

NOVEMBER 25, 1968

A regular meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B.C. on Monday, November 25, 1968 at 7:00 p.m.

PRESENT

Mayor A. H. Emmott (7:15 p.m.);  
Aldermen Blair; Corsbie; Drummond;  
Herd; Lorimer; McLean and Mercier.

ABSENT

Alderman Dailly.

ACTING MAYOR LORIMER WAS IN THE CHAIR

A Public Hearing was held in connection with Burnaby Highway Exchange By-Law No. 4, 1968, which involves a lane exchange in the Clinton-Curragh area, to receive representation on the matter.

Mr. & Mrs. C. W. Reynolds submitted a letter expressing no objection to the North-South lane allowance involved in the By-law at hand, which separates their property (Lot 8, Block 28N½, D.L. 159, Plan 2476) from that owned by Mr. P. Miller (Lot "J", Block 28N½, D.L. 159, Plan 15803), being cancelled and exchanged for the South ten feet of the aforesaid Lot "J" and Lot "K", Block 28N½, D.L. 159, Plan 15803.

No one appeared in connection with the subject of the Public Hearing.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:

"That the Minutes of the meeting held on September 30, 1968 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

DELEGATIONS

The following wrote requesting an audience with Council:

- (a) Mr. D. Santaga re building proposal for Lot 30, Block 93, D.L.122, Plan 4953
- (b) Mr. Robt. S. Colquhoun, of Pitpar Building Limited, re Mobile Homesite Park Development

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:

"That the Delegations be heard."

CARRIED UNANIMOUSLY

- (a) Mr. Santaga appeared and outlined the difficulties he has experienced in attempting to construct certain commercial facilities on the subject property. In that regard, he made the following points:
  - (i) He purchased the property in 1961.
  - (ii) The municipality later acquired the South 20 feet of the property for the widening of Hastings Street and paid him \$300. for the land. He thought it was only 20 feet wide on the long side of his lot and 0 feet on the short side.
  - (iii) He subsequently endeavoured to sell the lot and was informed by Real Estate people of the building setback requirements

for the property.

- (iv) He then went to the Planning Department to ascertain the precise requirements of the municipality in regard to developing the property, and was directed to the Board of Variance.
- (v) He presented a plan to the Board, which was not accepted, although assistance was offered by a member of the Planning Department in amending the plan to make it conform to the By-law requirements.
- (vi) He later produced a plan which provided for parking facilities on more than 50% of the lot.
- (vii) He was later advised by the Chairman of the Board that no building could be constructed on the property.

During the discussion which took place in Council during Mr. Santaga's presentation, it was pointed out that:

- (a) The Planning Department had endeavoured to assist Mr. Santaga in preparing a plan of development for the property which, with some relaxation of the Zoning By-law requirements, would be acceptable to the Department, as was indicated by Mr. Santaga in his oral submission.
- (b) The Board of Variance was not prepared to waive the requirements.
- (c) There are properties served by the lane abutting the property line of Mr. Santaga's site, and therefore cancellation of the part of the lane past his lot would deprive the other properties of access.
- (d) It may be possible to provide the other properties with an alternate means of access.
- (e) The acquisition by the municipality of the Southerly 20 feet of Mr. Santaga's lot for the widening of Hastings Street left him with a site of inadequate dimensions to support the type of development he desires.
- (f) The introduction of the current Zoning By-law in 1965 brought with it new regulations governing the development of property which were more restrictive than that which existed in the former zoning by-law when Mr. Santaga purchased the site.

HIS WORSHIP, MAYOR EMMOTT arrived at the meeting during the discussion which was taking place on the matter concerning Mr. Santaga.

ACTING MAYOR LORIMER took his Aldermanic seat upon the arrival of His Worship.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN HERD:

"That, in order to determine if there is any way of remedying the problem confronting Mr. Santaga, he be requested to discuss the matter with the Planning Director, on the understanding that an approach will still probably need to be made to the Board of Variance for a relaxation of the Zoning By-law regulation pertaining to the development plan of Mr. Santaga; and further, that, in the course of discussion with Mr. Santaga, the Planning Director consult the Municipal Engineer regarding the question involving the lane aspect relating to the matter.

CARRIED UNANIMOUSLY

ALDERMAN DRUMMOND LEFT THE MEETING

- (b) Mr. Colquhoun next appeared and made the following points in connection with a proposal of Pitpar to establish a Mobile Homesite Park project in the municipality:
- (i) The problem at the moment is the lack of appropriate legislation pertaining to such projects.
  - (ii) A comprehensive study should be made so as to determine the full ramifications of the matter and the best means by which existing legislative deterrents relating to such a proposal can be overcome.
  - (iii) The development envisaged by Pitpar does not involve "row housing"; rather, emphasis will be placed on the individuality aspect of each unit. At the same time, however, the owner of the project will be responsible for the proper maintenance of the development, including the provision of facilities for recreational and social activities. The intention is to create a development that is conducive to a normal residential environment.
  - (iv) Pitpar is aware of the problems that could arise from a truly transient type of mobile home but the object is to encourage permanency of residence.

ALDERMAN DRUMMOND RETURNED TO THE MEETING

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN DRUMMOND:  
"That the Council go on record as being favourably disposed to the concept introduced by Mr. Colquhoun and direct the Planning Department to undertake a study of the type suggested by Mr. Colquhoun in his presentation, with it being understood that the Planning Director will obtain the opinions of those departments which are more directly concerned with certain aspects of the matter than he and that these views will be incorporated into the report that is submitted to Council."

CARRIED UNANIMOUSLY

ORIGINAL COMMUNICATIONS

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:  
"That all of the below listed original communications be received."

CARRIED UNANIMOUSLY

Assistant Public Relations Officer, The Salvation Army, wrote requesting permission to place Christmas Cheer Kettles in the municipality on December 7th, and from December 10th to December 24th, 1968.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:  
"That the request of the Salvation Army be granted, subject to the approval of the R.C.M.P."

CARRIED UNANIMOUSLY

Administrator, Greater Vancouver Regional District, submitted a letter indicating that the Board of Directors of the District has deferred consideration of the question of making a study of metropolitan policing pending the disposition of other more important matters.

Executive Director, Canadian Federation of Mayors and Municipalities,  
submitted a letter:

- (a) Indicating that the Council has reason to be concerned as to the likely effect of the Federal Finance Minister's proposed budget on the availability and/or cost of money for municipal borrowing purposes, insofar as this relates to funds which have been forthcoming from Insurance companies.
- (b) Explaining why the Canadian Federation of Mayors and Municipalities feels the Minister's budget was likely introduced.
- (c) Advising that the Federation intends to assess the extent of the situation of concern and, after that is done, to make appropriate representations to the Minister of Finance in regard to the matter.

\*

consideration of the foregoing by Council

It was mentioned during / that the borrowing climate for municipalities may be impaired, because of the Finance Minister's budget, to such an extent that it will be virtually impossible for municipal governments to either obtain funds at all or, at least, at a reasonable interest rate.

It was suggested too that it was becoming more commonplace for senior governments to introduce measures that adversely affect municipalities without first examining the situation to evaluate possible repercussions.

\*

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN MERCIER:  
"That Council:

- (1) reiterate the concern which was expressed a few weeks ago to the Canadian Federation of Mayors and Municipalities regarding the crisis that can be anticipated by municipalities endeavouring to borrow money as a result of the effect of the budget that is the subject of the letter received this evening from the Federation.
- (2) urge, in the strongest terms, that the evaluation mentioned by the Federation in its letter be made with dispatch in order to possibly obtain a change in the budget proposals before they are implemented because more success is apt to be met if the Federation's overtures are made as quickly as possible."

CARRIED UNANIMOUSLY

Secretary, Burnaby Horseman's Association, submitted a letter enclosing statements relating to the financial position of the Association.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN DRUMMOND:  
"That further consideration of the question pertaining to the activities of the Burnaby Horseman's Association be deferred until receipt of a report on the matters from the Parks and Recreation Commission."

CARRIED UNANIMOUSLY

Mr. A. Wood submitted a letter in connection with the Lane-Road pattern in the 222 East of Gilley Avenue between Neville and Portland Streets.

He made the following points in his submission:

- (a) It does not appear that any of the people affected by the cul-de-sac on Clinton Street desire this type of road.
- (b) The construction of this facility resulted in the boulevards on two properties being damaged.

- (c) The North-South lane at the Westerly end of the cul-de-sac cannot be used because barricades have been placed in the lane. Because of this situation, many of those on Clinton Street must travel via a circuitous route to get from the front to the back of their houses.
- (d) The funds which were expended on both the cul-de-sac and lane paving facilities could have been better spent on a street light.
- (e) The lane mentioned earlier should be opened for vehicular traffic movements for the convenience of the public.

Municipal Engineer reported on the subject of the letter from Mr. Wood, as follows:

- (i) The construction of the facilities mentioned by Mr. Wood (the cul-de-sac and the barricade in the lane) was in accordance with the directions of Council.
- (ii) The boulevards referred to by Mr. Wood were restored to their former condition pursuant to the policy of the Corporation.
- (iii) The lane was paved to a full width because a lesser job would have involved a greater expense due to the manner in which it would need to be done.
- (iv) The barricades were installed so that a motorist would not drive over the curb from either approach. The barricades are being turned around so that the yellow stripes on them will face the lane approaches.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DRUMMOND:  
"That the matter of surveying the traffic situation that has resulted from the traffic control appurtenances being installed at the subject location be referred to the Traffic Safety Committee for examination and report."

Corresponding Secretary, Lochdale Parent-Teacher Assn., submitted a letter advising that the Association supports a proposal that Council consider the matter of instituting programmes designed to minimize the possibility of problems developing as a result of roving groups of young people on Halloween.

Mrs. D. Krenzler also wrote and suggested that one solution to the problem of rowdiness on Halloween and at other times would be to have the children attend Sunday School and Gospel Meetings.

The Municipal Clerk was directed, when replying to the Lochdale Parent-Teacher Association, to point out that the precise decision of Council when dealing with the report of Alderman Herd on the question of Halloween activities was to request the Parks and Recreation Commission to consider the sponsoring of a few "teen" dances in the municipality on Halloween in the future for the purpose of reducing the congregations of young people who collectively present a potential nuisance due to their unbridled and irresponsible activities.

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

CARRIED UNANIMOUSLY

\* \* \*

TABLED .. MATTER

The following matter was then lifted from the table:

GARBAGE DISPOSAL - The following is the substance of the report from Mr. J. J. Kaller following his tour of refuse disposal operations in Japan:

- (a) Visits were made to the Yokosuka Refuse Compressing Plant, Kofu Refuse Compressing Plant, Tezuka Kosan Factory at Kasaibashi: Refuse Compressing Plant, Main Factory and Offices of Tezuka Kosan, "Carbecue" Plant at Chiba City, Tokyo Municipal Incinerator. Their methods of operation were observed and evaluated.
- (b) Several meetings were held during which technical information was exchanged with various groups involved in refuse disposal. The question of reclaiming peat areas, which is being given current consideration in Burnaby was discussed in some detail.

The Municipal Engineer also provided his views on the report from Mr. Kaller, which were as follows:

- (a) It would appear from Mr. Kaller's report that compressing refuse in asphalt-coated bales produces a good product and deserves research.
- (b) The layout and odouriferous operation of the Japanese plants did not make their methods of operation suitable for our needs.
- (c) it would be desirable to have Mr. Kaller visit the Fisher Body plant in Chicago in order to determine whether North American research applied to a refuse compressing plant can be operated in a more hygienic and less offensive manner than the Japanese plants. A visit to New York, Montreal, and Toronto would also be of considerable and direct benefit because of situations they are experiencing in refuse disposal.
- (d) All of the information gleaned as a result of examining these operations would be of considerable value to the Corporation or to the metropolitan area of the Lower Mainland.

MOVED BY ALDERMAN CORSDIE, SECONDED BY ALDERMAN McLEAN:

"That, with the view in mind of the municipality terminating its garbage disposal operations at the Stride Avenue pit, appropriate staff provide Council with details of a contract that could be entered into with Terra Nova Developments Limited, or anyone else deemed suitable, for the disposal of garbage; and, in the study that is made on the matter, alternative methods of garbage disposal be explored."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:

"That the Municipal Engineer continue to study the question of garbage disposal toward the end ultimately of achieving the most acceptable arrangement for the disposal of such material, and, in the course of this study, he bear in mind the following:

- (a) The method whereby garbage is compacted, and disposed of, in various ways.
- (b) The fact there is a possibility the Regional Districts may assume the responsibility for garbage disposal in all or some of the municipalities embraced by the District.
- (c) The problems of pollution, including the emission of dangerous gases, as this relates to the incineration and/or putrescence of garbage.

- (d) The problem which would confront citizens of the municipality in not being able to deposit refuse in a dump within our boundaries, as is done now.
- (e) A possible variation of the compaction system, where metal products are extracted and shredded, and later used for some worthwhile purpose."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:  
"That the Municipal Engineer be authorized to appoint a designee to tour a number of cities in the United States to determine first-hand the methods employed for the disposal of refuse."

CARRIED

AGAINST - ALDERMAN HERRICIER  
and McLEAH.

\* \* \*

HIS WORSHIP, THE MAYOR DECLARED A RECESS AT 3:45 P.M.

THE COMMITTEE RECONVENED AT 3:55 P.M.

\* \* \*

R E P O R T S

TRAFFIC SAFETY COMMITTEE submitted reports on the matters listed below as Items (1) to (16), recommending the courses of action indicated for the reasons provided:

(1) Kingsway and 14th Avenue.

As a result of receiving a suggestion that a traffic signal be installed at the above intersection, the Committee would offer the following:

- (a) When traffic signals are installed, there is normally an increase in the number of accidents at those locations. The majority of these accidents are "rear-enders".
- (b) For this reason, a system of warrants is used to establish the need for such a device.
- (c) At the present time, warrants for a traffic signal on Kingsway at 14th Avenue do not exist.
- (d) However, with 14th Avenue being improved between 19th Street and 15th Street, the volumes on 14th Avenue are expected to increase to the point where a signal may be warranted in the near future.

The Committee recommended that the foregoing be conveyed to the person who made the suggestion for a traffic signal on Kingsway at 14th Avenue.

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

CARRIED UNANIMOUSLY

(2) Cariboo Park

A request was received that the 20 m.p.h. signs on the streets

abutting Cariboo Park remain there all the time because the park is used frequently by children playing soccer and there is a potential hazard to them due to the fact motorists are allowed to travel at a higher rate of speed.

The policy governing the placement of such signs is that they are removed in the first week of October and replaced in the first week of April of the following year. The reasons are:

- (a) Parks are, during the winter period, vacant for most of the day. It has been found that, because children are in school, the only time parks are occupied is between 3:00 p.m. and 4:30 p.m., weather permitting, and then only by a very few children.
- (b) Because of this situation, it is felt the posting of a 20 m.p.h. restriction cannot be justified during the winter months. If it was, it would need to be enforced to be effective.

As an analogy, there is more justification for posting 20 m.p.h. signs on ordinary residential streets because there are more children there than in parks.

- (c) The re-installation of playground signs at the beginning of April has the effect of alerting motorists to the fact the areas involved are once again likely to be occupied by large numbers of children.
- (d) It gives the municipality an opportunity to repair and repaint the signs.

Adverting to Cariboo Park, the soccer field is well removed from the perimeter roads and any child chasing a loose ball should be quite evident to any motorists on the streets.

The Committee concluded by recommending that Council not alter the existing policy regarding the placement of playground signing for the reasons indicated in the report.

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

CARRIED UNANIMOUSLY

(3) Lane South of Brentlawn Drive Between Beta Avenue and Delta Avenue

A request was received for measures to control traffic movements in the above lane in order to eliminate non-local traffic.

The following was submitted in support of the request:

- (a) The lane was paved to a 13-foot width.
- (b) Since the opening of the Brentwood Shopping Centre and because of the alignment of the Northeasterly entrance to the Centre in relation to the Beta Avenue end of the lane, traffic volumes have increased substantially, especially when the Shopping Centre can be expected to be visited by more persons (e.g. Sales Days, Friday evenings, etc.) than normal.
- (c) In addition to this density of traffic, there is a hazard caused by vehicles travelling along the lane at speeds far in excess of the 15 m.p.h. limit.



Nov/25/1968

- (d) These traffic volumes have eliminated the tranquility which the residents should expect.
- (e) The problems will be compounded even further after apartments are built in the area East of Delta Avenue between Parker Street and Lougheed Highway.

The following suggestions were made for treating the problem:

- (i) That the lane be designated as a "No Through Road."
- (ii) That it be designated for one-way traffic movements only.
- (iii) That a physical obstruction be installed in the centre of Beta Avenue where it connects with the lane.

The Committee subsequently received a petition signed by a number of persons who reside on the South side of 4700 and 4800 Blocks Brentlawn Drive and the North side of the same Blocks of Ridgelawn Drive expressing opposition to any proposal to alter the function of the lane which would result in vehicular traffic being limited to travel in a single direction only.

Automatic traffic counters were placed in the lane and this revealed that there were an average of 210 vehicles per day using the lane, a figure that is not considered unusual for a lane of this length.

Notwithstanding, the following three proposals were considered to alleviate the problem being experienced by the residents involved:

- (a) The erection of a "Do Not Enter (One Way Only)" Sign.

This would be 50% effective. Six driveways in the block are angled in such a manner that it is only possible for cars to travel in an Eastbound direction on the lane.

One-third of those contacted about the matter indicated opposition to it.

- (b) The installation of a sign at the Eastbound exit of the Brentwood Shopping Centre prohibiting a straight through movement into the lane and allowing turns only.

- This is considered to be 50% effective because entry to the Shopping Centre from a Westbound direction on the lane will still be permitted.

- (c) A raised median on the centre line of Beta Avenue at the entrance to the lane.

This would prevent both East and Westbound movements and would naturally be 100% effective.

The cost of such a median would be considerable and could only be justified if volumes were greater than they are now.

The Committee indicated that it felt Proposal (b) would be the better solution for the reasons given above and recommended that Council authorize the erection of the type of sign described.

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

CARRIED UNANIMOUSLY

(4) Off-Street Parking

The Committee is, more frequently, receiving complaints from residents of single family homes that people living in nearby apartments are parking on the street in front of the homes, rather than availing themselves of the off-street parking that has been provided by the apartment owners.

The Committee indicated that, with the rapid increase in apartment development in the municipality, measures should be instituted as soon as possible to ensure that the tenants in apartment buildings are required to use the parking facilities provided by the owners of such buildings.

The recourse open to the municipality is to prohibit parking on a street if it causes a traffic problem, thereby compelling the tenants of apartment buildings to use the on-site parking facilities or leave their vehicles a further distance away.

The Committee recommended that Council endorse the point of view expressed in the penultimate paragraph and take appropriate action to implement the measures suggested.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:

"That action on the proposal recommended by the Committee be held in abeyance until the result of a survey the Planning Department is making in regard to parking requirements in various parts of the municipality is completed and subsequent action is taken by Council on the matter."

CARRIED UNANIMOUSLY

During the discussion in Council on the subject of the foregoing report from the Traffic Safety Committee, it was mentioned that the Provincial Government is reviewing the Landlord-Tenant Act insofar as it concerns the relationship between Landlords and their Tenants.

The view was expressed that, though the review will be more concerned with aspects of the relationship pertaining to accommodation practices, the Government should also take into account the problem which was brought to Council's attention by the Traffic Safety Committee.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN LORIMER:

"That Council express its concern to the Provincial Government regarding the parking situation described in the report of the Traffic Safety Committee and request that the review of the Landlord-Tenant Act include consideration of the subject involving parking facilities for tenants of apartment buildings.

CARRIED UNANIMOUSLY

(5) Canada Way and Sperling Avenue

A request was received for adequate measures at the above intersection to make it safer for pedestrians crossing there.

With respect to the matter of a school crosswalk, the children living on the North side of Canada Way should be directed to the traffic signal at Burris Street. Although it is a longer route, it is still safer than that which might be afforded by a marked crosswalk on Canada Way at Sperling Avenue. The Corporation has constructed a concrete sidewalk on the North side of Canada Way between Sperling Avenue and Burris Street so the children have a proper walking facility.

The installation of a marked pedestrian crosswalk for the use of adults should not be entertained because it would, in all probability, create a greater hazard than that which reportedly exists now.

As for a traffic signal, this cannot be justified because warrants for one are not met.

The Committee concluded by recommending that:

- (1) No action be taken in regard to the installation of either a marked crosswalk or a traffic signal on Canada Way at Sperling Avenue.
- (11) Those who made the request be advised to instruct their children to cross Canada Way at Durris Street, as indicated above.

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

CARRIED UNANIMOUSLY

(6) Boundary Road and Hastings Street

An Investigation was made to determine the feasibility of altering the traffic signal at the above intersection so as to lengthen the phase for the Hastings Street traffic movement and relieve a congestion problem.

The City of Vancouver was contacted to determine whether it was possible to extend the "Green" time on Hastings Street. Information was received that the signal, although it is of the vehicle-actuated type, is connected with a master controller which synchronizes all existing fixed time signals on Hastings Street between Boundary Road and Campbell Avenue. If more time was allowed for the Hastings Street movement at Boundary Road, the benefit would be lost in the delay at the next signal to the West. Irrespective, the City indicated it would re-examine the signal timing and capacities for possible adjustment.

From observations, it was felt that the restricted capacity of the Burnaby section of Hastings Street was a contributing factor to the congestion problem. This section only has two lanes available for the Westbound movement while the Vancouver side has three. It was found that if the existing centre lines (which do not coincide) were adjusted, a three-lane approach could be provided for about 400 feet in advance of Boundary Road. The Department of Highways was contacted and it immediately relined Hastings Street to provide the three lanes in the fashion described.

The Municipal Engineer then followed by prohibiting parking along the North side of Hastings Street from Boundary Road Eastward a distance of 400 feet between 7:00 a.m. and 9:00 a.m.

The traffic situation was subsequently observed and it was found that, although only a small percentage of the Westbound motorists on Hastings Street are taking advantage of the extra lane, there are enough of them to show a marked increase in the efficiency of the intersection.

It is felt that, as more take advantage of this extra lane, existing congestion should be reduced to a tolerable level, at least until volumes increase again. When that latter situation develops (which will be in the very near future), the only solution will be the completion of the Hastings Street Widening Project.

The Committee concluded by recommending that the action taken by the Municipal Engineer, as detailed above, be ratified.

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

CARRIED UNANIMOUSLY

(7) Broadway from Sperling Avenue to Dainbridge Avenue

As a result of Council directing the Committee to review a proposal to prohibit truck traffic on Broadway between Sperling Avenue and Bainbridge Avenue, it is being pointed out that this question can best be answered by examining the proposed Truck Routing By-law, where it is planned to restrict the use of this portion of Broadway plus Dainbridge Avenue between Lougheed Highway and Broadway to trucks less than 32,000 pounds Gross Vehicle Weight.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN LORIMER:  
"That the report of the Committee be received."

CARRIED UNANIMOUSLY

(8) Canada Way

A request was received that the speed limit on Canada Way be reduced from 40 m.p.h. to 30 m.p.h., especially in that portion between Willingdon Avenue and Sperling Avenue.

The following was submitted in support of the request:

- (a) There are relatively few sidewalks and crosswalks on Canada Way, thus making it dangerous for pedestrians.
- (b) The tortuous alignment of Canada Way, especially that part between Westminster Avenue and Hardwick Street, does not make it suitable for a 40 m.p.h. speed limit.
- (c) No consideration appears to have been given the question of establishing park or speed zones on the road.
- (d) Other major highways in the municipality, such as Hastings Street and Kingsway, have a 30 m.p.h. speed limit. The only other such highways where the speed limit is greater are the Freeway and Lougheed Highway.
- (e) It is quite apparent that many drivers in a 30 m.p.h. area exceed this speed; therefore, when the speed limit is 40 m.p.h., the same people will exceed that limit.

Sidewalks are now being constructed along portions of Canada Way where it was felt there was an immediate need for such facilities. It is hoped that within two years time the municipality will have provided concrete sidewalks on both sides of the entire length of Canada Way.

With regard to the other four points, the Department of Highways has offered the following on them:

- Point D - The design of Canada Way is such that it will support a speed of 40 m.p.h. on those portions where such a limit exists.
- Point C - It is not the policy to establish school zones on major roads which have good sight distances, etc.
- Point D - Though this is true, Canada Way has been constructed to a better standard than Kingsway.
- Point E - This is merely a matter of opinion.

The Committee recommended that the foregoing responses be conveyed to the person who requested the reduction of the speed limit on Canada Way.

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

CARRIED UNANIMOUSLY

(9) Kingsway and Nelson Avenue

The Committee was requested to consider the matter of removing the left-turn prohibition for Westbound Kingsway traffic at Nelson Avenue.

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

- (a) A tabulation of the Westbound traffic on Kingsway which would turn left at Nelson Avenue was obtained by observing those that turned right at Marlborough Avenue and continued on the route that took them across Kingsway at Nelson Avenue.
- (b) During the evening shopping period on Thursday and Friday, it was found that upwards of 20% of the Westbound Kingsway flow would have made a left turn at Nelson Avenue, if permitted.
- (c) In the normal evening weekday peak hours between 4:00 p.m. and 6:00 p.m., this movement involved between 10% and 12% of the total Westbound volume on Kingsway.
- (d) When these figures are applied in a capacity analysis of the intersection, the results indicated that severe congestion could be expected to occur on all lanes of Kingsway if left turns were permitted at Nelson Avenue.

The Committee recommended that, in view of the above, the existing left-turn prohibition now in effect for the Westbound movement on Kingsway at Nelson Avenue be retained.

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

CARRIED UNANIMOUSLY

(10) Ingleton Avenue Between Kitchener Street and Gravelly Street

A complaint was received that parked vehicles in the Ingleton-Kitchener area were creating congestion.

Investigation revealed the following:

- (a) This is another example of vehicles parking on a street within an industrial area creating an increasing problem for the users of these roads. This particular industrial area is that bounded by Douglas Road, Loughheed Highway and Boundary Road.
- (b) This parking is being generated by the existence of both established industries who have, in many cases, no off-street parking facilities and by the newer establishments which, although they conformed to the requirements of the Zoning By-law governing off-street parking, are just not providing enough spaces.
- (c) Because of this lack of off-street parking space, the Engineering Department has been very reluctant to impose parking restrictions in the area unless the situation is serious enough where it affects the free movement of vehicles.

The main reason for this reluctance is the knowledge that the parked vehicles would only move into residential areas for parking space.

(d) In examining the parking problem, it was found that:

- (i) The vehicles parked on the South side of Kitchener Street (there is a "No Parking Anytime" restriction on the North side between Boundary Road and Ingleton Avenue) were not causing a serious problem, except for those within the 20-foot corner clearance zone. This violates Section 13 (2) (b) of the Street and Traffic By-law and can be resolved by enforcement.
- (ii) The parking of vehicles on both sides of Ingleton Avenue did present a problem in that these cars blocked the free movement of other vehicular traffic.

It was felt that a parking restriction should be imposed where the Problem was most serious and, as a result, the Municipal Engineer Instituted a "No Parking Anytime" prohibition on the East side of Ingleton Avenue from Kitchener Street to Graveley Street.

The Committee recommended that Council ratify the action taken by the Municipal Engineer.

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

CARRIED UNANIMOUSLY

(11) 3700 Block Laurel Street

It was pointed out that, with the recent parking restrictions on Canada Way East of Boundary Road, motorists are now parking their vehicles on Laurel Street.

A suggestion was made that, because of the condition of Laurel Street, it was not suited for the heavy movement and parking of traffic.

The matters mentioned in the letter that was received were investigated and the following is being offered on these points:

- (a) There are ornamental street lights on both Smith Avenue and Boundary Road.
- (b) There are no street lights on Laurel Street other than those where the Street meets Smith Avenue and Boundary Road.
- (c) In view of the recent action respecting parking on Canada Way in the area, it would be advisable to install an additional street light somewhere about mid-block on Laurel Street for the convenience of all concerned.
- (d) The present pavement on Laurel Street is in good condition and the majority of vehicles parking on the gravel shoulders do not obstruct the free movement of traffic.
- (e) There are no sidewalks on either side of Laurel Street and it will likely be some time before such a facility can be provided because of the "tight money" situation.
- (f) Vehicle volumes are quite light, with the result pedestrians should be reasonably safe if they use the road in a proper manner.

The Committee concluded by recommending that:

- (i) A street light be installed on Laurel Street approximately midway between Boundary Road and Smith Avenue.
- (ii) No other action be taken on the matters mentioned in the letter received.

- (11) When funds are available, consideration be given the matter of constructing a concrete sidewalk on at least one side of Laurel Street.

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

CARRIED UNANIMOUSLY

(12) Bus Stops - Bainbridge Avenue

As a result of examining a request from the B. C. Hydro and Power Authority involving bus stops on Bainbridge Avenue, it was being recommended that:

- (a) the Southbound bus stop on Bainbridge Avenue nearside Lougheed Highway be relocated to a farside position.
- (b) a new bus stop be located on the East side of Bainbridge Avenue at a position farside Fielding Court.

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

CARRIED UNANIMOUSLY

(13) Hythe Avenue and Dundas Street

Representations were received that the stop signs at the above intersection are inappropriately located.

The following was submitted in support of that contention:

- (a) One stop sign controls the Southbound movement on Hythe Avenue approaching Dundas Street and the other controls the Eastbound movement on Dundas Street at Hythe Avenue.

This stop sign arrangement often leads to conflict between Westbound traffic on Dundas Street approaching Hythe Avenue and the Northbound movement on that avenue approaching Dundas Street because motorists observe the stop sign on one corner of the street they are approaching and presume that the movement on both legs of that street is required to stop.

- (b) Westbound traffic on Dundas Street, because it is not required to stop at Hythe Avenue, proceeds through the intersection and continues Westward where Dundas Street slopes very sharply. Because of the sudden emergence of vehicles from the East over the brow of the hill, it is hazardous for anyone who may be on or near the roadway of Dundas Street West of Hythe Avenue.

One way of minimizing the possibility of pedestrians being on that part of Dundas Street would be for the municipality to construct a sidewalk.

Investigation revealed the following:

- (1) The stop sign arrangement described does in fact exist because Hythe Avenue is a through street in a Northbound direction to Dundas Street and the latter maintains that status until it reaches Fell Avenue to the East.

- (2) The bus route in the area travels North on Hythe Avenue to Dundas Street and thence East to Glynde Avenue (which is the next block East of Hythe Avenue) and makes a circuit through a number of uncontrolled intersections before re-entering Dundas Street at Howard Avenue.
- (3) There have been four accidents at the intersection during the past seven years, the last of which occurred in February, 1965.
- (4) As regards the question of sidewalks, this is a matter that should await an easing of the "tight money" situation.

It was felt that it might be helpful if the through street system outlined above was additionally emphasized by extending the centre line on both streets to connect on a curve.

A further indication of the pattern could be obtained by the erection of advance turn signs, with 10 m.p.h. tabs on the through routes, together with painted stop lines at the existing stops.

The Committee recommended that:

- (1) The existing stop sign arrangement at Hythe Avenue and Dundas Street be retained.
- (2) The additional controls indicated above be implemented.

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

CARRIED UNANIMOUSLY

- (14) (a) Through Streets
- (b) Raised Pavement at Uncontrolled Intersections

It was mentioned in Council a few months ago that there are some gravel roads in the municipality where traffic has the right-of-way over that on intersecting paved streets.

It was also suggested that the designation of certain roads as through streets does not extend far enough, with the result motorists travelling on these streets are suddenly confused by being required to stop before crossing an intersecting street.

Reference was also made to a proposal regarding the raising of pavement at the approaches to all uncontrolled intersections. It was added that one way to alert the motorist to the presence of these "bumps" is to paint them yellow.

The following was being offered on the above matters:

- (a) Part of the problem has been resolved by all gravelled roads in the municipality being paved during the past summer.
- (b) The point concerning "through streets not extending far enough, with the result it often confuses motorists who are required to stop when they come to an intersecting street" is rather vague and the Committee is unable to give a meaningful report unless more specifics are supplied.
- (c) The question of placing bumps at the approaches to uncontrolled intersections has been dealt with in the past.

It was emphasized then that the municipality would be liable if these bumps were attributed to any accidents which may occur.



Even painting the bumps would probably not absolve the municipality in such instances as it is not a standard and recognized practice that would be known by all motorists using the streets constituting the intersections.

- (d) There are cases where a system referred to as a "ripple bar" is used to warn a motorist he is leaving a designated lane and either is in danger of running off the road or hitting a fixed object, such as a bridge abutment.

This system of ripples has the tendency to make the motorist veer away from the ripples, which is the intention.

Whether this would cause problems if used at approaches to intersections for the purposes sought is something that is not known.

It is felt that the use of such methods on minor urban streets would create more problems than they would resolve.

The Committee recommended that Council concur with the above opinions and not entertain the matter of raising the pavement at the approaches to uncontrolled intersections.

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

CARRIED UNANIMOUSLY

(15) Lougheed Highway and Sperling Avenue

It was suggested that Northbound traffic on Sperling Avenue turning left onto Lougheed Highway is frequently delayed to a considerable extent because of the heavy through movement of Southbound Sperling Avenue traffic crossing the highway.

It was suggested that the "green" time on the signal at the intersection be altered so as to give the Northbound Sperling Avenue movement turning left onto the Highway an opportunity to proceed before the Southbound traffic on Sperling Avenue.

A turning movement count was taken on October 2nd between 7:00 a.m. and 9:00 a.m. and also between 4:00 p.m. and 6:00 p.m.

During the morning peak hours, no delay was noted but, in the afternoon Northbound traffic on Sperling Avenue turning left onto Lougheed Highway was delayed approximately 90 to 100 seconds for a period of 15 minutes between 4:37 p.m. and 4:48 p.m.

The conclusion was reached that traffic at the intersection is flowing reasonably well so the Committee was recommending no alterations in the timing of the signal at Lougheed Highway and Sperling Avenue until there is sufficient justification for such action.

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

CARRIED UNANIMOUSLY

(16) Pedestrian Facilities on Roads serving Municipal Ice Rink and the Memorial Swimming Pool

A request was received that consideration be given the matter of providing more adequate walking facilities for pedestrians frequenting the recreational complex in Central Burnaby.

Existing facilities in the area surrounding the complex consist mainly of gravel shoulders adjacent to the pavements.

The one exception is Sperling Avenue where a chip walk has been provided on the East side between Greenwood Street and the complex.

The gravel shoulders now being used by a very small number of pedestrians are felt, because of their width, to be reasonably safe. On the busy perimeter street, (Kensington Avenue) parking has been prohibited for some years as a safety precaution for pedestrians.

This does not mean that the Committee feels sidewalks are not desirable. On the contrary, the Committee is of the opinion that pedestrians and motor vehicles are a poor mixture. However, the construction of sidewalks to adequately service the complex would be a major undertaking and, with the present "tight money" situation, it is difficult to know just when such facilities can be provided.

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

CARRIED UNANIMOUSLY

\* \* \*

MUNICIPAL MANAGER submitted Report No. 77, 1968 on the matters listed below as items (1) to (16), either providing the information shown or recommending the courses of action indicated for the reasons given:

- (1) Lot "P", D.L. 90N, Plan 17957 (ZEBRO/SKI)  
LAKEVIEW PARK/SCHOOL SITE

The Corporation's counsel has been served with a Notice of Appeal from the decision of the Court of Appeal of British Columbia concerning the question of settling an arbitration award relating to the Corporation expropriating the above described property for school/park purposes.

MOVED BY ALDERMAN CORSBIE, SECONDED BY ALDERMAN McLEAN:  
"That the report of the Manager be received."

CARRIED UNANIMOUSLY

- (2) Traffic Signal - Boundary Road and First Avenue

The Municipal Engineer has now provided the following answers to two questions which were raised in Council on November 4th:

- (a) The signal control method used along First Avenue is known as an interconnected three-dial fixed time system.

This means there are three different settings on the signal controllers - one for normal periods, one for the morning inbound peak and one for the evening outbound peak.

Each signalized intersection on First Avenue is connected to a master controller whose purpose is to keep the signals in a proper time sequence and thus assure a proper progression along the route.

As the proposed signal at the intersection of Boundary Road and First Avenue is to operate by means of a fixed time controller, it should be interconnected to this system.

The other signalized intersections on Boundary Road are all of the vehicular-actuated type and therefore have varying cycle lengths. The interconnection of vehicular-actuated equipment requires not only a very sophisticated master control system, but a very expensive one. It is therefore not usually considered unless there is a very serious congestion problem on the entire system.

- (b) The installation and operation of a signal at Boundary Road and First Avenue can be accomplished without interconnection. However, it would not be in time with the rest of the system. As it is not imperative that it be interconnected at the time of installation, the City of Vancouver was asked for a date when the work could be undertaken. The City indicated that, owing to a heavy work load, the earliest the installation could begin would be the end of January, 1969.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CORSBIE:  
"That the report of the Manager be received."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:  
"That, because it is felt traffic congestion at Boundary Road and First Avenue is sufficiently serious at various times of the day to warrant police officers being assigned point duty there at those times, the City of Vancouver be asked to assign police to that location for the purpose indicated."

CARRIED UNANIMOUSLY

(3) Lot 4, S.D. 5, Block 7, D.L. 125, Plan 9666  
HOLDOM AVENUE WIDENING

It was being recommended that Council authorize the:

- (a) acquisition of the East 33 feet of the above described property, which is required for the widening of Holdom Avenue, for a consideration of \$1.00.
- (b) execution of the documents attending the transaction.

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

CARRIED UNANIMOUSLY

(4) Christmas Bonuses - Social Service Recipients

It was being recommended that Council authorize acceptance of 20% of the cost to be incurred as a result of the Provincial Government granting Christmas Bonuses in the amount of \$10.00 for each head of a family and \$4.00 for each single person who are in receipt of Social Assistance.

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

CARRIED UNANIMOUSLY

(5) Lots 9 and 10, Block 18, D.L. 29, Plan 10745  
REZONING REFERENCE #31/68

Submitted herewith are plans showing all land in the area of the captioned property which is zoned and/or developed under RM2 zoning standards.

The applicant for the rezoning has not yet replied to the request that was made for his reaction to a proposal advanced by the Planning Department in a report dated October 21, 1968.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN HERD:  
"That the rezoning of Lot 10, Block 18, D.L. 29, Plan 10745 to Multiple Family Residential District Two (RM2) be approved for further consideration and advanced to a Public Hearing.

CARRIED

AGAINST -- MAYOR EMMOTT,  
ALDERMEN LORIMER, AND  
BLAIR.

(6) (a) Lots 1 and 2, Block 1, D.L. 161, Plan 1742  
(b) Lots 3 and 4, Block 1, D.L. 161, Plan 1742

The properties described under (a) above are located on the East side of Greenall Avenue and are owned by Messrs. A. Friesen and H. Krahn.

The Corporation owns the captionally described Lots 3 and 4, which are immediately South of Lot 2.

The municipality requires Lot 1 for the frontage road to be established in connection with the new Marine Drive.

The buildings on Lots 1 and 2 are occupied by Montalco Kitchen Cabinets Ltd. A recent fire caused extensive damage to the building on Lot 2. The owner is anxious to rebuild and is agreeable to exchanging Lot 1 for Lots 3 and 4.

The market value of the properties, as reflected by the 1968 assessments, are:

- Lot 1 - \$7,245.00
- Lots 3..
- and 4 - \$4,700.00

It was being recommended that:

- (a) Lot 1 be exchanged for Lots 3 and 4,
- (b) The present owner of Lot 1, Montalco Kitchen Cabinets Ltd., be permitted to use that Lot and the building thereon up to December 31, 1969.

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

CARRIED UNANIMOUSLY

(7) Hastings Street Redevelopment Project

Arbitration Boards have been appointed to determine the settlements resulting from the expropriation by the municipality of the following property involved in the above project:

3856, 3866, 3872, 3874, 3876, 3880, 3096, and 3942  
Hastings Street.

A letter has been received advising that the owner of the property known as 3972-76 Hastings Street will voluntarily vacate those premises as of December 31, 1968.

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

CARRIED UNANIMOUSLY

(8) Easement - Portion of Lot 80, D.L. 10, Plan 34201

It was being recommended that Council authorize the:

- (a) acquisition of an easement over a portion of the above described property, which is required to contain a sanitary sewer between Production Way and Lougheed Highway, for a consideration of \$1.00.
- (b) execution of the documents attending the transaction.

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

CARRIED UNANIMOUSLY

(9) Amendments to Local Improvement Construction By-laws

The municipality is borrowing for its Local Improvements through the Regional District.

Section 603 of the Municipal Act states:

- (a) The Council may, in accordance with the provisions of Part VI, borrow such sums of money not exceeding the total cost of the work as may be necessary.
- (b) For the purposes of a security issuing by-law under Part VI, a construction by-law is deemed to be a loan authorization by-law.

It is inevitable that actual costs and estimated costs of works will differ.

Since the borrowing by Burnaby will be part of the first issue by the Regional District, it is considered that every possible action should be taken to ensure that the issue will meet severe legal scrutiny. There is a difference of opinion about the interpretation of Section 603, as shown above, but it is considered that the safest course of action is the most prudent course to follow even though it is somewhat cumbersome.

The question is under careful scrutiny in Victoria and it would appear that, if legislative changes are needed, they will be forthcoming. This first issue cannot wait and, to remove all doubt insofar as Burnaby's Local Improvement Construction By-laws are concerned, it has been decided to ask Council to amend the By-laws to show the corrected amounts.

The amount to be borrowed is \$1,022,000.00

Municipal Manager asked that this item be withdrawn because the Solicitor for the Greater Vancouver Regional District had agreed with the Municipal Solicitor that the problem outlined in the report could be resolved by the issuance of a certificate rather than amending the by-laws as indicated.

(10) Estimates

It was being recommended that the Special Estimates of Work of the Municipal Engineer, in the total amount of \$15,000.00, be approved.

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

CARRIED UNANIMOUSLY

(11) Monthly Report of Fire Department

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

(12) Monthly Report of R.C.M.P.

A report of the R.C.M.P. covering policing activities in the municipality during October, 1968 was being submitted.

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

CARRIED UNANIMOUSLY

(13) Easement - Portions of Lots 8 to 11 inclusive, Block 6, D.L. 29, Plan 3035  
REZONING REFERENCE NO. 33/68

It was being recommended that Council authorize the:

(a) acquisition of an easement over the above described Lot 8, which is required in order to finalize the rezoning proposal indicated in caption and involves the widening by five feet of an existing easement along the Western boundary of the property mentioned, for sanitary sewer purposes.

(b) execution of the documents attending the transaction.

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

CARRIED UNANIMOUSLY

(14) Ornamental Street Lighting- North Road

It was being recommended that the tender submitted by Norburn Electric Limited in the amount of \$26,519.14 for the installation of:

(a) 114 ornamental street light standards on North Road

(b) traffic control devices at Austin and North Roads.

(c) decorative street lighting outlets in the standards on those parts of North Road between Trans Canada Highway and Cameron Street on the Burnaby side and from the said

Highway to Austin Road on the Coquitlam side,  
be accepted.

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

CARRIED UNANIMOUSLY

(15) (a) Lot "C", Block 5 S $\frac{1}{2}$ , D.L. 74, Plan 20068  
(b) Lot 2 E $\frac{1}{2}$ , Block 5, D.L. 74, Plan 1380  
SUBDIVISION REFERENCE NO. 157/68.

On October 21, 1968, the Council authorized the acquisition of an easement over a portion of the above described Lot "C" in order to finalize a subdivision.

The owner of the property involved has requested that the easement be instead taken over a portion of the captionally described Lot 2 E $\frac{1}{2}$ .

It was being recommended that Council:

- (a) cancel the easement over the portion of Lot "C" in question.
- (b) authorize the acquisition of an easement ten feet wide over the Lot 2 E $\frac{1}{2}$  mentioned.
- (c) grant authority to execute the documents attending the transaction.

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

CARRIED UNANIMOUSLY

(16) Lot 19, D.L. 129, Plan 19165

This property was purchased by Mr. D. E. Chan in response to an advertisement offering its sale.

A subsequent investigation disclosed that the sewer serving the adjacent Lot 18 crosses the rear of Lot 19. An easement ten feet wide should have been retained over Lot 18 but this was not mentioned in the advertisement.

The purchaser has stated that he does not wish to buy Lot 19 with the easement on it.

The problem arose because the municipality is not permitted by the Land Registrar to register an easement in favour of the Corporation over municipal property. This raises a difficult problem of record keeping, especially where a subdivision of the municipal property is also involved.

In this case, the installation of the sewer was properly recorded and, though the method of servicing Lot 18 by means of a line through Lot 19 was undertaken as a measure of economy, the fact was not recorded.

It was being recommended that:

- (a) Mr. Chan be released from his offer to purchase the subject Lot 19 for the sum of \$13,105.00.
- (b) His deposit cheque in the sum of \$655.25 be returned.
- (c) The Land Agent be instructed to offer Lot 19 for sale by public tender, subject to the retention by the Corporation of the required ten foot wide sewer easement.

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

CARRIED UNANIMOUSLY

A discussion took place on the subject of the foregoing report.

It was suggested that, because easements over private property are registered in the Land Registry Office and become an encumbrance, the same arrangement should obtain in the case of easements over municipal property.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN MERCIER:  
"That the Municipal Manager prepare a submission, for transmittal to the Attorney-General, designed to:

- (a) draw attention to the inconsistency of the registration practice relating to easements, as indicated above and in the report of the Manager.
- (b) remedy the situation to satisfy the desire of Council that was just expressed above."

CARRIED UNANIMOUSLY

\*

Deputy Municipal Clerk stated that arrangements have been made to hold a Public Hearing on December 2, 1963 commencing at 6:45 p.m. to receive representations in connection with a number of proposals to rezone properties that have been made non-conforming due to a recent amendment to Section 303.1 of the Zoning By-law, which relates to Gasoline Service Stations.

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN HERD:  
"That the action taken to arrange the Public Hearing mentioned by the Deputy Municipal Clerk, as detailed above, be ratified."

CARRIED UNANIMOUSLY

\*

ALDERMAN MERCIER reported verbally on the past Mosquito Control Programme, as follows:

- (a) Past successes of the Programme have been due to:
  - (i) the circulation of authentic mosquito control information.
  - (ii) an arrangement whereby one request for financial assistance from the Federal and Provincial Governments has been made.



(iii) aerial spraying plus a good supporting ground control.

(b) There are four major faults insofar as the current Mosquito Control Programme is concerned, they being:

(i) two meetings a year is not satisfactory to undertake the business of the Board.

(ii) a Manager, who would be responsible to the Board, should be appointed to handle the details in connection with the Programme - perhaps for the Mosquito season only.

(iii) all participating municipalities should present, in writing, their proposed courses of action on supporting ground control of mosquitoes.

(iv) because mosquito infestation in the member municipalities does not occur at the same time, those who suffer a later mosquito problem should be given assurance that aerial spray will be available when infestation occurs.

(c) With respect to Burnaby, extensive Mosquito Control practices were carried out this past year, especially in the Burnaby Lake Area.

(d) The Chairman of the Mosquito Control Board and a representative of Okanagan Helicopters Limited commended the staff of our Health Department for their excellent ground support procedures.

(e) It was rather frustrating when we required spraying of our ravines that the gallonage Burnaby had been promised was unavailable. This was not the fault of the Company - It happened because of the lack of co-ordination in allotting the spraying to the member municipalities

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN HERD:  
"That the information conveyed this evening by Alderman Mercier relative to the Mosquito Control Programme, as detailed above, be received."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:  
"That the meeting continue past the hour of 10:00 p.m."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED

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

CARRIED UNANIMOUSLY

BY - LAWS

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

"That leave be given to introduce:

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

#5436

"BURNABY ROAD CLOSING BY-LAW NO. 10, 1968"

#5453

and that they now be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CORSBIE:

"That:

"BURNABY HIGHWAY EXCHANGE BY-LAW NO 5, 1968"

"BURNABY ROAD CLOSING BY-LAW NO. 10, 1968"

be now read a Third Time."

CARRIED UNANIMOUSLY

\*

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN McLEAN:

"That leave be given to introduce "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 81, 1968" #5454 and that it now be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

This By-law provides for the following proposed rezoning:

Reference RZ #52/65

FROM RESIDENTIAL DISTRICT TWO (R )  
TO MULTIPLE FAMILY RESIDENTIAL DISTRICT FIVE (RM5)

West 186.7 feet of Lot 9, Blocks 1/ 4 and 6, D.L. 125,  
Plan 3520

(5050 Halifax Street)

MOVED BY ALDERMAN LORIMER, SECONDED BY ALDERMAN McLEAN:  
"That the Committee do now rise and report progress on the By-law."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

\*

ALDERMAN BLAIR LEFT THE MEETING.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CORSBIE:

"That :  
"BURNABY HIGHWAY EXCHANGE BY-LAW NO. 4, 1968" #5433  
"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 38, 1968" #5371  
"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 43, 1968" #5376  
  
"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 72, 1968" #5428  
"BURNABY TAXATION EXEMPTION BY-LAWS NOS. 1 to 10, 1968" #5438 to  
be now reconsidered." 5447

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CORSBIE:

"That:  
"BURNABY HIGHWAY EXCHANGE BY-LAW NO. 4, 1968"  
"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 38, 1968" RZ 56/68  
"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 43, 1968" RZ 67/68  
"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 72, 1968" RZ 96/68  
"BURNABY TAXATION EXEMPTION BY-LAWS NOS. 1 to 10, 1968"  
be now finally adopted, signed by the Mayor and Clerk and the  
Corporate Seal affixed thereto."

CARRIED

ALDERMAN DRUMMOND AGAINST BURNABY ZONING  
BY-LAW 1965, AMENDMENT BY-LAW NO. 72, 1968

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

CARRIED UNANIMOUSLY