEPTEMBER 16, 1968

A regular meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Monday, September 16, 1968 at 7:00 p.m.

PRESENT:

Mayor A. H. Emmott in the Chair;

Aldermen Blair, Corsbie, Dailly,
Drummond, Lorimer, Mercier (7:04 p.m.)
and McLean;

ABSENT:

Alderman Herd;

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

"That the Minutes of the meetings held on August 19th and 22, 1968 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN LORIMER:

"That Alderman Herd be granted leave of absence from this meeting."

CARRIED UNANIMOUSLY

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D E L E G A T I O N

It was mentioned to Council that a representative of the Garibaldi Olympic Development Association desired an audience with Council.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

"That the delegation be heard."

CARRIED UNANIMOUSLY

No one was present on behalf of the Association so the matter of hearing the delegation was deferred until later in the evening.

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O R I G I N A L C O M M U N I C A T I O N S

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

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

CARRIED UNANIMOUSLY

The following is a synopsis of:

- (a) those letters embraced by the foregoing resolution;
- (b) the decisions of Council regarding these items and other matters that arose during consideration of the correspondence;

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Guardian Secretary, Bethel No. 7, International Order of Job's Daughters, wrote requesting permission to hold a Candy and Nut Drive between October 8th and 10, 1968 inclusive from 6:00 pm to 9:00 p.m.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN LORIMER:
"That permission be granted to the Order to conduct its campaign at the times indicated."

CARRIED UNANIMOUSLY

Guardian Secretary, Bethel No. 15, International Order of Job's Daughters, wrote requesting permission to hold a Chocolate Drive between October 1st and 3, 1968.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN LORIMER:
"That permission be granted to the Order to conduct its campaign on the dates indicated."

CARRIED UNANIMOUSLY

Secretary, Students' Council, Royal Columbian Hospital, submitted a letter requesting permission to hold a walkathon commencing at 9:30 a.m. and at 5:30 p.m. on September 21, 1968 from the Royal Columbian Hospital in New Westminster to Central Park in Burnaby.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN LORIMER:
"That permission be granted to the Students' Council of the Royal Columbian Hospital to conduct the activity mentioned in its letter at the times indicated, subject to:

- (a) The approval of the R.C.H.P.
- (b) The Provincial Department of Highways having no objection to the use of any arterial highways in Burnaby that may be involved.

CARRIED UNANIMOUSLY

Mr. Paul Waters submitted a letter requesting that Council authorize the construction of an adequate fence to separate his property from the lane which adjoins it.

His Worship, Mayor Emmott, suggested that Council should accede to the request from Mr. Waters because:

- (a) The lane is only three feet from the property of Mr. Waters, and this proximity has created a nuisance for him.
- (b) It was at the instigation of the Municipality, as a result of representations being made to Council by a number of residents in the area for such a facility, that the lane was constructed.
- (c) Mr. Waters was not involved in the action which created the lane.
- (d) The municipality had imposed an unusual set of circumstances, including some hardship, on the property owned by Mr. Waters as a result of creating the lane.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN DRUMMOND:
"That authority be granted to construct the type of fence requested by Mr. Waters, with the Engineering Department doing the work, providing Mr. Waters assumes full responsibility for the maintenance of the fence thereafter."

CARRIED UNANIMOUSLY

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Mr. F. J. Owens wrote to offer further comments in opposition to a proposal of Council to prohibit outdoor incineration of refuse.

He also suggested that Council, instead of concerning itself about the outdoor burning matter, direct its attention to a potential hazard for pedestrians endeavoring to cross Kingsway at Salisbury Avenue.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN DRUMMOND:

"That Mr. Owens be advised that his views will be brought forward when the question of outdoor burning receives further consideration by Council at its meeting on October 21, 1968."

CARRIED UNANIMOUSLY

Air Pollution Control Association submitted an invitation to attend its 1968 Annual Meeting in Vancouver on November 21st and 22, 1968.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN CORSBIE:

"That Alderman D. M. Mercier be authorized to attend the 1968 Annual Meeting of the Air Pollution Control Association on behalf of the Council."

CARRIED UNANIMOUSLY

Mr. D. A. Hogarth, O.C., Member of Parliament for New Westminster submitted a letter explaining why the Federal Government acted with haste in cancelling the Municipal Winter Works Incentive Programme.

The Honourable Allan J. MacEachen, Minister of Manpower and Immigration also submitted a letter and an accompanying copy of a press release issued by the Prime Minister on August 30th explaining why the Federal Government has cancelled the same Programme.

The Minister also mentioned that the Federal Government proposes to concentrate on retraining programmes for the Labour Force because it is felt this is a more effective alternative to providing employment than the Winter Works Incentive Programme.

A proposal was advanced in Council that the Department of Manpower should be requested to provide details of the retraining programme.

It was indicated to Council that the Winter Works Incentive Programme was the subject of a resolution that is being considered at the U.B.C.M. Convention in Vancouver this week.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN BLAIR:

"That the question of seeking information from the Department of Manpower on the retraining programme mentioned in the letter from the Minister of Manpower and Immigration be tabled until the September 23, 1968 meeting in order to await the disposition by the U.B.C.M. Convention of the resolution on the Winter Works Incentive Programme."

CARRIED UNANIMOUSLY

Executive Director, Canadian Federation of Mayors and Municipalities, submitted a circular memorandum enquiring as to whether Council wishes to have representation at the next Congress of the International Union of Local Authorities that is being held in Vienna, Austria between June 16th and June 21, 1969.

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MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:

"That the Canadian Federation of Mayors and Municipalities be advised that no member of the Burnaby Council will be attending the Congress of the International Union of Local Authorities in Vienna, Austria in 1969."

CARRIED UNANIMOUSLY

Executive Director, Canadian Federation of Mayors and Municipalities, forwarded a copy of a survey that was made by the Federation in connection with the matter of remuneration for members of Councils of municipalities in Canada having a population of thirty thousand and over.

Mr. W. C. Pilcher submitted a letter offering his opinions on the following matters:

- (a) It is unfair and discriminatory that some property owners in the municipality were, and are, required to pay for road improvements whereas, due to the Maintenance Paving Programme, others are receiving these improvements at no direct cost to them.

The ramifications of this action by Council should be investigated in order to eliminate the discriminatory elements from the policy.

- (b) The paving of Stride Avenue does not provide much benefit to those residing there; as a matter of fact, the residents now need to contend with the problems of additional volumes and attendant noise.

To compound this problem, there is a steady procession of vehicles on the Street on Sundays caused by people travelling to and from the garbage dump. Apart from the presence of these vehicles, the street is often littered with garbage that falls from the vehicles. The police should ensure that such people cover their garbage when transporting it.

- (c) The ditches on the Street are not cleaned very frequently and therefore little or no water is carried away in the ditches.
- (d) Infractions of traffic laws should be more rigidly enforced on Stride Avenue.
- (e) Another problem of noise is when a freight train or truck blasts their horn in the early hours of the morning.
- (f) It would seem that industrialization of the Stride Avenue Area is due because that area is no longer conducive to tranquil living.

The Council should endeavor to expedite this industrialization so as to provide some degree of land use stability.

During discussion on the points made by Mr. Pilcher in his letter, the following comments were expressed in Council:

- (i) In embarking upon the Maintenance Paving Programme, the subsurface of the roads were not given the same treatment that would have been accorded if the streets were to be developed as Local Improvements.

- (ii) The cost of the Maintenance Paving Programme was approximately the same as would have been necessary if the streets which were improved were to be maintained as gravelled roads.
- (iii) The curtailment of the Local Improvement Programme made it necessary for the municipality to undertake some temporary measure for improving streets.
- (iv) The work that has been done on the streets under the Maintenance Paving Programme is salvageable and therefore will not be wasted when the streets receive their ultimate treatment.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN MERCIER:

"That the letter from Mr. Pilcher be referred to His Worship, Mayor Emmott, for a reply to the points made therein."

CARRIED UNANIMOUSLY

President, Burnaby Chamber of Commerce, submitted a letter:

- (a) recommending that Council review the procedure followed by the Planning Department, when evaluating rezoning applications, of sometimes proposing a change in the original application and not always so advising the applicant before the said Department reports to Council.
- (b) suggesting that, in the future, the reports of the Planning Department on each rezoning application contain the precise wording of the applicant's original request and, if the Department is recommending a modification of the request, it be mentioned in its report that the applicant either agrees or disagrees with this proposal.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN DAILLY:

"That Council concur with the proposal from the Burnaby Chamber of Commerce and the Planning Department therefore implement the policy outlined in the letter from the Chamber respecting the procedure to be followed when dealing with rezoning applications."

CARRIED UNANIMOUSLY

A.L. & J. P. Bruce submitted a letter reviving their request for compensation resulting from ^{being} required to relocate the business which they operated at 3920 - 30 Hastings Street following the Corporation's acquisition of this property.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN LORIMER:

"That action on the matter covered in the letter from the Bruces be deferred until consideration of Item 3 of the Municipal Manager's Report later this evening."

CARRIED UNANIMOUSLY

Retail Development Co-ordinator, Home Oil Distributors Limited, submitted a letter:

- (a) outlining that which transpired before and after the Approving Officer for the Department of Highways expressed opposition to the proposed rezoning of portions of Lot 3, S.D. "D", Blocks 2/3, D.L. 2, Plan 11564 AND Lot 9, D.L. 2; Plan 26955 to permit their development by Vancouver A. & W. Drive-Ins Limited.

- (b) requesting that Council proceed with the rezoning of those properties to Service Commercial District (C4), subject to the approval of the Department of Highways, so as to allow for the development of that land in conjunction with the Service Station use of the ^{surrounding} property presently owned by Home Oil Distributors Limited.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:

"That consideration of the proposal from Home Oil Distributors Limited be deferred until later in the evening."

CARRIED UNANIMOUSLY

D E L E G A T I O N

It was drawn to the attention of Council that a spokesman for the Garibaldi Olympic Development Association was present.

Mr. John Fraser, President of the Association, then addressed Council for the purpose of:

- (a) acquainting it with the efforts which have been expended by the Association in its bid to have the 1976 Winter Olympic Games at Garibaldi Park.
- (b) requesting a contribution to help defray the expenses which have been incurred in preparing a programme designed to gain the endorsement of the Canadian Olympic Association for the selection of Garibaldi Park as the site for the Games.

Mr. Fraser made the following points in his oral presentation:

- (a) One of the first problems that had to be overcome by the Association in advancing its bid was to dispel the latent feeling that the Lower Mainland Area was only suited for summer activities.
- (b) Because Banff is universally known as a winter resort, the Association needed to compete with that area in endeavoring to convince the Canadian Olympic Association that Garibaldi Park is better than Banff for winter sports.
- (c) An economic feasibility study for the Garibaldi Park area was made, and this revealed that all participants in the Winter Olympic Games could stay within two miles of the site of the Games.
- (d) There were at first some problems of transportation for those participants but this can be resolved with little difficulty if all involved co-operate in providing adequate facilities.
- (e) The Association has been striving for eight years to prepare a bid, although its most concentrated effort has been during the past 18 months.
- (f) The Association received a \$5,000.00 contribution from the City of Vancouver approximately one year ago, and \$10,000.00 from the Provincial Government.
- (g) After proving to the Provincial Government that it would be feasible to have the Games at Garibaldi Park, that Government indicated that a further sum would be made available to the Association if adequate arrangements can be made to ensure that the Games will be held at Garibaldi Park.

- (h) The Association has received other monies from industrial and commercial concerns, but it is still approximately \$15,000.00 short of the amount required.
- (i) Once the site is selected, the Federal Government will assume the cost of development for the Games.
- (j) Though the City of Vancouver will be the official host for the 1976 Winter Olympic Games, all other municipalities in the Lower Mainland and Fraser Valley should be expected to assume some financial responsibility because of the benefit which should accrue from the publicity that is received.
- (k) The Games are anticipated to cost \$30,000,000.00, with 60% of this being assumed by the Federal Government and the remaining 40% by the Provincial Government.
- (l) Ten thousand beds must be made available for those participating in the Games.
- (m) The ice rink which is intended to be built will be in a transportable form so that it can be used later in other locales.
- (n) Only two other countries in the world are submitting bids for the Games; one is Sweden and the other is the United States.

In both cases, they have what is known as "split venues", which is always a handicap because of the problems in concentrating all the activities and facilities within a relatively small area.

in the case of the United States, that Country has already had two Winter Olympics and therefore it seems likely preference would be shown another country for the 1976 Games.

- (o) All facilities, other than that required for the Games themselves, will be located outside the confines of Garibaldi Park.
- (p) The use of some of the facilities for the Games will need to be perpetuated because of their value for ordinary winter events.
- (q) The Provincial Government has indicated that it will spend approximately 11,000,000.00 in improving the road between Squamish and Whistler Mountain because of the anticipated use it will receive during the Games.

Other facilities will likely be provided by that Government to accommodate those desiring to attend the Games.

- (r) Every attempt will be made to avoid the possibility of promoters speculating on land values in the area peripheral to Garibaldi Park.

HIS WORSHIP, MAYOR EMMOTT, recommended that Council grant the Garibaldi Olympic Development Association the sum of \$1,000.00 to help that body defray the expenses which have been incurred in preparing a programme designed to gain the endorsement of the Canadian Olympic Association for the selection of Garibaldi Park as the site for the 1976 Winter Olympic Games.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN LORIMER:
"That the recommendation of the Mayor be adopted."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

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

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CARRIED UNANIMOUSLY

TABLED MATTER

The following matter was then lifted from the table:

Claim from Mr. A. Wood of 6780 Kitchener Street re; flooding damages

The report of the Municipal Manager on this matter, which was received by Council on September 9, 1968, was brought forward.

(Details of that report will be found in the Minutes of the September 9th meeting)

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN CORSBIE:

"That Council concur with the conclusions in the report of the Municipal Manager which was submitted to Council on September 9, 1968 that the claim from Mr. Wood be rejected on the grounds there was no negligence on the part of the Corporation in connection with the flooding incidents mentioned in Mr. Wood's presentation; and further, authority be granted to construct 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, with it being understood that this action in no way is intended to imply that the municipality is admitting liability for the flooding damages which allegedly occurred to Mr. Wood's property."

CARRIED UNANIMOUSLY

The Council also asked the Engineering Department, in the course of its regular maintenance programme, to continue to give the two catchbasins on Kitchener Street in front of Mr. Wood's property normal attention in order to mitigate the possible recurrence of flooding in the future.

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MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN MERCIER:

"That Mayor A. H. Emmott and Aldermen Drummond and McLean be appointed as a Court of Revision to revise and correct the List of Electors for 1968-69, with the Mayor acting as Chairman; and further, that the first sitting of the Court be held on Friday, November 1, 1968 commencing at 10:00 a.m."

CARRIED UNANIMOUSLY

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R E P O R T S

HOUSING COMMITTEE submitted a report dealing with a Public Housing Scheme for a site on Stratford Avenue known as Burnaby F.P. 1.A.

The following is the substance of that report:

- (1) As a result of re-assessing the plan for the development of the site in question, it was determined that it is best suited for use as a Senior Citizen's Housing Project because of the need for such facilities in the Northern part of the municipality and the interest being shown in the site for such use.
- (2) Alternative forms of development for the site, which would satisfy the requirements of the Senior Governments as regards Public Housing Projects, were considered but were not felt to be compatible with the single family character of the adjacent area.

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- (3) Attributes of the site which make it eminently suitable for a Senior Citizen's Housing Project are its proximity to Hastings Street and adequate shopping and transportation facilities.
- (4) The site, if developed fully, would accommodate approximately 115 duplex cottage units for Senior Citizens, each of which is estimated would cost between \$8,000.00 and \$9,000.00

The Committee concluded by recommending that the site in question, Burnaby F.P. 1A (Stratford Avenue), be:

- (a) Withdrawn for development as a Public Housing Project under Section 35(A) of the National Housing Act.
- (b) Approved for use as a Senior Citizen's Housing Project.

MOVED BY ALDERMAN HERCIER, SECONDED BY ALDERMAN BLAIR:
"That the recommendations of the Committee be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN DRUMMOND:
"That the Housing Committee prepare the basic data required to advance the development of Site F.P. 1A, (Stratford Avenue) for use by Senior Citizens, with it being understood that this information will form the basis of the application which is made to the Senior Governments for the development."

CARRIED UNANIMOUSLY

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HOUSING COMMITTEE submitted a report on a proposed Land Assembly Scheme involving property on Moscrop Street between Willingdon Avenue and Royal Oak Avenue advising that the application for this project, which was prepared by the Planning Department, has been examined.

The Committee indicated that this application reflects its intention and therefore it was being recommended that Council submit the application to the Provincial Government for the development of the Land Assembly Scheme under the appropriate provisions of the National Housing Act.

MOVED BY ALDERMAN CORSDIE, SECONDED BY ALDERMAN DAILLY:
"That the recommendation 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 (12), recommending the courses of action indicated for the reasons provided:

(1) 4200 Block Phillips Avenue

Because investigation revealed the justification for such action, it was being recommended that parking be prohibited along the West side of Phillips Avenue from the right-of-way of the Great Northern Railway to a point thirty feet North of the North driveway to 4255 Phillips Avenue.

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

CARRIED UNANIMOUSLY

(2) Local Residential Streets

Consideration was given suggestions that the speed limit on local residential streets be reduced to 20 m.p.h. and/or cement barricades erected on them as a means of deterring through traffic.

The following was being offered on the suggestions:

- (a) The reason for the 30 m.p.h. speed limit is that it has been found to be the most practical and acceptable one to use.
- (b) To reduce this limit to 20 m.p.h. would, in all probability, not change the present driving habits of most motorists - it would only increase the number of violators.
- (c) Barricades should only be erected after an extensive investigation confirms that this is the proper course of action for the control of traffic movements in general.

Excellent examples of this are the barricading measures which were instituted in the Sullivan Heights and East Burnaby areas earlier this year.

It was being recommended that, in view of the conclusions set out above, Council not support a policy to erect barricades and/or institute 20 m.p.h. speed limits on streets to curtail minor undesirable traffic movements in any area.

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

CARRIED UNANIMOUSLY

HIS WORSHIP, MAYOR ENMOTT, LEFT THE MEETING.

ACTING MAYOR, D. H. MERCIER, ASSUMED THE CHAIR.

(3) Kingsway Parking Regulations

As requested by Council, consideration was given a suggestion that the parking prohibition between 4:00 p.m. and 6:00 p.m. on the North side of Kingsway from:

- (a) Smith Avenue to Inman Avenue
- (b) Patterson Avenue to Edmonds Street

only apply between Monday and Friday inclusive.

As a result of this consideration, the following is being offered:

- (a) the parking restriction is justified every day of the week because traffic volumes dictate this course of action.
- (b) the existence of the prohibition on Saturdays and Sundays should not cause motorists wishing to park very much inconvenience.
- (c) Kingsway, like Canada Way, is intended to be used for moving traffic.
- (d) the curb lane can be used by transit vehicles, who find it far easier to maintain schedules if that lane is free from parked vehicles.

- (e) when the Junior Amateur Sports Stadium opens in Central Park, this will substantially increase the volume of traffic on Kingsway on the weekends.
- (f) In addition to providing a route for the free movement of traffic, the parking restriction should stimulate consideration of the question of off-street parking facilities being provided.

In view of the foregoing, Council was urged to proceed with the institution of the parking restriction originally recommended.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN McLEAN:
"That Council concur with the views of the Committee."

CARRIED UNANIMOUSLY

(4) Canada Way

It was indicated in a previous report to Council that the part-time parking prohibition on Canada Way between Smith Avenue and Boundary Road should be instituted, on a full-time basis, within six months.

It has since been determined that the effective date of that full-time parking regulation should be January 1, 1969.

If Council agrees, an appropriate amendment to the Street and Traffic By-law will be presented for passage.

The reason for reporting this proposal at this time is that a Public Notice is to be inserted indicating the parking regulations which are to be introduced on both Kingsway and on Canada Way and it was necessary to ensure that the proposal regarding the effective date of the parking prohibition on Canada Way received the approval of Council first.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:
"That Council concur with the effective date of the full-time parking prohibition for Canada Way between Smith Avenue and Boundary Road, as indicated in the report of the Committee."

CARRIED UNANIMOUSLY

(5) Lane Adjacent to Avondale Park

It was being recommended that Council authorize the erection of standard playground signs, with attached 15 m.p.h. tabs, at either end of that part of the lane adjacent to Avondale Park lying between the Park and Curle Avenue because the allowance of this "lane" exceeds 20 feet in width and therefore the legal speed limit is 30 m.p.h.

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

CARRIED UNANIMOUSLY

(6) Parker Street and Springer Avenue

A request was received that the stop sign on Springer Avenue at Parker Street be made more readily known to motorists.

The intersection was inspected to determine whether there were any irregularities in the type of traffic control device mentioned.

This revealed that:

- (a) the stop signs on Springer Avenue at Parker Street for both the Northbound and Southbound movements are clearly visible for a distance of more than one block.
- (b) "Stop" lines were painted at the intersection but the one on the South side had been covered by a pavement patch.

The lines will be repainted when Springer Avenue is again centre-lined, which should be shortly.

In any event, it has been found that most of these lines, which are intended as a supplement to the stop sign, are normally indistinguishable until a motorist is almost upon them.

The defensive driving philosophy is strongly supported by the Committee and, if the motorist who made the request felt the same way, he likely would have come to a full stop on Springer Avenue at Parker Street, as is required by virtue of the stop signs there.

It was being recommended that no action be taken on the request recited above.

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

CARRIED UNANIMOUSLY

ALDERMAN DRUMMOND LEFT THE MEETING.

(7) Sixth Street and Edmonds Street

A request was received for traffic control devices at the captioned intersection.

An investigation was made and the following is being offered as a result:

- (a) Previous requests for marked crosswalks at the intersection have been denied because it was felt they would be extremely hazardous due to the:
 - (i) heavy traffic volumes on the Western leg of Edmonds Street and the Southern leg of Sixth Street;
 - (ii) frequent presence of parked vehicles near the intersection;
 - (iii) the degree of the curve of the intersection.
- (b) It has been found that a pedestrian is normally more cautious when endeavouring to cross a street in an unmarked crosswalk.
- (c) There has never been a recorded pedestrian accident at the intersection in the last seven years.
- (d) As it was felt that speed could be a factor in the safe negotiation of the curve, it was determined that the speed limit for this safe negotiation is 20 m.p.h.

The standard advance curve sign, with an advisory 20 m.p.h. tab, was posted at both approaches to the curve of the intersection.

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- (e) The matter of installing a traffic signal was examined, and this revealed that warrants for such an installation were not met.
- (f) The parking situation at the Southwest corner of the intersection does contribute to a degree to sight distance problems. However, the 60 feet of curb in front of the store at that corner is the only curb space available for parking on that side of Sixth Street between 19th Avenue and Edmonds Street. The remaining curb space is occupied by vehicle crossings and a bus zone.

As the store there does not have space for off-street parking facilities and as there is no evidence indicating that parking in front of the store has contributed to accidents, there is no justification for prohibiting parking there.

- (g) The Intersection not only fails to meet the warrants for a traffic signal but, because of its geometrics, it would be extremely hazardous to both vehicular and pedestrian traffic if pedestrian crossings were encouraged by marked crosswalks.

It was therefore being recommended that no action be taken on the questions of either installing a traffic signal or marked crosswalks at Sixth Street and Edmonds Street.

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

CARRIED UNANIMOUSLY

- (8) (a) Elwell Street and Mary Avenue
(b) Elwell Street and Acacia Avenue

As a result of receiving a request for stop signs on both Mary Avenue and Acacia Avenue at Elwell Street, it was determined that there was no justification for such installations because:

- (a) both of the intersections are "T" ones and all of the streets carry light volumes of traffic.
- (b) there has never been an accident at either of the intersections during the last seven years, except for a vehicle that went out of control in 1961 at Elwell Street and Mary Avenue.
- (c) the fact the intersection is a "T" type is in itself a safety factor.

It was being recommended that no action be taken on the request for stop signs at the two intersections due to the lack of warrants.

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

CARRIED UNANIMOUSLY

- (9) 14th and 15th Avenues near Sixteenth Street

A request was received for measures on the captioned Avenues to make it safer for pedestrian traffic.

Investigation disclosed that these two Avenues near Sixteenth Street lie within the new Stride Avenue Industrial Area, which is closed to the public.

The streets in question have been cancelled and are therefore no longer public rights-of-way.

In view of that, it was being urged that the parents of the children who have been using the former allowances of 14th and 15th Avenues near Sixteenth Street instruct their children to not trespass in the area.

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

CARRIED UNANIMOUSLY

ALDERMAN DRUMMOND RETURNED TO THE MEETING.

HIS WORSHIP, MAYOR ENMOTT, RETURNED TO THE MEETING AND RESUMED THE CHAIR.

ACTING MAYOR MERCIER RETURNED TO HIS SEAT AS A MEMBER OF COUNCIL.

(10) Safety Signs

A request was received for special signs to protect children with certain disabilities, such as deafness, from vehicular traffic movements.

The following was being offered as a result of considering this request:

- (a) Although the Committee can most certainly sympathize with the concern of persons having such children, it is felt that any signing such as that suggested would have little effect on the motoring public for long.
- (b) If special signs were erected in the area from which the suggestion emanated, it would establish a precedent for the same type of signing in other areas where there were handicapped children.
- (c) The children in the municipality suffering from various disabilities, such as deafness and blindness, are scattered throughout, and therefore the municipality would need to install signs in a hundred or more locations if Council established a policy of erecting such signs.
- (d) If the signs were erected, the families of the handicapped children move without the knowledge of the municipality and therefore the signs would become redundant.
- (e) There is no doubt a hazard to handicapped children when confronted with vehicular traffic, but this is a constant problem wherever they may be; therefore, even if signs were erected on the street(s) where the children live, this would only suffice for that street and not other ones where the children may travel.
- (f) As Council is aware, blind people have a red and white cane to identify them.
- (g) Parents who have deaf children should perhaps use some kind of distinctive clothing for them in order to provide a greater degree of safety.

- (h) Such an arrangement would be far more successful if it were universally accepted and well publicized. The results of the "red and white cane" device for blind people is a good example of that.

It was being recommended, in conclusion, that no action be taken to provide the type of special signing requested but that some attempt be made to institute the proposal recited above regarding deaf children wearing distinctive clothing to identify them.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:
"That the appropriate agency involved with deaf people be requested to embark on a programme designed to encourage the use of distinctive clothing by deaf persons, as proposed in the report of the Traffic Safety Committee."

CARRIED UNANIMOUSLY

(11) Pender Street between Boundary Road and Willingdon Avenue

As a result of investigating a request for a stop sign on Madison Avenue at Pender Street, an investigation was made of the traffic situation on Pender Street between Boundary Road and Willingdon Avenue to determine whether some form of control would better suit its existing function.

It was concluded that Pender Street between:

- (a) Boundary Road and Gilmore Avenue,
- (b) Gilmore Avenue and Willingdon Avenue,

should be classified as a through street, and it was being so recommended.

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

CARRIED UNANIMOUSLY

*

A brief discussion took place with regard to a serious traffic problem in front of, and near, the Government Liquor Store at 4552 Hastings Street.

It was pointed out that there is often a congestive condition there because of the heavy volumes of traffic that is either parking, deparking or moving directly along the Street.

It was contended that this condition is caused, in large measure, by the fact the Provincial Government has not provided off-street parking facilities for those patronizing the Liquor Store.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN CORSBIE:
"That the Provincial Government be requested to give favourable consideration to the matter of providing off-street parking facilities for those patronizing the Liquor Store at 4552 Hastings Street so as to minimize the congestive conditions on that Street, with it being drawn to the attention of the Government that development of commercial and other premises in the municipality are required to provide such facilities according to the ratios prescribed in the Zoning By-law for these various types of development."

CARRIED UNANIMOUSLY

*

(12) Section 13(5) of the Street and Traffic By-law

The question of amending the above Subsection of the Street and Traffic By-law was reviewed in the light of a suggestion from Council that perhaps seven thousand pounds might be an appropriate weight limitation rather than the six thousand pounds gross vehicle weight recommended earlier by the Committee.

The following is being offered as a result of this review:

- (a) For 25 years, the term "one-half ton carrying capacity" was an acceptable way to describe the type of vehicle that was considered should be prohibited from parking for more than two hours between 1:00 a.m. and 6:00 a.m. on any street.
- (b) In recent years, the gross vehicle weight has been judged as being a better criterion for determining weight limitations that are intended to be governed by traffic regulations.
- (c) The proposed regulation:
 - (i) would be more or less consistent with that in effect in other Lower Mainland municipalities.
 - (ii) will allow for realistic enforcement.
 - (iii) is extensive enough to permit the parking of some classes of commercial vehicles that are not regarded as types that cause a nuisance.
- (d) The Municipal Solicitor has indicated the proposal of the Committee is reasonable.

It was being recommended that, in view of the foregoing, Council change the term "one-half ton carrying capacity" under Section 13(5) of the Street and Traffic By-law to "6,000 pounds gross vehicle weight".

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

CARRIED

AGAINST -- ALDERMEN BLAIR AND
DUNHON

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

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN BLAIR:
"That this proposal be referred to the Traffic Safety Committee for investigation and report."

CARRIED UNANIMOUSLY

ALDERMAN LORIMER LEFT THE MEETING.

MUNICIPAL MANAGER submitted Report No. 58, 1968 on the matters listed below as Items (1) to (13), either providing the information shown or recommending the courses of action indicated for the reasons given:

(1) Portions of Braemar Avenue and Stanley Street - Stage 2B of the Buckingham Heights Subdivision

It was recommended that Council pass a By-law to abandon portions of the above streets so as to permit a subdivision of lands in Stage 2B of the Buckingham Heights Subdivision to proceed.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN McLEAN:

"That the report of the Manager be received and the By-law mentioned by him be prepared for the consideration of Council."

CARRIED UNANIMOUSLY

(2) Sanitary Sewer Extension - Burnfield Crescent
SUBDIVISION REFERENCE NO. 213/68

It was recommended that the sanitary sewer be extended to serve property to be created by the subdivision indicated in caption.

The Assistant Municipal Manager stated that this item should be withdrawn.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DRUMMOND:

"That Item (2) of the Municipal Manager's Report No. 58, 1968 be returned to him."

CARRIED UNANIMOUSLY

(3) 3928 - 30 Hastings Street (BRUCE)
HASTINGS STREET REDEVELOPMENT PROJECT NO. 1

(The letter from A. L. & J. P. Bruce in connection with the subject of this report, which was received earlier in the meeting, was brought forward)

This matter was last reported to Council on March 20, 1967 when a similar request was received from the Bruces.

The Council, at that time, resolved to advise the Bruces that their request for reimbursement would not be entertained because of that which transpired in 1966 relative to the matter.

It has since been determined that officials of the Central Mortgage and Housing Authority (which is the agency involved in the matter) are not aware of any changes in the methods employed for compensating persons whose properties were acquired for the widening of the 3900 and 4000 blocks Hastings Street and the redevelopment of land abutting these two blocks.

The Bruces executed a Release on November 5, 1966 which absolved the Corporation from any and all further claims, demands or damages that may arise in connection with the acquisition by the Corporation of the property at 3928 - 30 Hastings Street.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

"That Council re-affirm its decision of March 20, 1967 to not accede to the request of the Bruces for the same reasons that were given then and because of that reported this evening by the Municipal Manager."

CARRIED UNANIMOUSLY

*

It was mentioned that a tenant in a building on a property on Hastings Street which the Corporation recently expropriated had never received an indication that the owner of the property had been served by the Corporation with a Notice to Vacate the premises.

It was pointed out to Council that the service of such Notices upon the owner of the property involved in expropriation is all that is required by law and it is presumed the owner, in turn, notifies his tenants of the terms of the Notice.

It was suggested that consideration should be given the following when dealing with the matter of serving Notices to Vacate in the future:

- (a) that tenants in buildings on properties that have been expropriated be also served with an indication of the terms of the Notice, and/or
- (b) in the Notice that is served upon the owner of such property, it be mentioned that he is expected to notify his tenants of the terms in the Notice.

It was understood by Council that the foregoing suggestions would be taken under advisement and an indication provided as to whether one or both of the proposals had merit.

*

(4) Dog Pound

In the report submitted to Council on August 5, 1968 relative to the question of selecting a site for a new Animal Shelter, three sites at the following locations were offered:

- (a) Immediately South of the Sewage Pumping Station on Sperling Avenue
- (b) North or West, or North and West, of the Sewage Pumping Station
- (c) The corner of Darnley Street and Horland Avenue.

The Corporation owns all of these sites and there is no servicing problems insofar as sewer and water are concerned.

The estimated costs of constructing the Animal Shelter on each of the three sites are:

(a) Site A - the accommodation for the Pound	- \$9,500.00
- the Office Section	- 5,500.00
- the Caretaker's suite over the Office Section	- 6,000.00
- the development of the Yard	- 3,000.00
TOTAL	<u>\$24,000.00</u>

(b) Site B - the same amount plus \$3,000.00 for piling and grade beam foundation	
TOTAL	<u>\$27,000.00</u>

(c) Site C - the same as Site B

The character of the operation of an Animal Shelter is most difficult to relate to surrounding uses. Despite the necessity of the facility, almost any site selected is likely to arouse opposition.

After careful consideration and, in the interest of an early decision on the question of a site, it was being recommended that:

- (a) The Darnley-Norland site be selected for the new Animal Shelter.
- (b) The necessary rezoning procedures to accommodate this development be initiated as soon as possible.
- (c) Plans for building the Animal Shelter on the site recommended be designed.

ALDERMAN LORIHIER RETURNED TO THE MEETING.

*

During consideration of the report from the Manager, a proposal was advanced that the area North-East of the Sewage Pumping Station on Sperling Avenue be selected as the site for the Animal Shelter.

The proponents of this site contended that the presence of the Animal Shelter would not adversely affect the development of nearby lands for parks and/or recreational purposes.

The Planning Director mentioned that his Department had provided the Municipal Manager with a report in connection with the establishment of an Animal Shelter, which Council apparently did not receive.

The following two questions, which relate to the Darnley-Norland site, were asked:

- (i) How many homes are presently near this site?
- (ii) How far will they be from the Animal Shelter, if it is located on that site?

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CORSBIE:

"That:

- (a) The Parks and Recreation Commission be asked to offer its opinion on the question of whether the establishment of an Animal Shelter North-East of the Sewage Pumping Station on Sperling Avenue would have any detrimental effect on existing and proposed parks and/or recreational developments in that area.
- (b) The Planning Department provide Council with the information contained in the report alluded to this evening by the Planning Director, and also provide answers to the two questions that arose in connection with the Darnley-Norland site, as detailed above."

CARRIED UNANIMOUSLY

(5) Parking (Brown)

Mr. Tom Gordon Brown is a paraplegic and operates a car with special attachments. Because of this, he must park his vehicle with its left side adjacent to the curb side of the road in front of his property at 5749 Pioneer Avenue.

This is contrary to the Motor Vehicle Act, which requires that a driver park on the right side of a roadway with the right wheels parallel to that side.

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However, Section 181 of the Motor Vehicle Act indicates that an exemption from this requirement respecting parking of vehicles can be granted by a municipality.

It was being recommended that Council, acting pursuant to the provisions of Section 181 of the Motor Vehicle Act, permit Mr. Tom Gordon Brown to park his specially-equipped 1957 Chevrolet, which is blue in colour with a white top and bears a 1963 British Columbia License Number 396-516, on the road in front of his home at 5749 Pioneer Avenue in contravention of the said Section of the Act mentioned.

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

CARRIED UNANIMOUSLY

(6) Estimates

It was recommended that the Special Estimates of Work prepared by the Municipal Engineer, which total \$309,380.00, be approved.

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

CARRIED UNANIMOUSLY

(7) Revenue & Expenditures

It was recommended that the expenditures indicated in the Report of the Municipal Treasurer covering the period between January 1, 1968 and September 1, 1968 be approved.

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

*

CARRIED UNANIMOUSLY

ALDERMAN CORSBIE stated that he believed the Public Relations part of the Budget does not correctly portray the exact state of that account.

The Municipal Treasurer was asked to examine the matter for the purpose of determining whether there was a mistake and, if so, to correct it.

*

(8) Monthly Report from Building Department

A report from the Chief Building Inspector covering the operations of his Department for the period between August 12th and September 6th, 1968 was being submitted.

(9) Monthly Report of Fire Department

A report of the Fire Chief covering the activities of his Department during the month of August, 1968 was being submitted.

(10) Monthly Report of Licence Department

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

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MOVED BY ALDERMAN HERCIER, SECONDED BY ALDERMAN BLAIR:
"That the above three reports be received."

CARRIED UNANIMOUSLY

(11) National Recreation and Parks Association Congress

The Parks and Recreation Commission has approved the attendance of Commissioners Stewart, Lawson, Hull, Pride and Corsbie at the above Congress in Seattle, Washington between October 13th and 17, 1968, and wishes Council authorization.

The following are the estimated expenditures in regard to the matter:

(a) transportation -	5 x \$10.00	= \$ 50.00
(b) registration -	5 x \$30.00	= \$ 150.00
(c) expenses -	5 x \$45.00 per day for 6 days	= <u>\$ 1,350.00</u>
TOTAL		<u>\$1,550.00</u>

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN LORIMER:
"That authority be granted to the five Parks Commissioners mentioned in the report to attend the National Recreation and Parks Association Congress in Seattle, Washington between October 13th and 17, 1968 on the basis indicated in the report."

CARRIED

AGAINST -- ALDERMAN HERCIER

(12) Rezoning Application #145/66
Lot 60, D.L.'s 15173, Plan 26311 (UNION OIL COMPANY OF CANADA LTD.)

The Planning Department has reported as follows on the proposed development of Union Oil Company of Canada Ltd. for the captioned property:

- (a) After the Public Hearing on a proposal to rezone the property from General Commercial District (C3) to Manufacturing District (M1), several meetings have been held with the Company.
- (b) The Amendment to the Zoning By-law that would have effected the rezoning has not been advanced because of a request of the Company for a deferment on the matter.
- (c) An attempt has been made by the Planning Department, in discussing the proposal of the Company with its representatives, to achieve the best possible development for the site which would be consistent with the broad land use policies that Council has adopted for the area.
- (d) A plan submitted by the Company has been examined by the Planning Department and, with the alterations shown in red, it is probably the best the municipality can hope to achieve. This plan overcomes some of the earlier objections of the Planning Department in that the service bays are now entered from the rear and the two buildings now have similar exterior finishes and roof lines. Attempts have been made to improve the siting and alignment of the buildings but the shape and size of the units restrict this to some degree.

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- (e) If Council wishes to allow the development of the Company, the plan referred to, with the modifications shown in red, would be acceptable to the Planning Department.

*

The Planning Director was in attendance and displayed and explained the Plan mentioned in the report of the Manager.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN MERCIER:

"That the report of the Manager plus the explanations provided this evening by the Planning Director be received and the Amendment to the Zoning By-law covering the rezoning of the property covered by the report from C3 to M1 be presented later in the evening for consideration."

CARRIED UNANIMOUSLY

(13)

(a) International Conference on Assessment Administration

(b) Department Head Workshop Seminar

It was recommended that the Municipal Assessor, Mr. N. J. Goode, be authorized to attend:

- (a) The International Conference on Assessment Administration, which is sponsored by the International Association of Assessing Officers, in St. Louis, Missouri between October 14th and 18, 1968.

- (b) A Seminar being sponsored by the American Management Association in Los Angeles, California between October 9th and 11, 1968.

The approximate cost of Mr. Goode attending both the Conference and the Seminar will be \$730.00.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN MERCIER:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

*

ALDERMAN CORSBIE advised that the Grants Committee had received the financial information respecting the operations of the North Burnaby Little League that Council indicated it desired when dealing with an application of the League for a grant.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN DRUMMOND:

"That a grant in the amount of \$1,000.00 be made to the North Burnaby Little League for the purpose indicated when that Organization made its presentation to Council."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CORSBIE:

"That the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CORSBIE:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN BLAIR:

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

CARRIED UNANIMOUSLY

ALDERMAN McLEAN reported verbally on the question of rail service to Roberts Bank advising that several meetings have been held by the Lower Mainland Regional Planning Board and other parties interested in the proposal.

He pointed out that forty briefs in opposition to the route that has been selected have been received.

Alderman McLean also stated that he was given to understand the B. C. Hydro and Power Authority professed ignorance of any regional considerations relating to the rail route, as advocated by the Lower Mainland Regional Planning Board.

He also commented that it appears both the Canadian National Railways and the Canadian Pacific Railways are attempting to extend their systems irrespective of land use planning schemes that have been developed by the Board.

He mentioned that the Board has written to the Federal Government to express concern regarding the route that has been chosen.

Alderman McLean also indicated that, despite being sent an invitation, representatives of the B. C. Hydro and Power Authority failed to attend a meeting that was called by the Lower Mainland Regional Planning Board in Richmond.

He offered the opinion that the only reason for the alignment selected by the Authority was to satisfy the requirements of the railway systems involved.

He concluded by indicating that the Provincial Government could halt the present route selection proposal if it desired.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DRUMMOND:

"That Council endorse the stand which has been taken by the Lower Mainland Regional Planning Board in opposing the plan of the B. C. Hydro and Power Authority to construct a railway route from Masqui to Roberts Bank on the alignment that has been indicated by the Authority; and further, the Board be requested to use its full endeavours to convince the authorities concerned that the plan of the B. C. Hydro and Power Authority is not in the best interests of the public."

CARRIED UNANIMOUSLY

*

The question of considering a request from Home Oil Distributors Limited that Council proceed with the rezoning of portions of Lot 3, S.D. "D", Blocks 2/3, D.L. 2, Plan 11564 and Lot 9, D.L. 2, Plan 26955 to Service Commercial District (C4), which was the subject of a letter from the Company received earlier in the evening, was returned for further consideration.

Municipal Manager read a report he had received from the Planning Department on the request from Home Oil Distributors Limited in which it was asked that Council defer consideration of the matter in order to permit the Department ample opportunity to fully examine the proposal.

It was drawn to the attention of Council that Mr. J. W. Melville, Retail Development Co-Ordinator for Home Oil Distributors Limited, was present and wished an audience.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:

"That Mr. Melville be heard."

CARRIED UNANIMOUSLY

Mr. Melville stated that he appreciated the position of the Planning Department in connection with the matter at hand and therefore had no objection to the request of his Company being deferred for one week.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:
"That the request from Home Oil Distributors Limited, as detailed above, be tabled for one week."

CARRIED UNANIMOUSLY

*

BY - LAWS

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That leave be given to introduce:

"BURNABY ROAD CLOSING BY-LAW NO. 6, 1968" #5405

"BURNABY EXPROPRIATION BY-LAW NO. 7, 1968" #5406

and that they now be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That the By-laws 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-laws."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

"That:

"BURNABY ROAD CLOSING BY-LAW NO. 6, 1968"

"BURNABY EXPROPRIATION BY-LAW NO. 7, 1968"

be now read a Third Time."

CARRIED UNANIMOUSLY

*

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

"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. 39, 1968" #5372

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 30, 1968" #5363

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 12, 1967" #5069

"BURNABY STREET AND TRAFFIC BY-LAW 1961, AMENDMENT BY-LAW NO. 2, 1968" #5389."

CARRIED UNANIMOUSLY

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BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 39, 1968 provides for the following proposed rezoning:

Reference RZ #55/68

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

Lots 14A $\frac{1}{2}$, 14E $\frac{1}{2}$, 15W $\frac{1}{2}$, 15E $\frac{1}{2}$, 16W $\frac{1}{2}$ and 16E $\frac{1}{2}$, Block 37,
D.L.'s 151/3, Plan 2069

(6426 - 6458 Willingdon Avenue and 6425 - 6457 Cassie Avenue,
Located between Willingdon Avenue and Cassie Avenue from a
point 132 feet North of Maywood Street, Northward a distance
of 198 feet)

Municipal Clerk stated that the Planning Department has reported that the satisfaction of all the prerequisites established by Council in connection with this rezoning proposal were nearing completion.

He added that the Department was suggesting that the By-law be given its Third Reading, with Final Adoption to await the complete satisfaction of the prerequisites.

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 30, 1968 provides for the following proposed rezoning:

Reference RZ #70/68

(a) FROM RESIDENTIAL DISTRICT ONE (R1) TO PARKING DISTRICT (P8)

(b) FROM MANUFACTURING DISTRICT (M1) TO GENERAL INDUSTRIAL DISTRICT (M2)

- (a) Portion of Lot 32, D.L. 40, Plan 28710 (FROM R1 TO P8)
(b) Lot 33, D.L. 40, Plan 28710 (FROM M1 TO M2)

(3625 Brighton Avenue - Located on the South-West corner of
Government Street and Brighton Avenue)

Municipal Clerk stated that the Planning Department had indicated that this By-law could be advanced for further readings because there are no prerequisites.

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 12, 1967 provides for the following proposed rezoning:

Reference RZ # 136/66

FROM MANUFACTURING DISTRICT (M1) AND RESIDENTIAL DISTRICT FIVE (R5)
TO SERVICE COMMERCIAL DISTRICT (C4)

Lot "B", except Sketch 12387, S.D. 4, Block 3, D.L. 120, Plan 9309

(The subject property is located on the South side of Douglas Road at the intersection of that street and the extension of Halifax Street)

Municipal Clerk stated that the Planning Department has reported that the prerequisite established by Council in connection with this rezoning proposal has not yet been satisfied, although an undertaking has been received that this will occur.

He added that the Department felt the undertaking was sufficient to justify the By-law receiving its Third Reading, with Final Adoption to await the complete satisfaction of the prerequisite.

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MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

"That:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 39, 1968"

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 30, 1968"

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 12, 1967"

"BURNABY STREET AND TRAFFIC BY-LAW 1961, AMENDMENT BY-LAW NO. 2, 1968"
be now read a Third Time."

CARRIED UNANIMOUSLY

*

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CORSBIE:

"That:

"BURNABY LIQUOR LICENSE TAXATION BY-LAW 1957, REPEAL BY-LAW 1968" #5399

"BURNABY ROAD ACQUISITION AND DEDICATION BY-LAW NO. 10, 1968" #5404

be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CORSBIE:

"That:

"BURNABY LIQUOR LICENSE TAXATION BY-LAW 1957, REPEAL BY-LAW 1968"

"BURNABY ROAD ACQUISITION AND DEDICATION BY-LAW NO. 10, 1968"

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

CARRIED UNANIMOUSLY

*

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

"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. 49, 1968" #5382."

CARRIED UNANIMOUSLY

This By-law provides for the following proposed rezoning:

Reference RZ #73/68

FROM GENERAL COMMERCIAL DISTRICT (C3) TO MANUFACTURING DISTRICT (M1)

Lot 60 Ex. Explanatory Plan 31337, D.L. 153, Plan 26311

(4620 Kingsway - Located on the South-East corner of Silver
Avenue and Kingsway)

It was contended, during consideration of this By-law, that the last
plan which has been submitted by Union Oil Company of Canada Ltd. for
the development of an automotive diagnostic centre on the subject property
does not remotely resemble the original concept that was advanced when
the Company made its application to rezone the property to General
Commercial District(C3).

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It was also pointed out that, in addition to that matter of concern, the development now envisaged by the Company will result in destroying the Commercial "core" concept for the area that has been advocated by the Planning Department over the past year or so.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

"That Council not proceed with "BURNABY ZONING BY-LAW" 1965, AMENDMENT BY-LAW NO. 48, 1968".

CARRIED

ALDERMAN LORIMER AND DAILY -
AGAINST

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

"That the Committee now rise and report."

CARRIED

THE COUNCIL RECONVENED.

ALDERMAN LORIMER - AGAINST

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

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

CARRIED

AGAINST -- ALDERMAN LORIMER

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

"That Council offer no objection to a permit being issued to proceed with the development of the property that was the subject of the previous By-law, providing it is in accordance with the plan, with the modifications shown in red, which was presented at this meeting."

CARRIED

*

AGAINST -- ALDERMAN LORIMER

The Council was reminded that it would be meeting with the Board of Variance on Wednesday, September 25, 1968.