

MARCH 31, 1969

An adjourned meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Monday, March 31, 1969 at 7:00 p.m.

PRESENT:

Mayor R. W. Prittie in the Chair,
Aldermen Blair (7:15 p.m.), Clark,
Drummond, Herd, Ladner, and McLean
Daily

ABSENT:

Aldermen Mercier

HIS WORSHIP, MAYOR PRITTIE, formally recognized the passing of Dwight D. Eisenhower, former President of the United States of America and Supreme Commander of Allied Forces in the European Theatre of Operations during World War II.

His Worship also mentioned that Mr. Harold Guilfoyle, Reporter for The Vancouver Province who covered Burnaby at one time, had passed away.

His Worship, Mayor Prittie, also drew attention to the presence of scouts from the Burnaby Lake 11th Troop. He indicated that these boys were in attendance as part of their citizenship training course.

His Worship, Mayor Prittie, then issued the following Proclamation:

"CANCER MONTH"

"WHEREAS with the approach of the annual Conquer Cancer Campaign we are again reminded of the tremendous strides that are being made in the search for a cure for this implacable enemy of human life and happiness; and

WHEREAS while laymen and doctors the world over are mobilized in the fight to unlock the mysteries of cancer, they can never complete the job they have set out to do without the support of the public at large; and

WHEREAS British Columbia is already a world leader in some significant areas of cancer research, and the preventive and diagnostic services that it offers ensure the best possible treatment to the residents of this Province who may be so afflicted;

NOW THEREFORE I, Robert W. Prittie, Mayor of The Corporation of Burnaby, DO HEREBY PROCLAIM April, 1969 as

"CANCER MONTH"

in Burnaby as a gesture of its citizens' acknowledgement of the efforts of the doctors,

Mar/31/1969

workers and volunteers who are in the front line of the war on cancer, and urge our people to give generous support to the 1969 Conquer Cancer Campaign."

D E L E G A T I O N S

Greater Vancouver Visitors and Convention Bureau requested an opportunity to address Council for the purpose of seeking a grant.

MOVED BY ALDERMAN PERD, SECONDED BY ALDERMAN LADNER:
"That a delegate from the Bureau be heard."

CARRIED UNANIMOUSLY

Mr. Alan H. Emmott appeared on behalf of the Greater Vancouver Visitors and Convention Bureau. He made the following points in his presentation:

- (a) The amount being sought is 50¢ per capita.
- (b) The Provincial Government proposes to increase the per capita grant to municipalities, and has stipulated that the additional amount be applied as deemed fit for such things as the provision of ambulance services, the promotion of tourism and industrial development.
- (c) The response shown by municipalities in the Lower Mainland area to the request of the Bureau for a grant will have a significant bearing on the success of overtures which are made to the Provincial Government later for additional funds.
- (d) The City of Victoria contributes approximately \$1.00 per capita for tourism.
- (e) Even though the City of Vancouver is highlighted in literature promoting tourism, visitors tend to look at the entire Lower Mainland area and spend their money there.

ALDERMAN CLAIR ARRIVED AT THE MEETING.

- (f) Past campaigns to promote tourism would undoubtedly have been more effective if larger sums of money had been available.

Greater

Mr. Emmott distributed literature produced by the Vancouver Visitors and Convention Bureau relating to its programme and objectives.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN CLARK:
"That Mr. Emmott be thanked for his presentation and the application of the Greater Vancouver Visitors and Convention Bureau be referred to the Grants and Publicity Committee for consideration and recommendation."

CARRIED UNANIMOUSLY

Mar/31/1969

ORIGINAL COMMUNICATIONS

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:

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

CARRIED UNANIMOUSLY

Co-Ordinator, Resources for Native Progress Association, submitted a letter requesting permission to hold a Walkathon along Kingsway between April 25th and 27, 1969.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That permission be granted to the Association to conduct its Walkathon along the route 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 Kingsway."

CARRIED UNANIMOUSLY

B. B. Janusson & Son Ltd. wrote to suggest that the planting of fast-growing cedar trees along Government Street would produce an effective screen between the residential development in the 3500 and 3600 Blocks Dalebright Drive and two nearby industrial establishments.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:

"That the proposal of B. B. Janusson & Son Ltd. be referred to the Planning Department and the Parks and Recreation Commission for consideration and report, including an indication as to the cost of implementing the type of scheme suggested by the Company."

CARRIED

AGAINST -- ALDERMAN McLEAN

Mr. D. C. Connor submitted a letter requesting that sanitary sewer service be provided to the North side of the 9000 Block Wilberforce Street.

He stressed that such service is urgent because problems are being experienced by the property owners concerned in disposing of their sewage by means of septic tanks.

He drew attention to the fact that Wilberforce Street is in the process of being extended East to Sapperton Street and that properties on this extension will be fully serviced.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN LADNER:

"That consideration of the submission from Mr. Connor be deferred until receipt of Item 10 of the Municipal Manager's Report later this evening."

CARRIED UNANIMOUSLY

Mar/31/1969

Mr. A. Ritchie wrote enquiring as to whether Council had received a report on the subject of in-law accommodation, as directed at its meeting on February 24, 1969.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That consideration of the subject of the letter from Mr. Ritchie be deferred until receipt of Item 4 of the Municipal Manager's Report later this evening."

CARRIED UNANIMOUSLY

Mr. and Mrs. W. Hudson and others submitted a petition lodging a complaint regarding the use being made of the pedestrian walk between Union Street and the lane to the North by students of Kensington Junior Secondary School.

The petitioners requested that this walkway be closed as a means of eliminating the problem.

Mrs. R. Hoxley also wrote to express support for the request of the petitioners.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:

"That the subject matter of the petition be referred to the Municipal Engineer for investigation and report."

CARRIED UNANIMOUSLY

Mr. W. Schmalz and others submitted a petition requesting that the lane between Wedgewood Street and Rosewood Street from 6th Street to 4th Street be constructed after land required for the lane is acquired.

The petitioners also indicated they were prepared to dedicate the rear 10 feet of their property for lane purposes.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DAILLY:

"That consideration of the request from the petitioners be deferred until receipt of Item 3 of the Municipal Manager's Report later this evening."

CARRIED UNANIMOUSLY

Administrator, Burnaby General Hospital, submitted a letter advising that the Board of Directors of the Hospital has dispatched a communication to the Chairman of the Social Policy and Research Committee of the United Community Services of the Greater Vancouver Area indicating concurrence with the conclusions of the Task Force on Health Resources of the Committee relating to the report entitled "A Total Concept of Care".

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That Council heartily endorse the recommendations in the report from a Task Force on Health Resources of the Social Policy and Research Committee of the United Community Services of the Greater Vancouver Area relating to an earlier submission of the U.C.S. entitled "A Total Concept of Care"; and further, the foregoing decision of Council be conveyed to the Minister of Health Services and Hospital Insurance plus the Greater Vancouver Regional Hospital District in addition to the United Community Services of the Greater Vancouver Area."

CARRIED UNANIMOUSLY

Mar/31/1969

Treasurer, Greater Vancouver Water District, wrote and forwarded a copy of the:

- (a) Auditor's Report and Financial Statements of the District;
- (b) Audited Financial Statements of the Greater Vancouver Sewerage and Drainage District,

for the year ended December 31, 1963.

Executive Director, Canadian Federation of Mayors and Municipalities, submitted a letter advising that the resolution of Council pertaining to public housing projects will be submitted to the 32nd Annual Conference of the Federation.

Deputy Attorney-General submitted a circular letter advising that legislation is being proposed whereby Magistrates will be called Judges and their salaries will be paid by the Province.

He also asked that the Corporation confirm that the current salaries of the three Judges in Burnaby are as shown at the foot of his letter.

Mrs. W. McHardy submitted a letter in which she:

- (1) offered her views on the question of air pollution, caused by unrestricted outdoor burning;
- (2) requested that the lane at the rear of her property at 3710 Frances Street be constructed.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN LADNER:

"That consideration of the air pollution matter mentioned in the letter from Mrs. McHardy be deferred until after Council receives the report it is expecting on this subject."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:

"That the request of Mrs. McHardy concerning the lane be referred to the Municipal Engineer for consideration and report."

CARRIED UNANIMOUSLY

Mr. Allen C. Smith and Associates Ltd., Engineers and Design Consultants, submitted a letter requesting that:

- (i) the original access sidewalk crossover, including the plank ramp leading from road level to the natural grade, serving property known as 4940 Canada Way be replaced;
- (ii) taxes on this property be waived from the date the access was removed until it is replaced.

Mr. Smith pointed out that the absence of this crossover has caused a hardship because the fruit trees on the property have been neglected and it has not been possible to complete the landscaping of the site at the time initially planned.

Mar/31/1969

He also pointed out that the Department of Highways was contacted about the matter during the first week of October 1968 and he was referred to the Engineering and Traffic Departments of the municipality whereupon application was made for a proposed new sidewalk crossover.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:

"That consideration of the requests from Mr. Smith be deferred until receipt of Item 7 of the Municipal Manager's Report later this evening."

CARRIED UNANIMOUSLY

Secretary-Treasurer, South Burnaby Branch No. 83, Royal Canadian Legion, submitted a letter indicating the position of the Legion in regard to a complaint Council received concerning noise emanating from the parking lot of the Branch.

The following are the points made in the letter from the Secretary-Treasurer:

- (a) The sponsor of the dance which was held in the auditorium on March 1st is positive that, if there was a disturbance following the conclusion of the dance, it was not from members of his party.
- (b) The Executive of the Legion is of the opinion that closing the lane between the property of the Branch and Royal Oak Avenue would serve no useful purpose; rather, it was decided to leave lights burning until daylight to discourage loiterers.
- (c) The complaint regarding the noise from the cadet band is difficult to understand because the full band is not in attendance, only a drummer beating the cadence. No complaints have ever been received from other citizens in the area who reside much closer to the Legion than Mr. Rickert.
- (d) The sponsorship of the Air Cadet Squadron is a project of Branch 83 and consists of donating training space on Wednesday evenings and from 11:00 a.m. to 1:00 p.m. on Sundays; In addition, financing of flying training is provided to the two most promising young cadets. One of the aims of the project is to prevent boys from becoming juvenile delinquents.
- (e) Mr. Rickert has never approached the Branch directly with his complaints so it has not been possible to reach some amicable arrangement.

ALDERMAN HERD submitted a report on the subject of the letter from the Legion advising that, in discussing the matter with the Legion, he made the following suggestions as a means of remedying the problem of concern to Mr. Rickert and the others:

- (1) That a chain be placed across the entrance to the Legion's parking lot from Grimmer Street after the last patron of the Legion has departed.

Mar/31/1969

(2) That the municipality close the lane leading to Royal Oak Avenue.

(3) That the Air Cadets stand closer to Kingsway when practising their music outside in the parking lot of the Legion.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:

"That the proposal advanced by Alderman Herd concerning the placing of a chain across the entrance to the Legion's parking lot, as detailed above, be supported and the Legion be asked to implement such an arrangement."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN McLEAN:

"That the Municipal Engineer submit a report on the feasibility and practicability of closing the lane leading to Royal Oak Avenue, as proposed by Alderman Herd in his report."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:

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

CARRIED UNANIMOUSLY

T A B L E D M A T T E R S

The following items were then lifted from the table:

(a) Report of Mayor Prittie re Council Procedures

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN DAILLY:

"That Council meetings commence at 3:30 p.m. or 4:00 p.m. on Monday afternoons, adjourn at 6:00 p.m. to allow the members of Council and staff attending the meetings to have a light supper on the premises, and then reconvene at 7:00 p.m."

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN DAILLY:

"That the foregoing motion be abandoned and replaced with the following:

"That adjourned meetings of Council commence at 2:00 p.m. on those Mondays when there is not a regular meeting, to adjourn at approximately 5:00 p.m. and to reconvene at 7:00 p.m."

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:

"That the motion just introduced be tabled until the April 8th meeting of Council."

CARRIED UNANIMOUSLY

Mar/31/1969

(b) Lane - 7500 Block Imperial Street

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That consideration of this matter be deferred until receipt of Item 9 of the Municipal Manager's Report later this evening."

CARRIED UNANIMOUSLY

R E P O R T S

HIS WORSHIP, MAYOR PRITTIE, submitted a report on behalf of a Special Committee dealing with the question of establishing a "Heritage Park", advising as follows:

- (1) Points considered in connection with the matter were:
 - (i) the inter-urban tram on the former Municipal Hall site will probably need to be relocated if and when approval for the proposed Senior Citizens' High-Rise Apartment Buildings is forthcoming. Suggestions have been made that part of the old Municipal Hall be preserved, rather than the entire structure demolished, at the time the Senior Citizen's development is undertaken;
 - (ii) other items of B. C. transportation history which require a permanent location are C.P.R. Locomotive 2060 (the last steam engine used by the C.P.R. here), the first C.P.R. Locomotive (old 374) which is now on display at Kitsilano Park.
- (2) The Committee approved in principle the concept of a Heritage Park where items of transportation and other historical artifacts might be permanently displayed.
- (3) It was being recommended that, as a first step, the Parks and Recreation Commission investigate the possible use of the Central Valley Complex at the Western end of Burnaby Lake or the lower part of Burnaby Park adjacent to the Freeway as a site for a Heritage Park.
- (4) The full realization of such a Park will take much time and money but, if the Council, the Parks and Recreation Commission and the Burnaby Historical Society agree in principle with the general concept, the Committee will undertake a study designed to implement the concept.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:
"That Council agree in principle with the general concept of developing a Heritage Park where historical artifacts can be permanently displayed, with it being understood that the Special Committee will pursue the

Mar/31/1969

question of studying ways to implement the concept."

CARRIED UNANIMOUSLY

GRANTS AND PUBLICITY COMMITTEE submitted a report recommending that financial assistance be rendered to the following organizations in the amounts shown for the purpose indicated:

- (a) Parks and Recreation Commission - No more than \$4,500.00 - for the preparation of a Horticultural Display in the Pacific National Exhibition;
- (b) Vancouver and Lower Mainland Industrial Commission - \$5,602.00 - to assist in its activities;
- (c) The D. C. Borstal Association - \$1,000.00 - to complete the purchase of, and finance improvements to, the Dick-Bell-Irving Hostel;
- (d) The Clef Society of Burnaby - \$500.00 - for musical scholarships for children of the municipality;
- (e) The Burnaby Fire Department Band - \$350.00 - for the purchase and maintenance of instruments;
- (f) The Burnaby Hastings Rotary Band - \$500.00 - to assist in defraying expenses in playing at the Calgary Stampede this year;
- (g) The Canadian Paraplegic Association - \$1,000.00 - to assist it in undertaking its activities;
- (h) The Vancouver Symphony Orchestra - \$5,000.00 - to aid it in pursuing its objectives.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

"That the recommendation of the Committee under (a) above be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN CLARK:

"That the recommendation of the Committee under (b) above be adopted."

CARRIED

AGAINST -- ALDERMAN DAILLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

"That the recommendation of the Committee under (c) above be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:

"That the recommendation of the Committee under (d) above be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN CLARK:

"That the recommendation of the Committee under (e) above be adopted."

CARRIED UNANIMOUSLY

Mar/31/1969

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:
"That the recommendation of the Committee under (f) above be adopted."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN HERD:
"That the recommendation of the Committee under (h) above be adopted."

CARRIED

AGAINST -- ALDERMAN BLAIR
AND McLEAN

HIS WORSHIP, MAYOR PRITTE, DECLARED A RECESS AT 9:00 P.M.

THE COMMITTEE RECONVENED AT 9:10 P.M.

ALDERMAN LADNER submitted a report apprising Council of the matters of significant importance which were discussed at a meeting of the Metropolitan Board of Health of Greater Vancouver on March 26, 1969. These were:

- (a) Mrs. E. F. Starkey, a Trustee for the Burnaby School Board, was elected Chairman for 1969;
- (b) the Metropolitan Board of Health is asking the Minister of Education to release a report of a Commission of Enquiry dealing with staffing and health services at the Jericho Hill School.

The Board felt more could be accomplished with respect to the Jericho Hill School situation through "quiet" negotiations with the Provincial Government rather than by making a public issue of the matter;

- (c) a report entitled "Use of Mass Media by Health Departments" was approved in principle;
- (d) the Board also approved in principle a Health Education Budget. Burnaby will need to pay its share of the expenditures in that Budget;
- (e) the recommendations of the Task Force on Health Resources of the United Community Services Social Policy and Research Committee were endorsed.

Advice of this action is to be conveyed to the U.C.S. and the Minister of Education;

- (f) the Board was informed that the Provincial Government has allocated \$65,000.00 for the purchase of measles vaccine to be distributed by Health Departments throughout the Province;

Mar/31/1969

- (g) discussion on the question of whether health services should become a function of the Greater Vancouver Regional District was tabled until the next meeting.

Alderman Ladner concluded by indicating that he felt the Board appears to be an active and socially-aware Body, and he intends to take an active interest in its affairs.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:
"That the report of Alderman Ladner be received."

CARRIED UNANIMOUSLY

ALDERMAN LADNER submitted a report outlining the highlights of a Conference he attended in Harrison Hot Springs relating to an Orientation Programme for Newly-Elected Aldermen. The following is the substance of the report from Alderman Ladner:

- (1) There were approximately 60 members of Council at the Conference, with a good balance between newly-elected members of Council and those with some experience.
- (2) The Conference was under the leadership of Dr. Robert Collier, an Associate Professor in Planning at the University of British Columbia, Mr. William Lane, Municipal Solicitor for Richmond, and the former Mayor of Burnaby, Mr. A. H. Emmott.
- (3) The focal point of the discussion at the Conference was a hypothetical subdivision development. All aspects of such development, including municipal and regional controls, were well explored.
- (4) It was generally considered by those in attendance that the Conference was a success and that similar Conferences should be held annually.
- (5) It was extremely fruitful, not only because of the technical knowledge gained but because of the exchange of ideas and discussions in the more informal periods between sessions.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:
"That the report of Alderman Ladner be received."

CARRIED UNANIMOUSLY

HOUSING COMMITTEE submitted a report dealing with the low-rental housing development being undertaken by the Action Line Housing Society on a site leased from the Corporation on Irwin Street between MacPherson Avenue and Buller Avenue.

The Committee indicated that negotiations between the Society and Central Mortgage and Housing Corporation respecting the mortgage for the project had now been completed and all that remains is the execution of the documents formalizing the matter.

Mar/31/1969

The Committee pointed out that, as the municipality is the lessor of the lands involved and as it is a requirement of final approval for the mortgage, the consent of the Corporation must first be given.

The Committee recommended that Council authorize the execution of the documents in question insofar as they concern the Corporation because the mortgage agreement had been examined and has been found satisfactory.

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

CARRIED UNANIMOUSLY

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

(1) Vehicular Traffic on Burris Street

A number of requests were received that truck traffic be prohibited from using Burris Street because of:

- (a) excessive noise at all hours of the day and night caused by the changing of gears, backfiring of motors, and motor noise from loaded vehicles climbing the hill;
- (b) traffic hazards created by the build-up of cars behind heavily loaded trucks climbing Burris Street, as motorists become impatient and attempt to pass under dangerous circumstances;
- (c) heavily loaded trucks proceeding down the Burris Street hill at excessive speeds and creating a hazard to the children of the area plus residents attempting to negotiate their vehicles from their property onto Burris Street;
- (d) the fact Burris Street is not of a standard to accommodate heavily laden high load capacity trucks;
- (e) the adverse effect upon the roadway caused by vibrations from these vehicles and the nuisance to those residing on the street.

Investigation disclosed that:

- (1) the average weekday traffic volume on Burris Street between Buckingham Avenue and Sperling Avenue is 5,600 vehicles per day;
- (2) classification counts taken between 8:00 a.m. and 6:00 p.m. indicated a total of 3,400 vehicles, with 236 of them, or 6.7% of the total, being trucks. Only approximately one-sixth of the trucks were the types with a gross vehicle weight of over 32,000 pounds;

- (3) under the proposed Truck Routing By-Law, Burris Street will be restricted to vehicles under 32,000 G.V.W. which, when considering the above statistics, will eliminate only 1.2% of the present daytime volume;
- (4) truck counts conducted on two evenings from 11:00 p.m. to 2:00 a.m. revealed only one two-axle flat deck truck travelled on Burris Street on each night during these hours;
- (5) counts by automatic counters for the period between 2:00 a.m. and 6:00 a.m. were so low that the incidence of heavy truck movements during this period must be discounted;
- (6) the noise created by sports cars negotiating the hill and changing gears was being mistaken for trucks. One one evening, perhaps because of atmospheric conditions and the configuration of the area, the sound of truck traffic on Canada Way and the Freeway created the illusion that the vehicles were proceeding up Burris Street;
- (7) restricting truck traffic on Burris Street, without similar restrictions on Imperial Street and Royal Oak Avenue, would only transfer that traffic to these facilities;
- (8) the volume of trucks on Burris Street are not such that require immediate action but should instead be reduced by the proposed Truck Routing By-Law.

Submissions were made by the residents from Burris Street who attended the meeting of the Committee. The following are the points made by them:

- (a) The new high load capacity trucks need modern roads for travel.
- (b) Burris Street can not be considered adequate for the present truck traffic.
- (c) As Canada Way is now completed, there is no reason why trucks should use Burris Street.
- (d) There should be sidewalks on at least one side of Burris Street for the safety of the pedestrians, particularly the school children.

After considering the submissions, it was felt that "No Trucks" signs should be installed to eliminate this type of traffic from Burris Street and other streets in the immediate area.

It was therefore being recommended that "No Trucks" signs be erected on:

- (i) Imperial Street between Canada Way and Kingsway;
- (ii) Burris Street from Canada Way to Walker Avenue;
- (iii) Sperling Avenue between Walker Avenue and Kingsway,

Mar/31/1969

and this action be reviewed once the proposed new Truck Routing By-Law comes into effect.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That the report of the Committee be amended by adding the following as point (iv) under the recommendations:

"Walker Avenue between Sperling Avenue and Kingsway"

and the recommendation of the Committee, as amended, be adopted."

CARRIED

AGAINST -- ALDERMAN BLAIR

(2) Sperling - Buckingham Route

A number of complaints were received that the left-turn restriction from Sperling Avenue onto Buckingham Avenue was being violated by motorists.

It was concluded that the best course of action was the construction of a raised median on Sperling Avenue to prevent motorists from turning left onto Buckingham Avenue.

It was being recommended that Council authorize the installation of this device.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN DAILLY:

"That the recommendation of the Committee be adopted."

CARRIED

AGAINST -- ALDERMAN BLAIR

(3) Government Street at Phillips Avenue

A request was received for a stop sign to control the Westbound vehicular movement on Government Street at Phillips Avenue.

Investigation revealed that:

- (a) the location is a three-legged "T" intersection, with the major traffic flow using the South and West legs;
- (b) for best control of traffic conflict and to limit unnecessary delay, Northbound traffic is required to stop and the Southbound movement is restricted by a yield sign;
- (c) Westbound traffic on Government Street must make a 90% right or left turn at the intersection and, as the other two legs are controlled, a stop sign is not considered necessary;
- (d) the Westbound movement is given ample warning of the change in alignment by means of a checkerboard sign and reflectorized concrete barricades.

In view of the foregoing, it was being recommended that no action be taken on the request for a stop sign for the Westbound Government Street traffic at Phillips Avenue.

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

CARRIED UNANIMOUSLY

(4) Bus Stop - 3170 Douglas Road

A request was received to have the bus stop located in front of 3170 Douglas Road moved to in front of vacant land immediately to the South or to a position in front of any property where the residence is farther back from the road.

The reasons for the request were:

- (a) littering by bus patrons of the boulevard area around the stop;
- (b) the dust nuisance caused during dry spells.

Investigation of the situation revealed:

- (1) the bus stop is situated in the correct location according to the policy of the B. C. Hydro and Power Authority and the municipality;
- (2) every effort is made to control the dust problem by the use of either oil or calcium chloride.

As the bus stop is in a normal position and no problems could be solved by relocating it, it was being recommended that no action be taken on the request.

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

CARRIED UNANIMOUSLY

(5) Lane-Road Pattern in the Area East of Gilley Avenue between Neville and Portland Streets

On January 27th, the Council authorized the relocation of the barricades in the above lane to the East side of the lane adjacent to the cul-de-sac of Clinton Street.

A further letter was received from the person who first requested that steps be taken to reduce the inconvenience caused by the barricades and cul-de-sac at this point. This letter complained that:

- (a) opening the lane East of Gilley Avenue between Neville Street and Portland Street has not reduced the inconvenience mentioned;

Mar/31/1969

- (b) if two cars were parked in front of the two houses at the end adjacent to the cul-de-sac, it is doubtful one could turn around.

In constructing the cul-de-sac at the end of Clinton Street and installing barricades to prevent through traffic on the lane between Neville Street and Portland Street, the Engineering Department was carrying out the direction of Council, which was based on a report from the Planning Department containing several alternatives.

As regards the current complaint, the problem of vehicles parked within the cul-de-sac could be resolved by prohibiting this parking; however, this action would no doubt invite complaints from the homes adjacent to the cul-de-sac.

As there is no indication that the problem does in fact exist, it was being recommended that no action be taken on the matter.

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

CARRIED UNANIMOUSLY

(6) Footpath - Randolph Avenue to Colborne Avenue

A letter was received requesting a pathway from Randolph Avenue to Colborne Avenue to connect with a road allowance that goes to Lakeview Avenue. It was indicated that the purpose of the pathway was to provide small children with a greater degree of safety when walking to and from the kindergarten that is proposed to be provided in the Brantford Elementary School this September.

The present access for children residing on Gilley Avenue and in the area to the West is by way of Bryant Street or Imperial Street, both of which carry large volumes of traffic and do not have adequate walking facilities.

Investigation revealed that:

- (1) to provide a footpath between Randolph Avenue and Colborne Avenue in an approximate alignment with the paved lanes between Colborne and Brantford Avenues would require the acquisition of an allowance on developed residential property;
- (2) the road shoulders, although not the best pedestrian facility, should provide a reasonable safe area for walking. Most of the route is on low vehicle volume streets, with the exception of Imperial Street between Gilley Avenue and Colborne Avenue, a distance of about 200 feet. This section has an exceptionally wide road shoulder and this route does not require a crossing of Imperial Street;
- (3) the School Board approved a policy of introducing kindergartens into the school system based on a number of criteria. Two related to this particular problem are:

Mar/31/1969

- (i) the attendance at kindergartens would be on a voluntary basis;
- (ii) transportation for kindergarten pupils will be the responsibility of the parents.

In view of the above and the facts:

- (a) kindergartens are an introduction (under supervision) to school;
- (b) the manner in which the children conduct themselves on the way to school is part of this introductory training, it is felt that these children should be accompanied by an older responsible person to and from school.

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

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

CARRIED UNANIMOUSLY

(7) Grange Street between Sussex Avenue and Willingdon Avenue

A complaint was received concerning heavy trucks travelling on Grange Street between Sussex Avenue and Willingdon Avenue.

The future classification of Grange Street is to be that of a major collector and circulation facility for the high density commercial areas of Kingsway. This would require that Grange Street be available for truck traffic.

In view of this, it was being recommended that no action be taken concerning the truck traffic on the subject portion of Grange Street.

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

CARRIED UNANIMOUSLY

(8) Inlet Drive Adjacent to Westridge Park

As a result of a number of representations made during 1968 that steps be taken to remedy a hazardous traffic situation on Inlet Drive adjacent to Westridge Park, a letter was dispatched to the Department of Highways requesting that, in addition to previous requests for oversize 30 m.p.h. signs on Inlet Drive and traffic control devices to prevent vehicular traffic from passing when adjacent to the Park, a pedestrian-actuated traffic signal be installed at Pandora Street and Inlet Drive to make it safer for children and others crossing Inlet Drive on their way to and from Westridge Park.

Information was received from the Department of Highways that vehicle counts did not meet the signal warrants. That Department did, however, propose that:

Mar/31/1969

- (a) no painted crosswalks be provided because of the false sense of security they give;
- (b) "Playground Crosswalk" signs, plus advance warning signs, be erected;
- (c) the advance sign for Westbound traffic have a tab reading "No Passing, Dawn to Dusk".

It was being recommended that:

- (i) the proposal of the Department of Highways to indicate to motorists the existence of not only the park but the unmarked crosswalk by means of advance and overlane signing be approved;
- (ii) because of the lack of a pedestrian and/or vehicle accident history, the signing be considered a preventive measure to be reviewed and reported upon one year after installation.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN DAILLY:
"That the recommendations of the Committee be adopted."

CARRIED UNANIMOUSLY

(9) East Side of Alpha Avenue from Loughheed Highway to Dawson Street

A letter was received concerning the one-hour parking restriction recently imposed on the above portion of Alpha Avenue. It was contended that:

- (a) this restriction affects business parking;
- (b) as this Firm (Brentwood Dodge) has provided off-street parking for customers and their managerial staff, the remaining employees must park elsewhere;
- (c) had the various types of parking violations been prosecuted, the situation would have resolved itself.

The parking restriction was imposed to alleviate a situation created, in part, by all-day parkers at the curb.

Off-street parking facilities should be provided for employees of the Firm and the curb space should be used by customers, who will be parking for short durations.

Several inspections of the area since the posting of the one-hour limit has confirmed the numerous parking violations. Rigid enforcement of these regulations would probably give the Firm additional cause for concern.

In view of the above, it was being recommended that the one-hour parking limit now in effect on the East side of Alpha Avenue from Loughheed Highway to Dawson Street be retained.

Mar/31/1969

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

CARRIED UNANIMOUSLY

(10) #36 Kitchener Bus Service

A request was received from the D. C. Hydro and Power Authority for approval to operate the evening and Sunday services of the #36 Kitchener bus via Fell Avenue, Broadway and Holdom Avenue instead of directly through on Halifax Street to Holdom Avenue.

This routing will be the same as the daytime operation and will provide a consistent routing throughout the day.

It was being recommended that this transit revision be approved because it will provide an improvement in service.

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

CARRIED UNANIMOUSLY

(11) Moscrop Street and Smith Avenue

A complaint was received that the above intersection is hazardous due to vision being limited because:

- (a) a wide cedar hedge on the Southeast corner extends to the inside edge of the sidewalk and is higher than six feet;
- (b) Moscrop Street is a through street from Willingdon Avenue to Smith Avenue but drivers unfamiliar with the area are so attentive to the view obstruction caused by the hedge that they do not see the stop sign;
- (c) when a driver stops at the stop sign, his view is obstructed by the hedge and he must enter the intersection before he can see traffic to his left;
- (d) a motorist proceeding North on Smith Avenue can not observe a car approaching the stop sign on Moscrop Street.

There has been a total of 21 reported accident at the intersection in the last eight years. The rate varies from year to year, indicating a lack of relationship to vehicular volumes. One significant fact is that 40% of the total accidents involved conflict between Northbound and Westbound vehicles.

When approaching the intersection from the East, the stop sign was visible for a distance of well over 1,000 feet. When stopped at this sign, a driver by moving ahead slightly and still remaining back of the Smith Avenue curb, can see well up Smith Avenue.

Mar/31/1969

Notwithstanding and, as there is evidently a problem at the intersection, the following two courses of action were undertaken:

- (i) The normal 24" stop sign has been replaced with a larger 30" sign and the stop line repainted.
- (ii) The owner of the property on the Southeast corner was approached and agreed to trim the hedge to prevent it from overhanging the sidewalk area.

It was being recommended that Council ratify the action already taken, as detailed above.

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

CARRIED UNANIMOUSLY

(12) 3300 Block Sunset Street

A request was received for a one-hour parking limit on both sides of Sunset Street from Smith Avenue East to the end of the commercial area.

A parking survey and hourly checks on three separate dates revealed that:

- (a) parking spaces were available on two of the three times checked;
- (b) nine cars which were frequently parked for most of the day in the commercial area were owned by businessmen in the block;
- (c) a one-hour restriction in this commercial area would transfer those who park for long periods to spaces in front of the apartment blocks immediately adjacent to the area.

In view of the foregoing, it was being recommended that no action be taken on the request at this time.

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

CARRIED UNANIMOUSLY

(13) 4510 Kingsway

A request was received that the median on Willingdon Avenue South of Kingsway be shortened to allow Southbound motorists to turn left into the parking lot of a restaurant at 4510 Kingsway.

It was alleged that, if clear access to this property is denied, there will be an adverse effect upon the business.

It was being recommended that a sign be installed in the area at the South end of the median on Willingdon Avenue South of Kingsway permitting motorist to U-turn North on Willingdon Avenue and, if desired, into the parking lot of the restaurant.

Mar/31/1969

MOVED BY ALDERMAN HERD, SECONDED BY DAILLY:

"That the recommendation of the Committee be adopted."

CARRIED

AGAINST -- ALDERMAN LADNER

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:

"That the meeting extend beyond the hour of 10 o'clock p.m."

CARRIED

AGAINST -- ALDERMAN DRUMMOND
AND DAILLY

* * *

MUNICIPAL MANAGER submitted Report No. 22, 1969 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) Sperling-Freeway-Kensington-Gilpin Area

The letter which Council received from Mr. J. Franta of 5021 Claude Avenue suggesting that the above area be dedicated as a public playground was referred to the Parks and Recreation Commission for comment.

The Commission has written to indicate that it does not concur that the area should be used as a public playground because:

- (a) 20 acres of sports fields are presently under construction just North of the area;
- (b) there are playground facilities at Deer Lake.

The area in question is, in part, designated as a future fire hall site.

A large portion of the area is now being used by the Burnaby Horsemen's Association.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

"That no action be taken on the suggestion that the captioned area be designated as a playground because of the situation outlined in the report of the Manager."

CARRIED UNANIMOUSLY

(2) Regional Seminar on Management Development

The Canadian Welfare Council is holding a Regional Seminar on Management Development in the Banff School of Advanced Management at Banff, Alberta between May 19th and 23, 1969.

Tuition fees and travel expenses are borne by Welfare grants. The only cost to participants is \$11.00 per day for board and room. British Columbia has been allotted a quota of fifteen out of the total of sixty participants.

Mar/31/1969

It was being recommended that Mr. E. L. Coughlin, Social Service Administrator, be authorized to attend the Seminar if his application is successful.

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

CARRIED UNANIMOUSLY

(3) Lot "A", Block 6, D.L. 122, Plan 1300
SUBDIVISION REFERENCE #3/69

It was being recommended that Council waive the provisions of Section 712(1) of the Municipal Act in respect of a subdivision involving the above property in order to exempt the subdivider of the parcel from being required to provide the amount of land prescribed by the Section mentioned as a highway.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:
"That the owner of Lot "A", Block 6, D.L. 122, Plan 1300 be exempted from the provisions of Section 712 of the Municipal Act, R.S.B.C. 1960, Chapter 255 in respect of a subdivision of the property described as shown on a survey plan prepared by H. D. Cotton and sworn the 23rd day of December, 1969."

CARRIED UNANIMOUSLY

(6) Lot 7, Block 7, D.L. 207, Plan 4032
SUBDIVISION REFERENCE #252/60

It was being recommended that Council waive the provisions of Section 712(1) of the Municipal Act in respect of a subdivision involving the captioned property in order to exempt the subdivider from being required to provide the amount of land prescribed by the Section mentioned as a highway.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:
"That the owner of Lot 7, Block 7, D.L. 207, Plan 4032 be exempted from the provisions of Section 712 of the Municipal Act, R.S.B.C. 1960, Chapter 255 in respect of a subdivision of the property described as shown on a survey plan prepared by D. J. Roy and sworn the 14th day of March, 1969."

CARRIED UNANIMOUSLY

(4) In-Law Suites and Additional Accommodation in Residential Areas

The Planning Department has reported as follows on the above subject:

- (a) Under the regulations for residential districts in the Zoning By-Law, two dwelling units may be located:
 - (i) in two-family dwellings in R4 and R5 Districts;
 - (ii) in single-family dwellings which meet the two-family lot area requirements for conversion - i.e. 3,600 square feet and 7,200 square feet in the R4 and R5 zones, respectively;

- (iii) in single-family dwellings which were built prior to June 7, 1965 (the effective date of the By-Law) in R5 zones, with minimum lot area and width standards of 5,400 square feet and 45 feet, respectively.
- (b) In addition, a number of "in-law" suites have been approved in two-family zones in cases where a doctor's certificate has been provided indicating that an aged parent or parents require, for medical reasons, accommodation in the same dwelling.
- (c) Two-family zones have been established in most of the other municipalities in the Lower Mainland. Under the zoning regulations for Residential Districts in these municipalities, two-dwelling units may be located:
 - (i) in two-family dwellings in two family zones;
 - (ii) in single-family dwellings which meet the two-family lot area requirements for conversion in two-family zones.
- (d) While all of these municipalities make provision for the development of single-family dwellings on smaller than standard lots which existed prior to the effective dates of their Zoning By-Laws, only Burnaby, New Westminster and Vancouver have extended this provision to permit the conversion of single-family dwellings to two-family use on smaller than standards lots in two-family zoned areas.
- (e) The only other municipality which has made special provision for "in-law" suites is Vancouver where, as in Burnaby, they are permitted in two-family zones on the basis of hardship by special permit from the Building Department.
- (f) As a result of contacting the Municipal Solicitor in regard to the matter at hand, the following conclusions have been reached:
 - (1) The granting of permits for "in-law" suites cannot, under the Municipal Act, be left to the discretion of Council.
 - (2) If "in-law" suites are to be permitted, there must be specific provisions set out in the Zoning By-Law. It would be possible to amend the By-Law to allow for "in-law" suites providing the regulations are spelled out in detail.

- (3) a self-contained suite which includes one or more habitable rooms, including kitchen and bathroom facilities, is a dwelling unit. This would rule out the establishment of an "in-law" suite in a single-family dwelling in a single-family zone or, of adding "in-law" suite to a two-family dwelling in a two-family zone, as requested by Mr. A. Ritchie for the duplex at 6290/92 Winch Street
- (g) With the exception of Vancouver, the opportunities for providing additional dwelling unit accommodation would appear to be greater in Burnaby than they are in the other Lower Mainland municipalities.
- (h) From a legal standpoint, a second dwelling unit may be provided in a single-family dwelling only where such a dwelling is located within an area zoned for two-family development.
- (i) Single-family dwellings which cannot provide a second dwelling unit in two-family zoned areas would include:
 - (i) a dwelling located on a lot of less than 8,600 square feet in area in an R4 District;
 - (ii) a dwelling constructed since June 7, 1965 and which is located on a lot of less than 5,200 square feet in area in an R5 District.
- (j) An amendment could be introduced to the Zoning By-Law which would permit "in-law" suites to be established in the single-family dwellings included under (i) (i) and (ii) above, subject to meeting structural requirements for conversions.
- (k) Should Council wish to proceed with such an amendment, the following conditions should be attached:
 - (1) accommodation should be limited to two persons who must be "in-laws" (members of the family who own and/or occupy the dwelling);
 - (2) accommodation should be provided on a non-profit basis;
 - (3) it should be permitted only on the issuance of a permit by the Building Department;

Mar/31/1969

- (4) a time limit should be set on the permit of perhaps one year, with provision for annual renewals;
- (5) provision should be made for discontinuing the accommodation at the expiration of the permit and for requiring the removal of the kitchen facilities from the "in-law" suite.

The Municipal Solicitor has indicated his concurrence with the views set out in the report of the Planning Department insofar as the legal aspects are concerned.

During consideration of the subject of the report from the Manager, the following points were made in Council:

- (a) Perhaps consideration should be given the matter of submitting a resolution to the forthcoming U.B.C.M. Convention which would allow Councils to exercise discretion when dealing with the matter of in-law accommodation in single-family zones.
- (b) The regulations in the R4 and/or R5 zones should be amended to allow for three families.
- (c) The same regulation that allows for two families in single-family zones should apply in two-family zones.
- (d) The Board of Variance could perhaps deal with the problem confronting Mr. Ritchie.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

"That the subject of "In-law" accommodation be tabled until the April 8th meeting and the Planning Director submit a report then offering his opinion on the points made this evening by Council during its consideration of the matter."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the Municipal Solicitor prepare, for the consideration of Council, a resolution for the 1969 U.B.C.M. Convention designed to amend the Municipal Act to allow for the exercise by Councils of discretionary powers in the matter of providing additional accommodation in any residential zone."

CARRIED UNANIMOUSLY

(5) Sanitary Sewers - Phillips Avenue and Government Street

It is quite feasible to install sanitary sewers in the above area. The estimated cost would be \$21,000.00.

This was considered by Council on September 30, 1968 when the decision was made that it was not practicable to spend the amount mentioned until there is an improvement in the monetary situation.

The financial situation has worsened and there appears to be no immediate prospect of being able to obtain funds for sewer purposes by debenture issue.

There is no reason, other than the shortage of funds, why the sewer extension desired should not be made. It would serve 25 properties at an estimated cost of \$840.00 per connection. This is higher than the average cost but it will likely always be so unless further subdivision takes place.

Because the Greater Vancouver Sewerage and Drainage District has not been able to sell bonds on Burnaby's behalf, the present situation is that the general fund has advanced about \$850,000.00 to the Sewer Utility for works already installed or in progress.

(10) Sanitary Sewers - Wilberforce Area

Sewer service became possible late last Fall to this area with the construction of the Sapperton "Spine" and the lateral extension from this Spine to service municipal lots on the North side of Wilberforce Street between Sapperton and Elford Streets.

With the extension to Elford Street, it is now possible to continue Westward to serve Lots 30 to 37 inclusive. The corner lot at Cariboo Road (Lot 16) cannot be served by means of this extension because of elevation.

The municipality is advancing the funds required for the Sapperton-Elford portion from the Revolving Fund and this will be recovered on the sale of the Lots.

The estimated cost of a maximum Westward extension is \$5,000.00, and this would serve 8 lots at an estimated cost of \$625.00 each.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CLARK:

"That the Municipal Manager return his previous report on the general subject of sewerage isolated parts of the municipality, providing up-dated information and indicating the number of areas remaining following the work that was done last Fall to construct sanitary sewer "spines" to various parts of the municipality."

CARRIED UNANIMOUSLY

(7) Lot 19, Blocks 12/13N, D.L. 79S, Plan 2298REZONING REFERENCE #94/68

The following is a report from the Planning Department relating to questions asked by Mr. Allen C. Smith, Architect, in a letter he submitted to Council a short time ago:

Mar/31/1969

- (a) The first question asked by Mr. Smith regarding a sidewalk crossing and access to his property could properly be answered by the Municipal Engineer. If Mr. Smith made application for a crossing, it would have undoubtedly been done through the Engineering Department.
- (b) With respect to the request that taxes on the property in question be waived, the Planning Department can hardly comment upon this point.
- (c) It should be noted that Mr. Smith made application to rezone the property late in September and the Planning Department prepared a report which was considered by Council on September 30, 1968.
- (d) As the time between the receipt of the application and the presentation of reports to Council was a matter of days, the Department did not have sufficient time to submit a detailed report and therefore commented generally on the application. It was also suggested that Council indicate to the Planning Department whether or not it was in favour of the principle involved.
- (e) The Planning Department conducted a fairly extensive examination of the area and, in February 1969, submitted a report to Council which recommended the rezoning of the two sites submitted by Mr. Smith and the rejection of a third. The site which is the subject of Mr. Smith's present letter was one recommended for Comprehensive Development zoning.
- (f) In dealing with Mr. Smith on the basic concept for the area, there has been some discussion on the question of access from Canada Way. It is difficult to believe that Mr. Smith has found the lack of access to the property a hardship for the reason he states (i.e. the maintenance of fruit trees) because he is proposing a rather intensive development of the property as an office building with surrounding parking.
- (g) The question of access is being examined in relation to the Municipal Hall crossings ^{and} the High School crossings. A reply to Mr. Smith in this regard is presently being prepared.
- (h) The location and extent of crossings in the ultimate case will be a part of his overall Comprehensive Development scheme and, as such, will be subject to Council approval.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:

"That Mr. Allen C. Smith be advised that Council is not able to waive taxes on the property which is the subject of the report from the Manager; and further, the other information in the report also be conveyed to Mr. Smith."

CARRIED UNANIMOUSLY

Mar/31/1969

(8) Lane - Wedgewood and Rosewood Streets between 4th and 6th Streets

Lots 39 to 46 inclusive are owned by the municipality. They have been proposed as a Public Housing site.

Lots 21, 17 and 'D'S $\frac{1}{2}$ are not represented by the petitioners.

Fourth Street is not constructed. The estimated cost of this work, including a portion of the street to a lane standard, is \$13,000.00.

No estimate is available as to the acquisition cost for the aforescribed Lots 21, 17 and 'D'S $\frac{1}{2}$.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:

"That the Land Agent approach the owners of the Lots 21, 17 and 'D'S $\frac{1}{2}$ mentioned in the report of the Manager to obtain their reaction to the dedication of a portion of their properties for lane purposes."

CARRIED UNANIMOUSLY

(9) Lane - 7600 Block Imperial Street

The request which Council received for a lane at the above location was made by three of the four property owners concerned.

The owner of this fourth property, which is located at the Southeast corner of Imperial Street and Gordon Avenue, is not prepared to dedicate or sell the required land for lane purposes.

The Municipal Engineer considers it feasible to construct the lane at the rear of the other three properties. The estimated cost of this (which includes paving) is \$1,500.00.

It was being recommended that a lane be constructed at the rear of 7650, 7656 and 7664 Imperial Street, providing the owners of these three properties convey the necessary right-of-way for \$1.00 each.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN LADNER:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(11) Dredge Spoils

The North Fraser Harbour Commissioners offered the municipality between 40,000 and 50,000 cubic yards of pump sand at a cost to the municipality of 15¢ per cubic yard royalty.

It has been the practice to accept all such dredge spoil available for placement on municipal property.

It was being recommended that Council authorize the execution of the documents formalizing this acceptance.

A mutually acceptable site has been selected and dredging has already commenced.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

Mar/31/1969

ALDERMAN LADNER LEFT THE MEETING.

MUNICIPAL MANAGER submitted a Special Report in connection with the proposed new Animal Shelter, advising as follows:

- (1) For many years, the municipality has had a contract for the impounding of dogs and other animals, the operation of the Dog Pound, the destruction of animals not redeemed, and the disposal of animal remains.
- (2) At the present time, there is no contract with the Poundkeeper because it was not renewed on expiration as it was considered there should be a change when the proposed new Animal Shelter is available for operation.
- (3) The basis of payment of the Poundkeeper has had considerable criticism. The municipality pays the Poundkeeper \$10.00 for each dog impounded. This leads to accusations of "bounty-hunting" and the use of unfair means in apprehending dogs. The truth of such accusations has never been proven but they will persist so long as this method of payment is used.
- (4) Vehicles used/the Poundkeeper and his assistants are supposed to be adequately marked when in use as Pound vehicles. Since they are privately-owned vehicles, removable signs are to be used. From the complaints received, it would/seem the signs are not always used but the Poundkeeper invariably denies this.
- (5) With a new building in the offing, it is considered that this is the opportune time to make a change which would:
 - (a) remove the "bounty-hunting" charge;
 - (b) ensure that vehicles are distinctively marked;
 - (c) ensure that the operators of the vehicles wear a uniform which would be recognizable as to their purpose.
- (6) The foregoing can be effected in one of two ways:
 - (i) by the municipality operating the new Animal Shelter with municipal employees; providing properly marked vehicles; and supplying uniforms; or
 - (ii) by the Corporation entering into a contract for the operation of the Animal Shelter, with the contract stipulating the requirements with respect to uniforms and vehicles.

- (7) Both possibilities have been carefully examined from the aspects of economics and philosophy. The latter means some way by which an effective job of dog control, in particular, can be achieved with the least opportunity of criticism of the operation.
- (8) A detailed estimate of the cost of operating the Animal Shelter with municipal personnel is being submitted by way of an attachment. In addition to the fact nothing would be achieved to remove, or at least transfer, the target of criticism, the economics of such an operation effectively rule out municipal operation unless Council is prepared to either substantially increase the Pound and licence fees or is prepared to subsidize dog owners from public revenue.
- (9) The Society for the Prevention of Cruelty to Animals is dedicated to the welfare of animals. It has also, on more than one occasion in the past, been a critic of Burnaby's Pound and its method of collecting dogs.
- (10) The Society now conducts operations in the Lower Mainland and, from enquiries, the arrangement is satisfactory to the municipalities concerned.
- (11) The Manager approached the Secretary-Manager of the Society for the following two reasons:
 - (a) To gain the benefit of his experience and advice in the design requirements of Burnaby's new proposed Animal Shelter.
 - (b) To ascertain whether the Society would be interested in making a proposition to Burnaby for the operation of the new Animal Shelter.
- (12) The Secretary-Manager advised that the Society would not be interested in operating the present Burnaby Pound but it would definitely be interested in making a proposition to operate the new one. The Secretary-Manager also provided some excellent advice for the design of the new structure. It is only incidental that some of his advice has proven costly. It was excellent and has been incorporated in the sketch design presented to Council.
- (13) The Society is prepared to enter into a contract with Burnaby for a period of three years from the time the new premises are available. This contract would provide for:
 - (i) a resident staff member in charge;

Mar/31/1969

- (ii) three patrol officers, or Inspectors;
 - (iii) one kennel and office man;
 - (iv) three new G.M.C. Handi-Van vehicles, radio equipped and suitably marked;
 - (v) official Society uniforms for each inspector;
 - (vi) the Society would be responsible for the payment of all personnel, the supply of vehicles and radios and maintenance of them, the supply and maintenance of uniforms, the supply of euthanasia equipment, the supply of working equipment, the disposal of dead animals by cremation or otherwise, all maintenance costs of the Shelter, including light, heat, and telephone.
- (14) All Pound fees collected would belong to the municipality but the Society would retain any adoption fees.
- (15) Staff would be arranged in such a way as to extend the hours the Shelter would be opened by adding the hours from 12:00 noon Saturdays to 5:00 p.m. and on Sundays from 9:00 a.m. to 5:00 p.m.
- (16) Impounding would only be done Mondays to Fridays inclusive, but the hours of the Inspectors would be arranged and staggered to provide an average of $2\frac{1}{2}$ Inspectors on duty at all times so far as is practicable, and to provide coverage according to conditions.
- (17) The Society also proposes that it be authorized as an agent of the municipality for the sale of dog licences.
- (18) For services to be provided, the Society asked for:
- (a) an annual payment of \$29,750.00, payable monthly;
 - (b) 25% of all dog licence fees sold by the Society;
 - (c) the use of the living quarters, free of charge, as part of compensation to the resident staff member.

- (19) It is estimated that the cost to the municipality of the foregoing would be approximately \$31,500.00 per year.
- (20) In 1968, \$36,510.00 revenue was received from dog licences and Pound fees. After supplies and payments to the Poundkeeper were deducted, there was a net revenue to the municipality of \$15,064.00. This does not include the time spent by members of the Licence Department in connection with dog matters.
- (21) 1969 is expected to produce approximately \$40,000.00 from dog licences. If \$31,500.00 was paid to the S.P.C.A. and other expenses were met, the municipality would net \$7,200.00.
- (22) The anticipated cost of the proposed Animal Shelter is \$50,000.00 and the funds accumulated over a period of years only amounts to \$30,025.00.
- (23) A design has been considered which provides a facility of which the community could be visually pleased and which would incorporate modern features relating to the purpose for which the structure would be built. Since it is proposed to not isolate the building, this fact gains added importance to ensure as much as possible that the building itself will not be a cause of complaint. Living accommodation has been designed into the building and this has increased the original estimated cost. It is not difficult to justify the provision of living accommodation on the basis of increased service and security. The municipality, in apprehending an animal, assumes considerable responsibility with respect to it. If the animal happens to be a pedigree dog, this responsibility assumes great importance.
- (24) Living accommodation such as that proposed in the Animal Shelter provides an offset against total operating costs, whether the Corporation operates the Shelter or contracts for its operation.
- (25) Improvements in the original design, in the way of radiant floor heating, are mainly for improved maintenance and cost saving.
- (26) It is considered desirable to examine some of the chief features of the Dog Tax and Pound By-Law so that any changes required can be made in time for a complete new start. The portions of the By-Law which are of immediate concern are:

- (a) the holding period for animals of 96 hours;
 - (b) the absence of a "boarding fee" for impounded animals;
 - (c) the pound fee as a fair and effective penalty;
 - (d) licence fees payable.
- (27) These sections were all discussed in detail with the Secretary-Manager to obtain his opinion regarding them and to get any suggestions he might wish to make. The Secretary-Manager suggested that the holding period be returned to 72 hours. This is sufficient to cover long weekends and provides adequate time for redemption, if such is ever going to occur. A "boarding fee" in addition to a pound fee is quite customary but, after considerable discussion, it was felt this was not required in Burnaby.
- (28) The Secretary-Manager stated that he felt Burnaby had a good fee structure; in fact, he has used Burnaby as an example in dealing with other municipalities. The possibilities of a graduated pound fee and/or a bonus on the next licence issued were discussed. The unanimous opinion was in favour of a fixed fee without any bonus, otherwise this would create bookkeeping and record keeping problems at either increased costs or reduction in service, and would only create new fields for arguments and disagreement.
- (29) The rates of licence fees are adequate and require no revision.
- (30) Should a contract be entered into with the S.P.C.A., a termination clause would need to be carefully worded.
- (31) In general, it was considered that the By-Law is satisfactory. By omission, there is no discussion of any desirable features of a leash law. Since one of the repetitive disagreements with owners of dogs picked up is whether the animal was running at large or under control, a leash law should reduce the field of argument, if not eliminate it.
- (32) It is considered that, since this is the one and only Animal Shelter the municipality has or will be building for many years, it would be pointless to scrimp on a facility of this nature, providing costs are not completely out of line.

Mar/31/1969

- (33) It is not possible for the Building Department to undertake design and specifications for the building at this time.

It was therefore being recommended that an Architect be commissioned to do this.

- (34) It is considered that the advantage of having the name of the S.P.C.A. connected with the operation, plus the saving in cost, are highly desirable and that a contract should be entered into with the Society.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That authority be granted to commission an Architect to undertake design and specifications for the new Animal Shelter, and the Municipal Manager be empowered to discuss with Mr. Peter Smith, Architect, the question of him being so commissioned."

CARRIED

AGAINST -- ALDERMAN BLAIR

ALDERMAN LADNER RETURNED TO THE MEETING.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:

"That the Municipal Manager arrange for the preparation of a contract, for a term of three years, with the Society for the Prevention of Cruelty to Animals for the operation of the Animal Shelter."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN LADNER:

"That the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN LADNER:

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

CARRIED UNANIMOUSLY

BY - LAWS

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:

"That:

"BURHABY ROAD CLOSING BY-LAW NO. 2, 1969" #5471

"BURHABY TEMPORARY BORROWING BY-LAW 1969" #5499

be now reconsidered."

CARRIED UNANIMOUSLY

Mar/31/1969

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:

"That:

"BURNADY ROAD CLOSING BY-LAW NO. 2, 1969"

"BURNADY TEMPORARY BORROWING BY-LAW 1969"

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

CARRIED UNANIMOUSLY