

JULY 25, 1960

A Regular meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4545 East Grandview-Douglas Highway, on Monday, July 25, 1960 at 7:30 p.m.

PRESENT: Reeve Emmott in the Chair;  
Councillors Drummond, Edwards,  
Harper, Mather and Prittie

ABSENT - Councillors Jamieson  
and MacSorley

Pastor T.D. Becker led in Opening Prayer.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That both Councillors MacSorley and  
Jamieson be granted leave of absence  
for this meeting."

CARRIED UNANIMOUSLY

Reeve Emmott then introduced Miss Burnaby, Heather Smith, and, on behalf of the Council and residents of the Municipality, congratulated her upon being chosen as Miss Burnaby for the year 1960.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR PRITTIE:

"That the minutes of the meetings held  
June 27th and July 11th, 1960, respectively,  
be adopted as written and confirmed."

CARRIED UNANIMOUSLY

Mr. L. J. Prior, Principal, Windsor School, and the Corresponding Secretary, Windsor School P.T.A., submitted letters requesting the opportunity to address Council with respect to the proposed installation of crosswalks on Imperial Street at the School.

MOVED BY COUNCILLOR PRITTIE,  
SECONDED BY COUNCILLOR EDWARDS:

"That this matter be deferred until  
consideration of the Traffic Safety  
Committee Report later in the evening."

CARRIED UNANIMOUSLY

Mr. R. Edwards of the Legal firm of Edwards, Edwards and Edwards, wrote requesting the opportunity of addressing Council on the matter of an application to rezone Block 38 except Sketch 6927, except Plan 9355 and except Reference Plan 15504, D.L.159, Plan 930 to Commercial use.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR DRUMMOND:

"That Mr. Edwards be heard."

CARRIED UNANIMOUSLY

Councillor J. Edwards withdrew from the meeting.

Mr. R. Edwards appeared and advised that he was representing the owner of the property in question. He stated that this property had been used commercially for over forty years and that this was indicative of the suitability of the subject parcel for commercial use. Mr. Edwards added that not only had the subject property been used commercially but, as well, there were other commercial establishments in the immediate vicinity - in the form of gasoline service stations and a cafe. He pointed out that the Planning Director, in his report of February 1, 1960, had indicated that a study was being made of the road situation for the area in the vicinity of the property under application. He suggested that this study had now advanced to the point where Council could again deal with the application for rezoning and that therefore the Planning Director should submit his further report to Council. Mr. Edwards contended that if this information concerning roads was not available at this time, or if it could not be made available shortly, then it was an injustice to his client to deprive him of the privilege of continuing commercial usage of his property. Mr. Edwards concluded by requesting that Council instruct the Planning Director to submit his report, as mentioned above, and that a date for submission of this report be set.

The Planning Director reported verbally that in its report of February 1, 1960, his Department considered it premature to deal with the rezoning application because the road study which was being conducted was in its initial stages. He added that his Department had now reached the point in its study of the road situation where it could present a report within a month or so.

MOVED BY COUNCILLOR MATHER,  
SECONDED BY COUNCILLOR PRITTE:

"That decision on the rezoning application in question be reserved until September 6th at which time a report be submitted by the Planning Director in regard to the road study for the area in the vicinity of Marine Drive and Gilley Avenue."

CARRIED UNANIMOUSLY

Councillor J. Edwards returned to the meeting.

Secretary-Treasurer, Burnaby Ratepayers Council, submitted a letter expressing concern over a proposal of Council to delegate certain authority to the Planning Department on the grounds that such action would be both arbitrary and contrary to principles which are inherent in local government under a democratic system.

Councillor Edwards reported verbally that, as instructed by Council earlier, he was investigating the proposal of Council referred to by the Ratepayers Council, and that he would be in a position to report at the next regular meeting of Council to be held on August 8th.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That the letter from the Ratepayers Council be received and they be advised that a report on the subject matter will be submitted to Council on August 8th."

CARRIED UNANIMOUSLY

Mr. E. Regier, Member of Parliament, Burnaby - Coquitlam, submitted a letter, plus two enclosures, on the matter of postal service for the Municipality.

MOVED BY COUNCILLOR PRITTIE,  
SECONDED BY COUNCILLOR EDWARDS:

"That the letters and enclosures be received and their contents noted, with considerable interest."

CARRIED UNANIMOUSLY

Mr. K. Armstrong submitted a copy of a letter addressed to the Fire Department expressing his gratitude to the members of that Department, and particularly the Inhalator Crew at the Edmonds Fire Hall, for restoring his son to consciousness after a convulsion.

MOVED BY COUNCILLOR PRITTIE,  
SECONDED BY COUNCILLOR EDWARDS:

"That the letter be received, with thanks, and the feelings of Council on the subject matter be made known to the Fire Chief."

CARRIED UNANIMOUSLY

Mr. L. E. Jones submitted a letter inquiring as to what steps could be taken to rectify the condition of the boulevard on Boundary Road which separates Burnaby from Vancouver. The Reeve indicated that he would approach the City of Vancouver with a view to attempting to effect a solution to the problem of the unsightly boulevard strip.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR PRITTIE:

"That the letter be received and the subject matter referred to the Reeve for attention."

CARRIED UNANIMOUSLY

Mr. W. M. Purcello submitted a petition on behalf of himself and a number of other property owners within the area bounded by the B. C. Electric Railway Line; the lane west of Antrim Avenue (but including all of Lot "J", Blocks 13/15 and 18/20, D.L. 98; Watling Street; and Royal Oak Avenue, objecting to the rezoning of this land from Light Industrial to Residential Two-Family.

MOVED BY COUNCILLOR DRUMMOND,  
SECONDED BY COUNCILLOR EDWARDS:

"That the petition be received and the petitioners be informed of the procedure followed by Council in regard to this particular rezoning."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR PRITTIE:

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

CARRIED UNANIMOUSLY

The matter of the proposed Barnard - Hill Avenue overhead transmission line was then lifted from the table for further consideration.

The Planning Director submitted a report on this matter advising that his Department was first made aware of the concern of the Lake City Industrial Corporation over the location of the existing north - south power line through the east part of their property (as well as the east - west line paralleling Broadway) in 1954. The Planning Director advised that his Department felt in order to obtain a satisfactory and economic layout of the east end of the Lake City property, it would be necessary to reconcile the B.C. Electric easement, the main spur track serving Lake City, and a north-south major street or highway roughly following the Cariboo alignment. He also advised that it was anticipated that improvements to the main drainage network in this area would further fragment the Lake City property and besides this severance problem in the Lake City area, an even more critical problem existed south of the Lougheed Highway in that several rights-of-way laced this area, the property was not under unified ownership, the Freeway was to be located through the area, and development of Municipally-owned property would be detrimentally affected by the continued existence and expansion of the right-of-way. He added that evolvement of the present proposal was initiated on April 17, 1957, with consideration of the total line actually proceeding in two phases - from Hill Avenue to the Great Northern Railway tracks, and from there north to the Barnard Sub-Station. The Planning Director further reported that a total realignment between Hill Avenue and the Sub-Station was proposed in detail by the Company on August 19, 1958; which proposal is substantially that which is before Council at the present time. He pointed out that this proposal was regarded as vastly superior to the original since:

- (a) The overall area occupied by the new facility was 31 acres compared to 62 acres under the original.
- (b) A considerable portion of the new right-of-way was over land which was of low value for further development.
- (c) The problem of severance was substantially eased both north of the Lougheed Highway in the Lake City area and south of it.

The Planning Director also pointed out that the agreement for sale with the Lake City interests (1953) had included a term whereby the Corporation gave tacit agreement to the eventual industrialization of all property north of the Lougheed Highway acquired by the Lake City Company from the Corporation, and, in 1956 and 1957, this attitude was reflected in further land sales to that Company. The Planning Director advised that his Department sought a better reconciliation of industrial and residential uses for the subject area and, to this end, a land exchange between Lake City Industrial Corporation and Messrs. Noel and Mazzucco (the developers of the Sullivan Heights Subdivision) was promoted. He added that it had to be assumed because of the above mentioned tacit agreement that industrial development would proceed eastward to the lane parallel to and west of Noel Drive.

The Planning Director reported that his Department feels an alternative alignment to that presently proposed is now possible, especially now that the Lake City Spur Line has been constructed. He advised that this alternative route would follow that now proposed eastward from Hill Avenue on the north side of the Freeway to the Great Northern Railway, from this point it would turn sharply northward and follow the east side of the Lake City Spur Line to the point of intersection with the existing power line, and from there it would follow the existing right-of-way (possibly enlarged) north-easterly to the Barnard Sub-Station.

The Planning Director pointed out that this route would:

- (a) Achieve some of the land saving offered by the present proposal.
- (b) To a reduced extent it would use land not too well suited for building development.
- (c) It achieves all the advantage of reduced land severance south of the Loughheed Highway.
- (d) North of the Loughheed, it presents a reasonable opportunity to subdivide around the rail spur - power line easement and the proposed major street which did not exist until the rail spur location was finally resolved.

He added that the disadvantage from a Planning point of view is that the buffer strip effect of the current proposal will not be available to aid in reconciling industrial and residential development - if and when industrial zoning is extended eastward. He also advised that the cost of this alternative should be considerably less than any other involving widening of the existing transmission line, with delay and cost in re-engineering the development being limited to the northern portion only.

MOVED BY COUNCILLOR PRITTIE,  
SECONDDED BY COUNCILLOR MATHER:

"That the report of the Planning Director  
be received."

CARRIED UNANIMOUSLY

Reeve Emmott vacated the Chair.

Acting Reeve Harper assumed the Chair.

The Reeve stressed that the matter under consideration is not one that can be clearly resolved to the satisfaction of all parties affected. He pointed out that at the time the original easement was granted no substantial residential development existed in the general area and that now such development does exist, the concern of the residents is quite naturally well founded. The Reeve advised that these residents are requesting Council to petition the Public Utilities Commission in order to determine the validity of the arguments advanced by all parties concerned and thus ensure that the subject matter receives a full and proper Hearing. The Reeve emphasized that Council must not just view the situation in this light alone but, instead, it must also be prepared to suggest another location for the transmission line and consider other factors such as the cost which might be incurred by the Municipality. He explained, in connection with the sales agreement with Lake City (mentioned by the Planning Director in his report) that the Council of that day was stating, in effect, that the rezoning of the property in question to Industrial was in the best interests of the Municipality and should therefore be supported by Council, but only if no intense opposition or rebuttal was expressed. The Reeve continued by pointing out that the Public Utilities Commission has implied that it is prepared to arrange a Public Hearing and that, in his view, he felt this was a correct approach in that this Hearing might result in attention being focused on the problem of overhead transmission lines and, at the same time, it could serve to gauge the sentiment of the people involved in such installations.

MOVED BY REEVE EMMOTT,  
SECONDED BY COUNCILLOR PRITTIE:

"That an application be made to the Public Utilities Commission to consider the re-location of the proposed Barnard - Hill Avenue transmission line to the alignment suggested as an alternative in a report of the Planning Director dated July 25, 1960, provided the costs which might result from this proposed change of location are not to be borne by the Municipality."

CARRIED  
COUNCILLOR EDWARDS  
AGAINST

Reeve Emmott then resumed the Chair.

MOVED BY COUNCILLOR PRITTIE,  
SECONDED BY COUNCILLOR MATHER:

"That the matter of Municipal representation at the Public Hearing before the Public Utilities Commission relative to the Barnard - Hill Avenue overhead transmission line be left in the hands of Reeve Emmott."

CARRIED  
COUNCILLOR EDWARDS  
AGAINST

Parks and Recreation Commission submitted a report in connection with the Bonsor Park Recreation Centre advising that the South Burnaby Men's Club is now in a position where it is prepared to proceed with the exterior finishing and painting of this building, the construction of new washrooms with outside entrance, and the completion of basement rooms in both sections of the building. The Commission advised that the total value of these works would be approximately \$20,000.00; \$10,000.00 of which has been provided in the budget of the Commission and the balance to be provided by the Club. The Commission requested that Council grant the sum of \$10,000.00 to the South Burnaby Men's Club Building Fund and that this amount be charged against the budget of the Commission for the year 1960.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR MATHER:

"That the request of the Parks and Recreation Commission be acceded to."

CARRIED UNANIMOUSLY

The Reeve declared a recess at 9:05 p.m.

The Council reconvened at 9:15 p.m.

#### REPORT OF TRAFFIC SAFETY COMMITTEE

##### (1) Windsor School.

The Committee reported that on October 28, 1957 the Council had approved the installation of "Stop When Occupied" crosswalks on

Imperial Street at Waltham Avenue and Gilley Avenue, subject to the construction of a sidewalk on Imperial Street. The Committee further advised that this sidewalk was not constructed until this year and that during the interim, further investigations were conducted which led the Committee to believe that it would be more desirable to establish one crosswalk on Imperial Street opposite Randolph Avenue, rather than at the other two locations. The Committee reported that both the Principal of the school concerned and the Windsor P.T.A. expressed a great deal of opposition to the proposed replacement of the 15 m.p.h. zone with one crosswalk, especially if it was to be located at Randolph Avenue. The Committee pointed out that it has been the accepted practice to install "Stop When Occupied - School Crossing" zones on through streets as it has been found that this affords the desired protection while, at the same time, it does not require traffic to decelerate at times when it is not necessary. The Committee also advised that in a recent interview with the Principal concerning the matter of replacing the 15 m.p.h. zone with a crosswalk, they had agreed to modify their original proposal by installing two crosswalks - one at Randolph Avenue (as originally proposed) and the other opposite the entrance to the main building. The Committee advised that the Principal was still adamant in his view that the other crosswalk should be established at Gilley Avenue and not at Randolph Avenue. In support of its proposal, the Committee pointed out that Gilley Avenue will no doubt continue to carry increasing volumes of vehicular traffic which, when coupled with the fact children must use the roadway due to the lack of a sidewalk, can only lead to a hazardous situation for the pupils. In addition, the Committee advised that to further complicate the situation, there is a jog in Imperial Street at Gilley Avenue and a view obstruction on the north-east corner. In conclusion, the Committee recommended that "Stop When Occupied" crossings, including the provision of School Boy Patrols and proper landing areas, be installed on Imperial Street at:

- (a) The entrance to the main building of Windsor School.
- (b) Randolph Avenue.

MOVED BY COUNCILLOR PRITTIE,  
 SECONDED BY COUNCILLOR MATHER:

"That Mr. Prior and the representative  
 from the Windsor P.T.A. be heard."

CARRIED UNANIMOUSLY

Mr. Prior first spoke and advised that if the proposal being advanced by the Committee was approved by Council, he, as Principal of the School concerned, would be obliged to implement and enforce the regulation. Mr. Prior recounted the history of this matter pointing out that it had been under discussion for almost four years and that it had been initiated by himself because of the traffic situation on all streets bounding the School. He contended that because all of these streets (Waltham Avenue, Imperial Street, Gilley Avenue and Kingsway) carry heavy volumes of traffic, the crossing problem for students attending the School should be treated in the light of existing circumstances and not on the basis of the generally accepted policy. He also claimed that students crossing Imperial Street at Randolph Avenue could not be seen a great distance by approaching traffic. Mr. Prior suggested that there were three points to consider, they being: the efficiency of traffic movement, the point of view of the parents, and the safety and administrative problems in enforcing the regulation which devolve upon the Principal of the School. Mr. Prior requested that the 15 m.p.h. zone be retained, at least until the view obstruction at the north-

east corner of Gilley Avenue and Imperial Street is eliminated and further, that if this was not possible, a crosswalk be installed at Gilley Avenue rather than at Randolph Avenue. He also suggested that parking be prohibited on the school side of the street near the crosswalks and that the school property be adequately fenced.

Mr. Wood of the Windsor P.T.A. also spoke and advised that it was the view of the parents that Imperial Street was not a through street east of Kingsway since traffic is required to stop at Sperling Avenue and because Imperial Street dead-ends. He added that with the advent of the Freeway, the significance of Gilley Avenue and the Gilley diversion, traffic-wise, would be altered. Mr. Wood concluded by stating that the P.T.A. supported the Principal of the school fully and that consequently they too were opposed to the crosswalk installations being advanced by the Traffic Safety Committee.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MATHER:

"That this matter be tabled until the  
next regular meeting of Council on  
August 8th."

CARRIED UNANIMOUSLY

(2) Edmonds Street.

The Committee reported that it was its view that the proposal of the Department of Highways to declassify Edmonds Street as an Arterial Highway was a matter more deserving of the attention of the technical staff of the Municipality and, being of this mind, they had redirected Council's referral to consider the implications of this proposal to both the Planning and Engineering Departments.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That the report be received."

CARRIED UNANIMOUSLY

(3) Designation of Curb lanes for right turn use only.

The Committee reported that it was unable to favourably entertain such a proposal since none of the Municipal roads lend themselves to such a designation because they are of insufficient width to accommodate both through and turning movements. The Committee recommended that the proposal be rejected for the reasons set out in the report.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR PRITTEE:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

(4) Hazel Street and Sussex Avenue.

The Committee reported that it had received a request for a sign on Hazel Street at Sussex Avenue indicating that the



former is not a through street or that Hazel Street be designated as one-way street. The Committee advised that in analysing this request, it became evident to them that the problem centered around the east-west lane between Hazel and Grange Streets where it meets the lane flanking the easterly side of the Astor Parking lot. The Committee reported that investigation disclosed vision is acutely restricted at this point due to the presence of trailers and a high fence on the south-west corner but that as no reportable accidents have been recorded in the last three years and since ten foot truncations at the corners have materially improved the situation, they felt no further action was necessary, especially in view of the recently instituted lane speed limit of 15 m.p.h. They recommended that the request be denied.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR MATHER:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

(5) Taxi Zone in 3700 Block Hastings Street.

The Committee recommended that the existing taxi zone on the north side of Hastings Street from 83 feet east to 107 feet east of the east street line of Boundary Road be relocated to the north side of Hastings Street from 225 feet east to 249 feet east of the east street line of Boundary Road.

MOVED BY COUNCILLOR MATHER,  
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

(6) Warning Signs at Institutional Areas.

The Committee reported that it had given consideration to a suggestion of Council that signs similar to those erected at school and playground areas be installed at Institutional areas. The Committee advised that the Manual on Uniform Traffic Control Devices for Canada indicates that an advance warning sign may be installed in conjunction with a pedestrian crosswalk but that it is not considered essential in every instance - as it is with the school and playground installations. They added that no provision is made in the Manual for the establishment of the advance warning sign by itself and, therefore, before such a sign could be erected, a pedestrian crosswalk would need to be established. The Committee recommended that the proposal to instal advance warning signs at Institutional areas be not entertained since it was their opinion that at the few Institutional areas in the Municipality no intrinsic problem exists or, at least, not to any great degree.

MOVED BY COUNCILLOR PRITTIE,  
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

(7) Smith Avenue and Brandon Street.

The Committee reported that it had received a request for the installation of a school crosswalk at the above location. They advised that an identical request had been received last December at which time they had reported to Council that no conflict existed between vehicular traffic and children crossing the street. The Committee recommended that since the same conditions which prevailed last December still exist the current request be also not entertained.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR PRITTIE:

"That the recommendation of the Committee  
be adopted."

CARRIED  
COUNCILLOR MATHER  
AGAINST

(8) Schou Street and Grandview-Douglas Highway east of  
Boundary Road.

The Committee recommended that one-hour parking be established on the south side of Schou Street and Grandview-Douglas Highway from 145 feet east to 334 feet east of the east street line of Boundary Road.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Committee  
be adopted."

CARRIED UNANIMOUSLY

MUNICIPAL MANAGER - REPORT NO. 33, 1960.

(1) Complaint of T. D. Logie.

Mr. T. D. Logie submitted a letter appealing against a decision of the Municipal Treasurer to accept his application for the home owners' grant for each of the years 1957, 1958 and 1959.

The Municipal Manager submitted a report on this complaint setting out the full circumstances of the case.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That both the letter from Mr. Logie  
and the report of the Municipal Manager  
be received and the action taken by the  
Treasurer in refusing to accept the  
application of Mr. Logie under the Home  
Owners' Grant Act for each of the three  
years in question be concurred in."

CARRIED UNANIMOUSLY

(2) Agreement - Holman Trucking Co. Ltd.

The Manager recommended that Council authorize the execution of an agreement between the Corporation and the above Company covering the hiring by the Corporation of trucks for the period

between June 1, 1960 and May 31, 1961.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR PRITTIE:

"That the recommendation of the Manager  
be adopted."

CARRIED UNANIMOUSLY

(3) Burnaby Kennel Regulation By-law 1960.

The Manager submitted a draft of the above By-law for the consideration of Council pointing out that it contains regulations proposed for the operation of dog and cat kennels, animal hospitals, animal clinics and animal beauty parlours within the Municipality.

MOVED BY COUNCILLOR PRITTIE,  
SECONDED BY COUNCILLOR EDWARDS:

"That the report of the Municipal Manager  
and the draft by-law be received and the  
by-law brought forward at the next regular  
meeting of Council to be held on August 8th."

CARRIED UNANIMOUSLY

(4) Crossing - B.C.E.R. Tracks and 19th Street.

The Manager recommended that Council authorize the execution of an agreement with the B. C. Electric Railway Company granting permission to the Corporation to construct a utility crossing for a sanitary sewer trunk leading from Marine Drive to the site of the B. C. Telephone Company.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR PRITTIE:

"That the recommendation of the Municipal  
Manager be adopted."

CARRIED UNANIMOUSLY

(5) Lane proposition from Messrs. Montgomery, Couldwell and Tripp.

The Manager reported that Mr. Tripp had inquired as to the possibility of the Municipality acquiring the north-east 60 feet by 10 feet of Mr. Montgomery's property for lane purposes and that Mr. Tripp had indicated that Mr. Montgomery was agreeable to making the necessary dedication. The Manager recommended that Council authorize the acquisition of the ten foot strip in question on the condition that the Corporation not assume any of the costs which may be incurred in connection with this acquisition, including any costs that may be involved in the actual construction of the lane.

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR MATHER:

"That the recommendation of the Manager  
be adopted."

CARRIED UNANIMOUSLY

(6) North American Peat Ltd.

The Manager submitted a report of the Municipal Solicitor out his opinion with respect to the point raised by Council at the previous meeting concerning a term in the option agreement relative to the purchasing of the property in question.

MOVED BY COUNCILLOR MATHER,  
SECONDED BY COUNCILLOR EDWARDS:

"That the report of the Municipal Manager, embodying a report of the Municipal Solicitor, be received,"

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR PRITTIE:

"That the previous recommendation of the Municipal Manager, as contained in Report No. 31, 1960, be reaffirmed."

CARRIED UNANIMOUSLY

(7) Proposal to establish "Go Cart" Sales and Demonstration Lot at 5550 Kingsway.

The Manager reported that a tentative application has been received by the Chief Licence Inspector for a licence to operate Go Cart Sales and demonstration on the above noted property. The Manager advised that both he and the Chief Licence Inspector were of the view that the noise from such demonstration could prove to be a nuisance to nearby residents and that viewers should be afforded some protection from these machines, such as could be provided in the form of a safety fence. The Manager advised that this application was being submitted to Council for a ruling.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MATHER:

"That the application be referred back to the Chief Licence Inspector to obtain full particulars from the applicant as to the manner by which he proposes to demonstrate the machine."

CARRIED UNANIMOUSLY

(8) Policing Contract.

The Manager recommended that Council authorize the execution of an agreement between the Corporation and Her Majesty the Queen in right of Canada covering policing of the Municipality by the Royal Canadian Mounted Police for the one year term between June 1, 1960 and May 31, 1961.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

(9) Lot 25, Blocks 1/5, D.L. 159, Plan 1219 (8655 Gilley Avenue)

The Manager recommended that Council authorize the sale of the above described property by public tender and that a minimum price of \$6,000.00 be established.

MOVED BY COUNCILLOR MATHER,  
SECONDED BY COUNCILLOR PRITTIE:

"That the recommendation of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

- (10) The Manager submitted the report of the Medical Health Officer covering the operations of his Department for the month of June, 1960.

MOVED BY COUNCILLOR MATHER,  
SECONDED BY COUNCILLOR EDWARDS:

"That the report be received."

CARRIED UNANIMOUSLY

- (11) The Manager submitted Estimates of Work in the total amount of \$10,250.00 recommending that they be approved.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MATHER:

"That the recommendation of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

- (12) The Manager submitted the Municipal Engineer's report covering Special Estimates of Work in the total amount of \$10,950.00 recommending that they be approved.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MATHER:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(13) Investments.

The Manager recommended that the action of the Municipal Treasurer in making the following Investments be ratified:

<u>Date</u>	<u>Maturity</u>	<u>Amount</u>	<u>Price</u>	<u>Yield</u>	<u>Earnings to Maturity</u>
1. 11/7/60	B.C.Toll Highways & Bridges Authority 2% 1/12/60	300,000.	\$ 99.48	3.34%	\$3,910.68
2. 13/7/60	P.G.E. Parity Bonds 5% 15/9/62	25,000.	\$100.50	4.975%	\$2,719.17
1. Tax Sale Monies Trust - \$168,000. ; Waterworks By-law #3659 -\$132,000.					
2. Hospital Reserve					

(14) Investments.

The Manager recommended that the action of the Municipal Treasurer in making the following investments be ratified:

<u>Maturity</u>	<u>Security</u>	<u>Amount</u>	<u>Price</u>	<u>Yield</u>	<u>Earnings to Maturity</u>
1/3/61	Treasury Notes 2/6/61*	185,000.	97.088	3.37%	3,798.05
1/2/61	New Brunswick 21/2%	105,000.	99.45	3.52%	2,015.86
30/12/60	Treasury Notes	100,000.	98.526	3.21%	1,474.00
23/12/60	Treasury Notes	100,000.	98.638	3.09%	1,362.00
1/12/60	Quebec Hydro 3%	100,000.	99.850	3.38%	1,288.36
1/12/60	Quebec Hydro 3%	250,000.	99.91	3.23%	3,070.89
1/12/60	Saskatchewan Interprovin- cial Steel 4½%	300,000.	100.50	4.35%	4,991.09
25/11/60	Treasury Notes	100,000.	98.89	3.08%	1,110.00
18/11/60	Treasury Notes	477,000.	98.948	3.08%	5,018.04
10/11/60	Treasury Notes	100,000.	99.014	3.08%	986.00
28/10/60	Treasury Notes	90,000.	99.102	3.15%	898.00
21/10/60	Treasury Notes 2/6/61 #	500,000.	97.213	3.18%	4,155.00
15/10/60	Quebec Montreal Laurentian Auto Route Board 3%	100,000.	99.91	3.34%	842.05
1/10/60	Manitoba 2 3/4%	100,000.	99.895	3.23%	688.90
23/9/60	Treasury Notes	478,000.	99.424	3.02%	2,753.28
16/9/60	Treasury Notes	90,000.	99.485	2.99%	463.50
9/9/60	Treasury Notes	91,000.	99.545	2.98%	414.05
2/9/60	Manitoba 2%	100,000.	99.840	3.13%	420.27
31/8/60	B.C. Toll Highways 2%	250,000.	99.845	3.20%	1,031.33
		<u>\$3,616,000.</u>			<u>36,780.67</u>

NOTES: \* and #

These securities have a longer term than required. As the term required was not available, the dealer has guaranteed to buy the securities back at prices of \$99.141 and \$98.044 respectively, on the dates indicated.

It is of interest that in 1959, a sum of \$42,079.82 was earned on a total investment of \$2,918,000. in tax receipts at yields of 4.70% and 5.30%.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That both of the above recommendations  
be adopted."

CARRIED UNANIMOUSLY

- (15) The Manager submitted the Treasurer's report covering expenditures for the period ended July 15, 1960 in the total amount of \$639,215.10 recommending that they be approved.

MOVED BY COUNCILLOR MATHER,  
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Manager  
be adopted."

CARRIED UNANIMOUSLY

Councillor Drummond left the meeting.

- (16) Pipeline Crossing Agreement -Great Northern Railway at  
Piper Avenue.

The Manager recommended that Council authorize the execution of

an Agreement between the Great Northern Railway Company and the Corporation respecting a crossing of the railway right-of-way by an 8 inch water pipe at Piper Avenue.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MATHER:

"That the recommendation of the Manager  
be adopted."

CARRIED UNANIMOUSLY

- (17) Application for removal of top soil from Parcel "A",  
Explanatory Plan 14827, Blocks 9 and 13, D.L. 124,  
Plan 3343.

The Manager reported that an application had been received from Casano & Sons Bulldozing Limited for permission to remove top soil from the above described property. He recommended that the application be denied since the property in question would be subject to erosion if both the ground cover and top soil were removed, which situation would contribute silt to Still Creek and thus cause maintenance problems for the agencies responsible for this Creek.

MOVED BY COUNCILLOR PRITTIE,  
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Municipal  
Manager be adopted."

CARRIED UNANIMOUSLY

- (18) Attack Warning Sirens.

The Manager recommended that Council authorize the execution of an agreement to permit the Department of National Defence to install a siren on the north-east corner of Lot 31, Block 6, D.L. 171 (Corporation owned property).

MOVED BY COUNCILLOR HARPER,  
SECONDED BY COUNCILLOR EDWARDS:

"That the recommendation of the Manager  
be adopted."

CARRIED UNANIMOUSLY

- (19) Metropolitan Television Site.

The Manager reported that one of the terms of the agreement between the Corporation and the above Company stated that if the Company was unable to obtain a television licence before June 30, 1960, the Municipality would have for two months thereafter the option of repurchasing the property bought by the Company at the price paid by the Company. The Manager advised that the Planning Director is of the opinion that development of this 20 acre site for any single purpose would likely "fix" land use and the street pattern on Burnaby Mountain and thus stultify development. He added that the Company had also acquired a single lot from a private person and incorporated this lot into the larger tract. The Manager recommended that Council exercise the option to repurchase the 20 acre tract in question, as contained in its agreement with Metropolitan Television Limited, at a price of \$17,780.00 and further, that Council authorize further negotiations with

respect to the purchase of the single lot mentioned above.

MOVED BY COUNCILLOR PRITTIE,  
SECONDED BY COUNCILLOR MATHER:

"That the recommendation of the Municipal  
Manager be adopted."

CARRIED UNANIMOUSLY

Councillor Drummond returned to the meeting.

Councillor Prittie left the meeting.

(20) Leasing of Business Machines.

The Manager reported that at the present time all business machines owned by the Corporation are serviced regularly and that, in general, it has not been the policy to trade in the older machines as they can be utilized in certain departments where a minimum of use is demanded of them. He advised that an investigation was made as to the leasing of typewriters which disclosed that the cost to the Corporation would be \$5,012.75 whereas the cost of purchasing the same equipment, including maintenance charges, would be \$4,421.00. The Manager recommended that the present policy of acquiring office appliances and equipment be continued.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MATHER:

"That the recommendation of the Municipal  
Manager be adopted."

CARRIED UNANIMOUSLY

Councillor Prittie returned to the meeting.

(21) Local Improvement Sidewalk - Dubois Street from Mandy  
Avenue to Joffre Avenue.

The Manager reported that a five foot curb sidewalk, with local drainage, was constructed on the above street as a Local Improvement and that since construction several letters have been received from the property owners affected protesting the difference in the cost now being charged and that originally estimated by the Corporation (8¢ per front foot more). The Manager advised that he had concluded, after investigation, that the protests are valid and, to remedy the situation, the Municipal Solicitor has suggested that a By-law be passed pursuant to Section 596(a) of the Municipal Act to permit the Municipality to absorb the actual construction cost over and above the 43¢ per foot figure as supplied to the ratepayers originally. In addition, the Manager pointed out that it would be necessary to amend Local Improvement Frontage-Tax By-law 1960 (By-Law No. 4142) to adjust the rate accordingly. The Manager recommended that the above course of action be approved by Council and instructions issued for the preparation of the necessary By-laws.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Municipal  
Manager be adopted."

CARRIED UNANIMOUSLY



(22) Rezoning Applications.

The Manager submitted reports of the Planning Department on the following rezoning applications:

- (1) Lots 19 and 20, Block 16, D.L. 186  
From Residential Two-Family to Residential Multiple Family.
- (2) Lot "B" of Lots 1 and 2, Block 23, D.L. 187, Plan 19793  
From Residential Two-Family to Residential Multiple Family Type I.
- (3) Lot "A", S.D. 10, Block 40, D.L. 189, Plan 11385  
From Residential Single Family to Residential Two-Family.
- (4) Portions of Lot 7, Lot 8 N $\frac{1}{2}$  and Lot 8 S $\frac{1}{2}$ , Block 2, D.L. 205, Plan 3328  
From Residential Two Family to Commercial.
- (5) Lot 3 N $\frac{1}{2}$  and S $\frac{1}{2}$ , Lot 6 N $\frac{1}{2}$  and S $\frac{1}{2}$ , Lot 7, Block 4, S.D. 7, D.L. 206, Pl. 2575.  
From Light Industrial to Residential Two Family.
- (6) Lot "A" except East 80 feet, Block 6, D.L. 68, Plan 10962  
From Residential Two Family to Residential Multiple Family Type II.
- (7) Lot 17, S.D. 10, Block "K", D.L. 34, Plan 14245  
From Residential Single Family to Local Commercial.
- (8) Lots 1, 2, 3, and 4, Block 24, D.L. 99  
From Local Commercial to Residential.
- (9) Lots 1, 2, and 3, of Lots 1/16 and 21/23, Block 3, D.L. 28, Plan 2105  
From Residential Type I Two Family to Gasoline Service Station.
- (10) Lots 27 and 28, Block 6, D.L. 28S, Plan 274  
From Residential Two Family to Residential Multiple Family.
- (11) Lot 1, S.D. "E", Block 1, D.L. 25E, Plan 1341  
From Residential Two Family Type I to Commercial
- (12) Block 8, Sketch 1506A, except part of Sketch 6960, D.L. 4  
From Local Commercial and Small Holdings to Commercial.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MATHER:

"That these reports be received and  
tabled until Monday, August 1st at  
7:30 p.m."

CARRIED UNANIMOUSLY

(23) Local Improvements - Mainland Estates Development.

The Manager reported that a petition of Mainland Estates Limited for the construction of the following works as Local Improvements on the streets noted:

- (1) Mahon Avenue from Spruce Street to Monarch Street and from Eglinton Street to Gilpin Street.
- (2) Monarch Street from the west property line of Lot 14, S.D. "A", Blocks 5/6, D.L. 80S, Plan 20936 to Atlee Street
- (3) Eglinton Street from the west property line of Lot 30, Blocks 4/6 and "C", D.L.'s 80 and 83, Plan 21699 to Mahon Avenue.

- (4) Gilmon Avenue from Monarch Street to Eglinton Street
- (a) Paving to widths of 28 feet and 36 feet, as determined by the Municipal Engineer.
  - (b) Five-foot concrete curb sidewalks on both sides.
  - (c) Storm sewers and connections.

The Manager added that the Municipal Engineer had also submitted a cost report pursuant to Section 600 of the Municipal Act, as follows:

<u>Description of Work</u>	<u>Length</u>
Concrete Curb Sidewalk 5' wide	6,800 lin. ft.
Asphalt Paving 36' wide	2,900 lin. ft.
Asphalt Paving 28' wide	550 lin. ft.
Grade preparation for the above paving and special drainage improvements	3,450 lin. ft.

TOTAL COST -- \$53,800.00

The Corporation's share at intersections	\$ 3,000.00
Property-owners share	23,800.00
Corporation share resultant from school ground frontages and lot frontages in excess of 66'	<u>27,000.00</u>
	<u>\$ 53,800.00</u>

The lifetime of the concrete sidewalk is 20 years.  
The lifetime of the asphalt pavement is 20 years.

Special Assessments should be made in 15 annual instalments.

The Manager advised that it was his opinion the original cost of servicing the area in question made it unreasonable to suggest that the above additional improvements be undertaken and charged against the land when the Local Improvement method permitted the cost to be recovered over a period of years. The Manager added that he felt there was much to be gained by a complete development of this type and that though the Municipal portion of the total cost is fairly substantial, it is no more than would result from a piece-meal programme within the subject area. He added that the developers have also requested ornamental street lighting but that this is being treated as a separate project. The Manager recommended that Council authorize the construction of the works above listed. He pointed out that this construction would not interfere with previously authorized Local Improvement works and would involve the developer carrying out all of the work at Municipal expense, to Municipal specifications, and at the Municipal estimate.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR HARPER:

"That the recommendation of the Municipal Manager be adopted."

CARRIED UNANIMOUSLY

- (24) The Manager submitted a report of the Chief Building Inspector covering the operations of his Department for the period between June 20th and July 15th, 1960.

MOVED BY COUNCILLOR MATHER,  
SECONDED BY COUNCILLOR EDWARDS:  
"That this report be received."

CARRIED UNANIMOUSLY

(25) Easement - Caledonian Leasehold (B.C.) Limited.

The Manager recommended that Council authorize the execution of an easement indenture by which the above Company grants the Corporation an easement over a 20 foot wide portion of Lot "A", Blocks 14/16, D.L. 95, Plan 21955; which territory contains a sewer constructed by the Corporation a few years ago.

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR PRITTIE:

"That the recommendation of the Municipal  
Manager be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MATHER:

"That the Committee now rise and report."

The Council reconvened.

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR EDWARDS,  
SECONDED BY COUNCILLOR MATHER:

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

CARRIED UNANIMOUSLY

The meeting then adjourned.

Confirmed:

  
REEVE

  
CLERK