

DECEMBER 9, 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, December 9, 1968 at 7:00 p.m.

PRESENT: Mayor A. H. Emmott
Aldermen Blair, Corsbie, Drummond, Herd, McLean,
Mercier and Dailly, Lorimer

A Public Hearing was held in connection with Burnaby Highway Exchange By-Law No. 5, 1968.

This By-law provides for the abandonment of a portion of Mission Avenue separating Lots 8 and 9, Block 1, D.L. 171, Plan 2859 from Lot 11, D.L. 171, Plan 23803, and the dedication of portions of the said Lots 8 and 9 for highway purposes.

No one appeared in connection with the proposal covered by the By-Law.

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ORIGINAL COMMUNICATIONS

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:
"That all of the below listed Original Communications be received."

CARRIED UNANIMOUSLY

President, Garibaldi Olympic Development Association, submitted a letter expressing appreciation for the grant of \$1,000.00 that was made by Council last September for the purpose of assisting the Association in defraying 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.

Corresponding Secretary, Provincial Council of Women, wrote to express appreciation for the grant that was made to assist in defraying the expenses of a banquet the Provincial Council held at the Astor Hotel on October 17, 1968.

Secretary, Norburn Athletic Club, wrote requesting permission to hold a tag day on the evening of May 2, 1969, and all day on May 3, 1969.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:
"That permission be granted to the Club to conduct its campaign on the dates mentioned, subject to the approval of the R.C.M.P."

CARRIED UNANIMOUSLY

General Secretary, The Burnaby Young Men's Christian Association, submitted a letter requesting permission to hold a tag day on the evening of December 13, and all day on December 14, 1968, for the purpose of raising funds for the Y.M.C.A. World Service Program.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN LORIMER:
"That permission be granted to the Association to conduct its campaign on the dates indicated, subject to the approval of the R.C.M.P."

CARRIED UNANIMOUSLY

Mr. H. Stockdale, Director, Cliff Avenue United Football Club, submitted a letter requesting permission to hold a Trek on certain streets in the municipality on December 26, 1963, commencing at 10:00 a.m. from Kensington School.

MOVED BY ALDERMAN HERCIER, SECONDED BY ALDERMAN CORSBIE:

"That permission be granted to the Club to conduct its Trek at the time mentioned and along the route outlined in its letter, 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 the municipality that may be used."

CARRIED UNANIMOUSLY

Information Officer, The Corporation of the District of Delta, submitted a copy of a Brief prepared by the Municipality on the question of "Sewer Extension and Sewage Treatment", which was submitted to the Honourable Ralph Lofmark, Minister of Health, on December 4, 1963.

Farris, Farris, Vaughan, Taggart, Wills & Murphy, Barristers and Solicitors, submitted a letter requesting that Council authorize the Regional District to make all necessary arrangements for the financing of Security Issuing By-laws passed by Council.

Municipal Manager read a report from the Municipal Treasurer on the subject of the foregoing letter. This report indicated the following:

- (a) In the past, financing through the Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District has been by an agreement ratified by a by-law.
- (b) The Municipal Act makes no similar provision for borrowing through a Regional District.
- (c) The By-laws that are the subject of the letter from Farris, Farris et al refer to a borrowing to be made through the Regional District, but in themselves do not give the District the right to proceed.
- (d) Under the circumstances, it is being recommended that Council pass the following resolution:

"WHEREAS Council on 10 June, 1963 directed that the Regional District of Fraser-Burrard (Greater Vancouver) borrow for The Corporation of the District of Burnaby, the sum of \$1,075,000.00 subject to certain limitations;

AND WHEREAS the sum to be borrowed has now been established at \$1,000,000.00;

AND WHEREAS the terms and conditions of the borrowing have been set down in Burnaby Security-Issuing By-Law 1963, By-Law No. 5455, which By-Law was given First, Second and Third readings on 3 December, 1963;

AND WHEREAS it has been found necessary to establish the rate of interest payable on the debentures at 7.1%;

AND WHEREAS due to current market conditions, the

Regional District will likely find it necessary to sell its bonds at a discount, thereby realizing for Burnaby less than the principal amount shown above,

THEREFORE, BE IT RESOLVED THAT:

- (1) the Regional District of Greater Vancouver be requested to finance for Burnaby the principal sum of \$1,004,000.00 under the terms and conditions set out in Burnaby Security-Issuing By-Law No. 5455;
- (2) the Regional District be authorized to make all necessary arrangements and negotiations with its fiscal agents in securing \$1,004,000.00 for Burnaby, or a discounted sum thereof, if market conditions so warrant."

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:
"That the above resolution be endorsed."

CARRIED

AGAINST - ALDERMAN LORIMER

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN McLEAN:
"That the Council now resolve itself into a Committee of the Whole."

CARRIED UNANIMOUSLY

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TABLED MATTERS

The following matters were then lifted from the table:

- (a) Application to Rezone Lots 7 to 10 inclusive, Block 7, D.L. 116N $\frac{1}{2}$ Plan 1236

REZONING APPLICATION NO. 54/68

Item No. 10 of Municipal Manager's Report No. 81, 1968, which deals with the subject of the tabled item, was brought forward.

That report contained the additional information which Council sought on December 2, 1968 from the Planning Department.

The following is the substance of that submission from the Planning Department:

- (1) The possibility of the owner of Lot 9 conveying land to the owner of Lot 10 was explored earlier. The conclusion drawn at that time was that the 50-foot minimum width required in the by-law would not produce an economical building site; therefore, the proposal to widen Lot 10 to 60 feet would not serve any useful purpose.
- (2) The minimum sized property which could be used as a site is probably closer to 100 feet and would require a consolidation of Lot 9 with Lot 10.
- (3) As reported before, it is important to avoid isolating Lot 9 between an apartment building and the lodge on Lot 10.
- (4) The conclusion to recommend a site consisting of Lots 7 to 9 inclusive, leaving Lot 10 isolated on the corner, was not made without reservation, although it does appear

to be the best alternative. This solution was unanimously favoured by the property owners and would appear to be the only feasible plan of action.

- (5) As indicated to Council the last time it dealt with the subject of this Report, the opinions of the four owners of properties involved were solicited, and copies of their letters containing responses are being herewith submitted.
- (6) In view of the foregoing, if the rezoning is to proceed at this time, it should be on the following basis:
 - (i) The consolidation of the subject Lots 7 to 9 inclusive into one site.
 - (ii) The submission of a suitable plan of development for the site.
 - (iii) The provision of an undertaking that all existing improvements on the three lots will be removed within six months of the rezoning being effected.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN DRUMMOND:
"That consideration of the subject of the report from the Municipal Manager be deferred until the December 16th meeting to allow all members of Council an opportunity to thoroughly study the matter."

CARRIED

AGAINST - ALDERMAN HERCIER

- (b) Lots 17 to 20 inclusive and Lot 24, D.L. 124, Plan 3343
HOFFARS LIMITED AND BLAINE-ARDIS HOLDINGS LTD.

Municipal Manager submitted a report pointing out that the Municipal Clerk has supplied Council with a copy of a memorandum he wrote to the Departments of the Corporation involved in the matter at hand following the appearance by Mr. W. H. Leckie, Barrister and Solicitor, before Council on November 13, on behalf of Hoffars Limited and Blaine-Ardis Holdings Ltd.

Municipal Manager submitted copies of reports prepared by the Land Agent and Municipal Engineer on the matter, together with a copy of a letter from Turner, Meakin & Co. Ltd., on behalf of Hoffars Limited and Blaine-Ardis Holdings Ltd., referring to the value of the municipal property involved in the question of creating a road allowance through the said property.

The following is the substance of the reports from the Land Agent and Municipal Engineer:

Land Agent

- (1) Regarding the question of access to the property of Hoffars Ltd. and Blaine-Ardis Holdings Ltd., it was the general opinion when this matter was discussed that it would not be possible to obtain any access to the companies' properties from Willingdon Avenue, and this is why it was suggested that access be obtained from Dawson Street through the municipal property.

Subsequent examination showed that access from Willingdon Avenue by means of a right-turn in and out was quite logical and feasible, whereas the provision of access on Dawson Street would at best be difficult and hazardous.

- (2) The problem of ramping into Hoffars' property, and the actual location of the ramp, was never settled as far as is known.
- (3) The original plan of the company was to provide a single function dealing with trucks only having access from Alpha Avenue.

The plan covering a dual function was submitted at a later date and has not yet been approved so far as is known. This second function, that of selling outboard motors, is a wholesale operation only so the general public would have very little reason to seek access to the site. In view of that, it is submitted that access from Willingdon Avenue, as proposed by the Corporation, should be adequate and reasonable.

- (4) The estimate given by representatives of Hoffars Ltd. that 70% of the proposed customers patronizing the plant would arrive from a northerly direction, does not seem to have any bearing in fact.
- (5) The municipal property has a frontage of 145 feet on Willingdon Avenue and a depth along Johnson Street of 270 feet.

In its present state, sale and development can be considered either in one or two parts, whichever would give the greatest advantage to the municipality -- not only on the sale but also on the ultimate tax production from the land.

If a road is created through the middle of the property, this versatility of sale and development would be lost, along with the land which would be occupied by the road allowance.

The estimated market value of this land for the 50-foot wide road is \$11,000.

- (6) The driveway locations on the last plans submitted by the company are shown at the extreme North and South boundaries of the property at Alpha Avenue.

The North driveways would require ramping from Alpha Avenue approximately 10 feet in order to meet the grade of the site.

The South driveway would need to be cut approximately the same distance or more in order to meet the grade of Alpha Avenue.

- (7) A reasonable market value for the municipal property involved as one parcel is \$54,810.

If it was in two parts, the total value would be \$51,920.

Municipal Engineer

- (a) As regards a point made that Hoffars Ltd. has always been prepared to build the necessary ramp from the proposed cul-de-sac to their property, if the access road from Dawson Street through the municipal land was to be located at the Easterly end, the difference in elevation between Dawson Street and the grade on the companies' property at that point would necessitate a road grade on 17%.

It is felt that this grade is completely impractical, especially with a dead-end and a building in the near vicinity.

The maximum grade which should be considered off Dawson Street should be approximately 8%. In this event, the cul-de-sac at the company's property would be a hazardous 13 feet above the grade and this would require reconstruction by the company of extensive retaining walls on its own property when building a road travelling in a westerly direction towards Willingdon Avenue.

If the access road from Dawson Street is located approximately in the center of the municipal property, the difference in elevation would produce a grade of approximately 1 1/2%, which is felt to be excessive. Hoffars Ltd. would still need to construct retaining walls and would have a shorter distance toward Willingdon Avenue to reduce the difference to 9.5 feet.

- (b) With respect to the point that preliminary overpass plans for Willingdon Avenue provided for frontage roads on both sides of that Avenue, and thus would have given the company complete North and South access from Willingdon Avenue, it seems evident in reviewing this plan that Southbound traffic would have ready access to Hoffars' property by travelling on the Westerly ramp road under the overpass and returning in a Northerly direction on a ramp road to gain access to the property. It is not felt that access for Northbound traffic would have been so readily available if the Southbound ramp road on the East side of Willingdon Avenue was shown at a different grade separated from the main roadway of Willingdon Avenue by a retaining wall. This, together with the conflicting movements of traffic, would require the main flow on Willingdon Avenue to cross the Easterly ramp to enter Hoffars' property and would have made access to that property for Northbound property a very doubtful possibility.
- (c) As the Hoffars site is presently graded, the only level access to any street is from Alpha Avenue; therefore, it is being recommended that access be used and, in addition, right-turn entrance and exit be permitted to the site from Willingdon Avenue.
- (d) Any steeply graded access, either to the existing grade on the Hoffars Ltd. property or to a suspended cul-de-sac from Dawson Street, would create a serious traffic hazard. The marginal benefits of such a road would therefore not nearly meet the marginal cost of its provision.

The letter from Turner, Heakin & Co. Ltd. indicated the following:

- (a) The proposed roadway through the municipal property would occupy approximately 7000 square feet.
- (b) If the suggested grade of 8% was maintained, the Southerly 70 feet of the roadway would unlikely service the rear of the two parcels which were created. However, the front 70 feet of the roadway would facilitate accessibility into each of the created parcels.
- (c) As a result of examining recent lot sales in the area west of Willingdon Avenue between Alaska Street and Sumas Street and also recent acreage sales East of Willingdon Avenue from Loughheed Highway South to the C.I.R. line, the conclusion was reached that the two lots which would be created from the municipal property would have a total market value equal to the existing parcel, notwithstanding the loss of 7000 square feet of land.

A report from the Planning Department on the subject at hand was presented. This report advised as follows:

- (a) Architects for Hoffars Ltd. submitted preliminary plans of their proposed development and, at the same time, a subdivision application to consolidate their properties into one parcel.
- (b) A review of these proposals indicated the need to resolve problems related to the widening of Willingdon Avenue and access to the site.
- (c) As a result of discussions, it was generally agreed that, rather than provide access from Willingdon Avenue or from the South, this could be done from Dawson Street over properties to be acquired by the Corporation for the widening of Willingdon Avenue.
- (d) Since then, Hoffars Ltd. has progressively excavated and filled its site to the point where the agreed access is no longer feasible.
- (e) Having reached this point, the Corporation was obliged to provide the access which it was originally opposed to; viz, Willingdon Avenue.
- (f) Unless Hoffars Ltd. is prepared to regrade its entire site and prepare new development plans, its access will need to be provided from two streets -- Willingdon Avenue and Alpha Avenue.
- (g) If the company does this in such a manner as to enable access to be provided from Dawson Street, then access will again be prohibited from Willingdon Avenue in accordance with the original proposal.
- (h) The action of Hoffars Ltd. in grading its site, which was done with the full knowledge of the problem being created, leaves the Council with no alternative but to provide access from Willingdon Avenue.

It is being recommended that Council confirm the decision it rendered on October 21, 1960.

During discussion by Council on the foregoing subject, the Planning Director stated that there had only been a general broad agreement between the officials of the Corporation involved and representatives of Hoffars Ltd. regarding the method to be employed in overcoming the company's problem of access to its site.

He contended that his department had made no commitment in the letter that indicated a road would be created through the municipal property to serve the site of the company.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN HERD:
"That a representative of Hoffars Ltd. be allowed to speak."

CARRIED UNANIMOUSLY

Mr. W. M. Leckie, Barrister and Solicitor, appeared and made the following points:

- (1) A problem would be created if all traffic to and from the site of Hoffars Ltd. was funnelled onto Alpha Avenue.
- (2) Passenger vehicles should not be required to follow the same route as trucks.

- (3) The letter to which the Planning Director referred a few moments ago was in fact a commitment on the part of the Corporation to construct the road through the municipal property.
- (4) The estimate given the last time he spoke, of 70% of all traffic being expected to arrive at the company's site being from the North was a valid approximation.
- (5) In any road pattern that is developed, care must be taken that adequate space is provided to allow for large trucks to manœuvre when turning into and out of the site.
- (6) It was not until October that the municipality informed Hoffars of the grade variation problems which have been outlined.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN CORSBIE:

"That the municipal property involved be subdivided to create a road in a North-South direction to the Northerly limit of the Company's property, with it being understood that:

- (a) The Corporation will be responsible for the construction of the road and that it will not be cul-de-sac at its Southerly extremity.
- (b) If the foregoing arrangement is accepted, Hoffars Ltd. will be denied the right to have vehicular access to and from Willingdon Avenue."

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:

"That the foregoing motion be tabled for one week to allow for further study of the matter at hand and the production of a plot plan of the area in order that the question of ingress and egress to Hoffars Ltd. property can be better visualized."

CARRIED UNANIMOUSLY

HIS WORSHIP, MAYOR EHMOTT LEFT THE MEETING

ACTING MAYOR LORNIER ASSUMED THE CHAIR

ALDERMEN DRUMMOND AND MERCIER LEFT THE MEETING

(c) Condition of property at 5060 Marine Drive

In discussion, it was pointed out that the lot proposed to be created by Subdivision Reference #122/60 lies East of the house on the property involved, which is Lot "B" Ref. Plan 2645, Blk. 2, D.L. 162, Plan 350.

It was contended that, because the land in question had been filled with debris, it could not properly support a building.

ALDERMEN DRUMMOND AND MERCIER RETURNED TO THE MEETING

ALDERMAN DAILLY LEFT THE MEETING

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

"That the owner of Lot "B", Reference Plan 2645, Block 2, D.L. 162, Plan 450 be exempted from the provisions of Section 712 of the Municipal Act, R.S.D.C. 1960, Chapter 255 in respect of a subdivision of the property described as shown on a survey plan prepared by Alan J. Tolliday, B.C. Land Surveyor and sworn the 16th day of October, 1960."

CARRIED UNANIMOUSLY

R E P O R T S

Advisory Planning Commission submitted a report on the following matters recommending the courses of action indicated:

(1) Concept of a Comprehensive Apartment Development in the Loughheed Highway-North Road Area

The study prepared by the Planning Department relating to a pattern of development proposed for the area bounded by Loughheed Highway, North Road, Trans-Canada Highway, and a proposed park-trail system has been examined and the comments on it are:

- (a) While it is considered that the combined school-park development mentioned in the study will be of considerable benefit to the overall development planned, concern was expressed as to the siting of the facilities. It was felt they should be related more to the areas set aside for low and medium density accommodation because it is these areas which provide the bulk of the school-going population.
- (b) There would be value in providing a "greenbelt" along the Southerly boundary of the area embraced by the study as a means of screening the noise from traffic on the Trans-Canada Highway (the Freeway).

The Commission endorses the concept of development advanced in the study from the Planning Department but would urge that consideration be given the two points just enumerated.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:

"That the report of the Advisory Planning Commission be received and the submissions of the Planning Department entitled "Concept of a Comprehensive Apartment Development in the Loughheed Highway-North Road Area" be brought forward for further consideration at the December 16, 1968 Council Meeting."

CARRIED UNANIMOUSLY

ALDERMAN DAILY RETURNED TO THE MEETING

(2) Lower Mainland Regional Planning Board

The Commission was apprised of the situation relating to the possible termination of the Lower Mainland Regional Planning Board and is concerned that Regional Planning is to be terminated.

It was therefore being recommended that "Lower Mainland Regional Planning" continue and that Council take all action necessary to support this position.

During discussion on the subject of the report from the Advisory Planning Commission, a statement was made that all Councils whose municipalities are members of the Lower Mainland Regional Planning Board should have had an opportunity to express opinions on the proposed termination of the Board before the Provincial Government took action on the matter.

It was contended that Council should take a firm stand against the dictatorial position being taken by the Provincial Government in regard to the matter.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN MERCIER:

"That the recommendation of the Commission be adopted."

MOVED BY ALDERMAN MERCIER, SECONDED BY CLAIR:
"That this motion be tabled until consideration of Item 11 of
the Municipal Manager's Report later this evening."

CARRIED UNANIMOUSLY

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MUNICIPAL MANAGER submitted Report No. 31, 1968, on the matters
listed below as Items (1) to (11), either providing the information
shown or recommending the courses of action indicated for the
reasons given:

(1) Agreement - Rocky Point Boat Ramp

The Burnaby Parks and Recreation Commission has cooperated with
the City of Port Moody in preparing a new Agreement respecting
the financing and management of the Rocky Point Boat Ramp.

The By-law ratifying the Agreement has had three readings by the
Council of Port Moody.

It is necessary that Burnaby also pass the same type of By-law.
This By-law appears on the Agenda this evening.

The following are particulars of the Agreement in question:

- (a) The term is from May 1, 1968 to October 31, 1984.
- (b) It replaces an Agreement dated March 15, 1965 for the joint
control, management, operation, maintenance and development
of the Ramp Site.
- (c) There is to be a Rocky Point Boat Ramp Committee consisting
of three members from the Burnaby Parks and Recreation Commis-
sion and three from the Council of the City of Port Moody,
with one alternate from each authority.
- (d) A method is prescribed for replacing members.
- (e) Provision is made for Rules of Procedure, a quorum and
times of meeting.
- (f) Procedures are prescribed for preparing and passing a budget.
Cost sharing is on a 50/50 basis.
- (g) A procedure is indicated in the event either Council reduces
the Committee's budget.
- (h) Accounting methods are prescribed.
- (i) There is a clause that all major work is to be undertaken
following the receipt of competitive bids.
- (j) A termination clause is included. In that regard, the Agreement
may be terminated by either party on one year's notice and
the party not terminating shall, within five years from the
date of termination, pay to the party terminating one-half
of the consideration paid up to January 31, 1968. If terminated
by Port Moody, Burnaby can lease the Ramp Site for \$1.00 between
the termination date and the expiry of the Agreement.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN McLEAN:
"That the report of the Manager be referred to the Parks and
Recreation Commission for comments on the terms of the Agreement
in question."

CARRIED
AGAINST - ALDERMAN DAILLY

MOVED BY ALDERMAN CORSDIE, SECONDED BY ALDERMAN DRUMMOND:
"That the Parks and Recreation Commission be requested to inform Council of the terms and conditions of the Joint Agreement between the City of Vancouver and Burnaby relative to the operation of Central Park."

(2) Greater Vancouver Sewerage and Drainage District Financing

Burnaby arranged, some time ago, to borrow the sum of \$899,331.50 through the Greater Vancouver Sewerage and Drainage District. The said District is expecting to borrow through the Greater Vancouver Regional District.

The By-law authorizing the arrangement outlined gave Council the power to borrow in the years 1964 to 1967 inclusive. An amendment to this by-law has been prepared to extend this power to the year 1968.

It now appears that the Sewerage and Drainage District will not be borrowing until 1969.

The matter has been discussed with the Secretary of the Greater Vancouver Sewerage and Drainage District and he agrees that amending the by-law at this time, as stated above, will in no way prevent the said District from obtaining funds for Burnaby.

It was being recommended that the amending by-law be passed.

MOVED BY ALDERMAN CORSDIE, SECONDED BY ALDERMAN DAILLY:
"That the report of the Manager be received."

CARRIED UNANIMOUSLY

(3) Application Nos. 12, 13, and 14, 1968 for Amendments to the Official Regional Plan

The Lower Mainland Regional Planning Board has forwarded the above three applications for consideration and ratification by Council. These applications received the necessary approval of the Board on November 7, 1968.

The Planning Director has prepared a report on these three applications in which the Municipal Manager concurs.

Advice has also been received that the District of North Vancouver is taking exception to the procedures being used in this instance for the amendments.

The Municipal Clerk has received a letter from the District of Sumas in regard to the same matter.

The following is the report of the Planning Director:

- (a) Application #12, 1968 is for the incorporation into the Official Regional Plan of the recommended amendment set out in a report from the Lower Mainland Regional Planning Board entitled "Our Southwestern Shores". The amendments involve the shoreline from Point Grey to Point Roberts and White Rock. This shoreline was previously designated UNDETERMINED RESERVE. The Plan designations are now recommended to be amended in the light of the Board's findings in the aforementioned report.
- (b) Application #13, 1968 is for the incorporation into the Official Regional Plan of the Regional Park sites in the Vancouver-Fraser Park District Master Plan. This is an overdue step which could not be taken earlier because the Official Regional Plan was enacted just prior to the completion of the Master Plan of the Vancouver-Fraser Park District.

- (c) Application #11, 1968 is to amend the text of the Official Regional Plan to complete the provisions for subdivision and servicing policies which was an oversight when the Developing Urban Area (URD-2) policies were amended in 1967.
- (d) The Planning Department has examined these three amendments and supports Nos. 12 and 14, 1968.
- (e) Although the concept of a Regional Parks Plan for the Lower Mainland Area can be supported, Application #13, 1968 has to be amended because of the regional park designations outlined for Burnaby. No discussions or consultations were held with our Planning Department prior to the amendment, nor for that matter did this occur in the other municipalities affected by the Regional Parks Plan.
- (f) Because of the importance of this Plan, the detailed park boundary proposals should at least have been submitted to the Technical Committee in advance of their consideration by the Lower Mainland Regional Planning Board and the individual Councils.
- (g) Following consultation with staff from the Parks and Recreation Commission, it has been deemed necessary to make certain further boundary changes in the park Plan in order to properly relate the areas designated for Regional Park Development with current and future plans of both the Planning Department and the Parks and Recreation Commission. These changes are as follows:
 - (i) The inclusion of two large parcels on the South side of Burnet Highway (known as Lots A and B, Block 1, D.L. 215, Plan 9377) in the PRK designation.

Lot "A" was acquired for future park purposes by the Parks and Recreation Commission earlier this year at a cost of \$25,000.

Both of these Lots, which were formerly included under the PRK designation, are shown as industrial under the amendment proposed by the Lower Mainland Regional Planning Board.
 - (ii) The adjustment of the park boundary on the North side of Burnet Highway to reflect the current park and public use (P3) zoning.
 - (iii) The adjustment of the park boundary South of the Simon Fraser University "ring" road to follow Gagliardi Way and the projected Easterly extension of this route.
 - (iv) The adjustment of the Easterly boundary of the regional portion of the proposed Burnaby Lake Park to coincide with the park development plans of the Parks and Recreation Commission and the Planning Department, which reflect the recommendations of the North-East Burnaby Study of 1966 and the Park Sites Review Report of 1967.

The Planning Department concluded by recommending that:

- (a) Council approve Application Nos. 12 & 14, 1968 to the Official Regional Plan.
- (b) Application No. 13, 1968 not be approved in its present form and the Lower Mainland Regional Planning Board be requested

to submit a further Regional Park Proposal incorporating the four changes outlined above.

- (c) The overall plan of the Regional Parks site in the Vancouver-Fraser Park District be referred to the Technical Committee for review prior to the re-introduction of application #13, 1968

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:
 "That the recommendation of the Planning Department under (a) above be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN HERD:
 "That the recommendation of the Planning Department under (b) above be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:
 "That the recommendation of the Planning Department under (c) above be adopted."

CARRIED UNANIMOUSLY

HIS WORSHIP, MAYOR EMMOTT, DECLARED A RECESS AT 8:55 P.M.

THE COMMITTEE RECONVENED AT 9:05 P.M.

ALDERMAN MERCIER WAS ABSENT

(4) Motor Vehicle for Fire Department

It was being recommended that the tender submitted by Pacific Chrysler Plymouth (1965) Ltd. for the supply of a Plymouth-Fury to replace the present motor vehicle operated by the Fire Chief be accepted.

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

CARRIED UNANIMOUSLY

(5) Estimates

It was being recommended that the Special Estimates of Work of the Municipal Engineer, in the total amount of \$107,048.25, be approved.

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

CARRIED UNANIMOUSLY

(6) Revenue and Expenditures

It was being recommended that the expenditures shown in the report from the Municipal Treasurer for the period between January 1, 1968 and November 24, 1968 be approved.

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

CARRIED UNANIMOUSLY

(7) Monthly Report of Building Department

A report from the Chief Building Inspector covering the operations

of his Department for the period between November 4th and 29th, 1968 was being submitted.

(8) Monthly Report of Medical Health Department

A report from the Medical Health Officer covering the activities of his Department during the month of October, 1968 was being submitted.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN BLAIR:
"That the above two reports be received."

CARRIED UNANIMOUSLY

(9) Easements - Portions of Lot 1, Block "C", D.L. 86, Plan 11526 and Lot 103, D.L. 86, Plan 30019

It was being recommended that Council authorize the:

- (a) Acquisition of easements over portions of the above described properties, which are required in connection with the enclosure of a watercourse East of Halvern Avenue between Haszard Street and Burris Street, for a consideration of \$1.00 each.
- (b) Execution of the documents attending these matters.

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

CARRIED UNANIMOUSLY

(10) Lots 7 to 9 inclusive, Block 7, D.L.'s 116/186, Plan 1236 REZONING REFERENCE NO. 54/68

(This item was dealt with during the early part of this meeting.)

(11) Regional Planning

The Lower Mainland Regional Planning Board has written to ask that Council consider three motions adopted by the Board on November 7, 1968.

The Municipal Manager has devoted considerable time to the subject of Regional Planning, with particular reference to the formation of the Greater Vancouver Regional District and the impact of the regionalization concept upon the functions being performed by the Board.

A report from the Planning Department in connection with the matter, which reflects the combined thinking of the Manager and the Planning Director, is being submitted.

The following is the substance of that report:

- (a) Since the introduction of the Regional District Concept by the Provincial Government, many groups have been studying the application of this concept to the Lower Mainland Region where there are four Regional Districts.
- (b) Reports and proposals have been produced by these study groups, which include the Lower Mainland Municipal Association, the Advisory Committee of Municipal Managers, the Vancouver-Fraser Parks District, the Planning Directors of the Greater Vancouver Regional District, and the Boards of the Districts.

- (c) The Lower Mainland Regional Planning Board has now prepared two submissions on the matter -- one dealing with Regional Services in the Lower Mainland and the other with the future or Regional Planning in the Lower Mainland.
- (d) Following consideration of this submission at the November 7, meeting of the Lower Mainland Regional Planning Board, the following three motions were adopted:
 - (1) That this Board is of the opinion that, if Planning is to be effective:
 - (a) It must be closely linked within responsible Government to other regional services.
 - (b) Regional Planning must be provided within the Regional District structure.
 - (c) Not more than two Regional Districts would be most appropriate for the Lower Mainland.
 - (d) The integrity of the present Regional Plan must be maintained irrespective of whatever structure is developed to administer it.
 - (2) That the foregoing, together with the two position papers from the Board, be circulated to all members of Council in the Lower Mainland along with notification that there will be a forum for discussion, either in the form of a Public Hearing or an all day seminar; and further, that the respective Board members discuss the proposals with their Councils with a view to receiving direction for transmittal to the Board.
 - (3) That the Chairman and the Executive Committee meet with the Minister to suggest a Public Hearing on the matter as a proper procedure to follow and discuss arrangements for such a Hearing in order to allow for open discussion on this important change in the status of the Planning Board and in the restructuring of the Regional Districts in the Lower Mainland.
- (e) As a result of the foregoing resolutions being on the Council Agenda for the November 18th meeting, the Council opposed the fragmentation of the Planning Board into four Regional Districts.
- (f) At the same meeting, the membership of the Burnaby Planning Director on the Committee of Planning Directors of the Greater Vancouver Regional District was confirmed.
- (g) The Executive Director of the Board has now requested that Council discuss the three motions set out above and make its views known in time for the December 12th, 1968 meeting of the Board.
- (h) The Planning Area of the Lower Mainland Regional Planning Board, which was established in 1949 by Provincial legislation, covers the area from Vancouver to Hope.
- (i) In 1967, four Regional Districts were created in Southwestern B.C., each of which include a part of the Regional Planning Area.
- (j) It was subsequently agreed by the Minister of Municipal Affairs that these Regional Districts be two types -- the Metro-Regional

District, with high population concentrations and urban-oriented planning needs, and the Resource-type of Regional Districts with scattered populations, small communities and rurally-oriented planning needs.

- (k) Although very few of the Regional Districts can be said to be true regions, in the sense that the Lower Mainland is one, it can generally be agreed that within the Lower Mainland we have both types of Regional Districts. The Greater Vancouver Regional District is an urban metropolitan area and can qualify for the description "Metro-Regional District" while the three valley Regional Districts are rural areas qualifying for the description "Resource-type Regional Districts".
- (l) The urban-metropolitan nature of the Greater Vancouver Regional District has been recognized by both the Managers and Planners that work within it. Their reports both emphasize the need to retain a strong cohesive metropolitan unit, with close relationships to the municipalities that constitute it, and staffs being drawn from these municipalities in order to carry out effective metropolitan Regional District (or Inter-municipal) planning. This is of prime importance to the metro municipalities as it is almost certain that Provincial and Federal grants will be made to municipalities on the basis that they have viable metropolitan planning.
- (m) Most of the Planning in the Valley Regional District has until now been carried out on a contractual basis by staff of the Lower Mainland Regional Planning Board, which is aimed at implementing the Valley-town concept of the Regional Plan.
- (n) Under the present Lower Mainland Regional Planning Board (with the exception of the Regional Plan), very little Regional planning of an economic-resource type has been carried out. It can be further said that, unless the Provincial Government accepts a greater role, even less Regional Planning will be carried out under four Regional Districts.
- (o) Regional District Planning is not necessarily Regional Planning and the desirable proposal of the Greater Vancouver Planning Directors to create a metropolitan Planning organization emanating from the municipalities that constitute the Greater Vancouver Regional District will not eliminate the need for coordination between Regional Districts for consideration of urban-rural relationships, or for economic and social research into the future of the whole Lower Mainland from Vancouver to Hope.

The Planning Director concluded by offering the following comments and recommendations on the above three Motions:

Motion No. 1

- (a) It appears certain that planning will be a function of each Regional District but it is questionable whether under four Regional Districts it will be Regional Planning.
- (b) The creation of two Regional Districts for the Lower Mainland would recognize the Greater Vancouver Regional District, as the urban-metropolitan area, and would unite the three Valley Regional Districts into a Resource-type Regional District.
- (c) The integrity of the Regional Plan would be reasonably maintained under this proposal as it recognizes the urban and valley areas within the Lower Mainland. The plan, in fact, designates large portions of the Greater Vancouver Regional District as urban areas

to permit all land uses and place the development pattern within the responsibility of the municipalities.

- (d) The proposal also has the advantage that the Regional Planning needs of the 900,000 persons living within the Greater Vancouver Regional District would be met from the approximately 127 staff members of the Greater Vancouver municipalities, many of whom are presently working on matters that more properly should become the responsibility of the Greater Vancouver Regional District.
- (e) In the same way, the Regional District Planning needs of the 100,000 people who live in the Valley Regional District (or Districts) would be met from the approximately 16 staff members of the Lower Mainland Regional Planning Board who are familiar with the valley and who, at the moment, provide a Planning service to the Valley municipalities.
- (f) It is being recommended that Council agree that, in order to provide for the Planning function, not more than two Regional Districts would be most appropriate for the Lower Mainland because:
 - (1) A Metropolitan Regional District would assume those Planning functions of the constituent municipalities which would more suitably be handled on a metropolitan basis, such functions to be staffed from the constituent municipalities.
 - (2) A Valley Regional District would assume the District functions now provided by the Lower Mainland Regional Planning Board, such functions to be staffed from the said Board.
- (g) It is also being recommended that, in the Letters Patent to be placed before the Municipalities, arrangements be made for mandatory coordination between Regional Districts in order to ensure that matters requiring inter-Regional District cooperation are effectively handled.

Motions No. 2 and No. 3

- (a) These two motions presumably request Council to support a Public Hearing or seminar.
- (b) It is extremely important that the Council fully discuss this matter and all of its complex ramifications in order to ensure that the final structure is designed, erected and occupied by those for whom it is intended; namely, the municipalities of the Region who are most familiar and most concerned with its needs and problems. The municipalities should be owners, not tenants, of their Regional District structure.
- (c) It was being recommended that Council endorse the proposal of an all day seminar to discuss the matter and that a Brief expressing Burnaby's viewpoint be prepared for presentation to such a seminar.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DRUMMOND:

"That the Council meet on Tuesday, December 17, 1968 at 7:30 p.m. for the purpose of fully discussing the subject presented this evening by the Planning Director, plus other questions pertaining to the general matter of Regional Government."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:
"That the Committee now rise and report."

THE COUNCIL RECONVENED

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

BY - LAWS

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:
"That leave be given to introduce:

- (a) "BURNABY PARK DEDICATION BY-LAW 1950, AMENDMENT BY-LAW 1968" - By-Law No. 5437
- (b) "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 82, 1968" - By-Law No. 5459
- (c) "BURNABY SEWERAGE AND DRAINAGE FINANCING BY-LAW 1964, AMENDMENT BY-LAW NO. 2, 1968" - By-Law No. 5458

and that they now be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:
"That the By-laws be now read a Second Time."

CARRIED UNANIMOUSLY

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 the By-laws."

CARRIED UNANIMOUSLY

"BURNABY PARK DEDICATION BY-LAW 1950, AMENDMENT BY-LAW 1968" provides for the deletion of Lots 7 and 8, Block 1/4 and 6, D.L. 125, Plan 3520, from the dedication by-law and is for the purpose of allowing a subdivision of these properties to proceed in conformance with an apartment development plan that Council has approved for the area bounded by Delta Avenue, Halifax Street, Springer Avenue and Loughood Highway.

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 82, 1968" provides for the following proposed rezonings which were necessitated by a recent amendment to the text of the Zoning By-law relating to the establishment of Gasoline Service Stations in General Commercial (C3) Districts:

<u>Property</u>	<u>Proposed Rezoning</u>
Lot 28, Blk. 6, D.L. 121, Plan 1054	C2
Lots 15 to 18 ex., N.20', Blk. 12, D.L. 121, Plan 1054	C2
Lots 13/14, Blk. 9, D.L. 32, Plan 7662	C6
Lot 41, D.L. 121, Plan 27654	C6
Lots 34/35/36/37/38, Blk. 8, D.L. 122, Plan 1308	C4
Lots 33/34/35/36, Blk. 6, D.L. 121, Plan 1054	C6

<u>Property</u>	<u>Proposed Rezoning</u>
Lot 120, D.L. 124, Plan 32911	C2
Lot "E", Expl. Pl. 13252, D.L. 152/32/24, Plans 812/783	C4
Lots 8/9 Ex. Expl. Pl. 30951, Blk. 6, D.L. 119E $\frac{1}{2}$, Plan 2855	C6
Lots 10/11, Blk. 3, D.L. 119E $\frac{1}{2}$, Plan 2855	C6
Parcel "A", Ref. Pl. 17013, R.S.D. 11 & 12 Pt., Blk. 4 Pt. & 51 & 52, D.L. 153 & 33, Plan 1316	C6
Sketch 929, S.L. 8/073 ac. pt., Blk. 1/3, D.L. 95N., Plan 556	C6
Lot "B", Blk. 7, D.L. 121, Plan 1054	C6
Lot 60 Ex. Expl. Pl. 31337, D.L. 153, Plan 26311	C4
Lot 118, Rem. Blk. 1, D.L. 124, Pl. 3343	C2

A question was asked as to when the Planning Department would be reporting on the points made by the North Burnaby Commerce and Community Bureau at the Public Hearing which was held on this proposed amendment on December 2, 1968.

Planning Director stated that he expected to have this report in time for the December 16th Council Meeting.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:
 "That the Committee do now rise and report the By-laws complete."

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 PARK DEDICATION BY-LAW 1950, AMENDMENT BY-LAW 1968"
- "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 82, 1968"
- "BURNABY SEWERAGE AND DRAINAGE FINANCING BY-LAW 1964, AMENDMENT BY-LAW NO. 2, 1968"

be now read a Third Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:
 "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. 2, 1967"

CARRIED UNANIMOUSLY

This By-law provides for the following proposed rezoning:

Reference Rezoning #143/66

From Residential District Two (R2) to Comprehensive Development District (CD)

- (a) Lot 1, Except Reference Plans 6379/5173, Block 10, D.L. 136, Plan 3053
- (b) Lot 15, S.D. 2/5, Block 10, D.L. 136, Plan 4417
- (c) Lot 16, S.D. 4/5, Block 10, D.L. 136, Plan 4417
- (d) Lots 17 and 18, S.D. 2/5, Block 10, D.L. 136, Plan 4417
- (e) Lot 2, Except Reference Plan 22122, Block 10, D.L. 136, Plan 4417
- (f) Lot 3, S.D. 2/5, Block 10, D.L. 136, Plan 4417
- (g) Lot 4, Block 10, D.L. 136, Plan 4417
- (h) D.L. 137, Except Part on By-Law 42665 and Except Plan 21410, Plan 3073

(Located in an area bounded on the North by Halifax Street, on the East by Phillips Avenue and the Municipal Golf Course, on the South by a new road linking Duthie Avenue with Phillips Avenue, and on the West by a proposed elementary school and park and the Swedish Canadian Rest Home.

Planning Director stated that he had received a letter from the Secretary-Treasurer of the Burnaby School Board indicating that the additional students which would likely result from the construction of apartments on the property that is the subject of this Amendment By-law could be accommodated at the existing facilities (Sperling Avenue School) in the area, supplemented possibly by the use of portable classrooms. He pointed out that the Board felt the situation described would prevail for Phase 1 of the Development but that it would be necessary to construct a new school on the Sutliff-Duthie site when Phase 2 is undertaken.

The Planning Director indicated that the Board was satisfied the Development programme envisaged by Western Pacific Projects Ltd. would not present a major problem insofar as school facilities in the area were concerned.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:

"That "Burnaby Zoning By-Law 1965, Amendment By-Law No. 2, 1967" be now read a Third Time."

CARRIED UNANIMOUSLY

*

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

"That:

"BURNABY HIGHWAY EXCHANGE BY-LAW NO. 5, 1968" (BY-LAW NO. 5436)

"BURNABY STREET AND TRAFFIC BY-LAW 1961, AMENDMENT BY-LAW NO. 5, 1968" (BY-LAW NO. 5457)

be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:

"That:

"Burnaby Highway Exchange By-Law No. 5, 1968"

"Burnaby Street and Traffic By-Law 1961, Amendment By-Law No. 5, 1968"

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

CARRIED UNANIMOUSLY

* * *

Deputy Municipal Clerk stated that he had received an account for janitorial services rendered at Buckingham School when the Burnaby Traffic Safety Committee met there on Tuesday, November 26, 1968.

He mentioned that the amount involved is \$9.94 and the janitor who performed the service was Mr. Charles Schreck.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DRUMMOND:

"That authority be granted to pay the account described by the Deputy Municipal Clerk."

CARRIED UNANIMOUSLY

THE MEETING THEN ADJOURNED

Confirmed:

Certified Correct:

M A Y O R



D E P U T Y C L E R K