

JULY 14, 1969

A regular meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Monday, July 14, 1969, at 7:00 p.m.

PRESENT: Mayor R. W. Prittie in the Chair;
Aldermen Blair (8:00 p.m.), Dailly,
Drummond, Herd, Ladner and Mercier;

ABSENT: Aldermen Clark and McLean;

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:
"That Minutes of the meeting of April 30th and the Public Hearing of July 7th be adopted as written and confirmed."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:
"That the Original Communications be received."

CARRIED UNANIMOUSLY

ORIGINAL COMMUNICATIONS

Cliff Avenue United Football Club wrote requesting permission to hold their Annual Tag Day on the evening of September 19th and all day on September 20th in the North Burnaby area.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:
"That permission be granted to the Cliff Avenue United Football Club to hold their Annual Tag Day as requested."

CARRIED UNANIMOUSLY

The Minister of Highways wrote with reference to an enquiry of the Council concerning completion of the Stormont Interchange and its subsequent effect on the truck traffic now using Canada Way advising that it was understood senior officials from Burnaby and the Assistant Deputy Minister had recently discussed the question and also that there were other factors present other than the Canada Way traffic which must be considered before the Department could justify expenditure for completion of the interchange and connecting roads.

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The Minister of Health Services and Hospital Insurance submitted some proposed alterations to the wording of a proposed Air Pollution Control By-law recently considered by the Medical Health Officers of the Greater Vancouver Regional District. It was felt the proposed alterations would increase the effectiveness of the proposed By-law.

These included:

- (1) Adherence of foundries, grain elevators and apartment owners to the By-law were granted a time period for compliance originally, and it was felt that this compliance should be immediate unless an exemption is granted by the Medical Health Officer. Such an exemption to be based on a satisfactory conversion programme being submitted along with time schedule for compliance.
- (2) Officials administering the By-law would benefit greatly by the formation of a technical advisory committee to assist in dealing with appeals against interpretation of the By-law and to advise in future planning.
- (3) Consideration be given to the suitability of the By-law for special problems which may exist such as bulk loading facilities and oil refineries.
- (4) Air pollution standards were now being administered by Public Health Officers throughout the Province in accordance with recommended standards which were attached to the Minister's communication, and it would be desirable to have the responsibility for the administration of the Air Pollution By-law vested in the Medical Health Officer. Such a policy would assist greatly in development of a standardized approach to air pollution control throughout the regions and the province.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:

"That the communication and attachments from the Minister of Health Services and Hospital Insurance be referred to the Air Pollution Committee for consideration and report."

CARRIED UNANIMOUSLY

ALDERMAN LADNER, Chairman of the Air Pollution Committee advised the Council that his Committee already had an Air Pollution Control By-law amendment under active study and would be dealing with the By-law next week.

Mr. & Mrs. O. F. Hunter wrote with reference to an excavation being carried on adjacent to their property and which left a cut along the edge of their property with a drop of approximately three feet rendering it impossible for him to replace his fence.

Mr. Hunter advised having asked that a retaining wall be constructed to support the exposed edge but that contacts with the Engineering Department had not resulted in any action being taken.

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The Engineer reported having viewed this problem and advised the Council that during the normal course situations like this are taken care of either by the Corporation if it is responsible for the cut or by a contractor who may be doing private work and the bank is either stabilized with four inches of cement or a retaining wall is placed along the cut so that the fence between the properties can be replaced. If fences are removed during the course of the excavation it is always the responsibility of either Burnaby or the contractor to see that these are replaced.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DRUMMOND:

"That the letter be received and that the Engineer ensure that the exposed bank between the adjoining owner and that of Mr. Hunter be restored to the point where his fence would be properly maintained in the same condition as previously and that if necessary a report be brought back to the Council next week covering the costs involved."

CARRIED UNANIMOUSLY

Upon being queried as to whether or not the municipality had any specifications for the replacement of stabilizers under these conditions the Engineer advised that the municipality did have such specifications and that these called for a four inch application of cement if the spray method was used or a wall of sufficient thickness and that generally the grade was a grade of one to one.

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NOTICE OF MOTION

ALDERMAN LADNER submitted the following Notice of Motion:

"That a Committee of Council be struck to meet with similar committees from the City of Vancouver and the Municipality of Richmond to discuss the road system linking the three municipalities via the South-East sector of the City of Vancouver and that the City of Vancouver and the Municipality of Richmond be requested to strike complementary committees."

In explanation Alderman Ladner advised that Vancouver had done a great deal of work on the South-West sector of its City and that in the South-East sector the traffic connector was being widened to four lanes and that there would be problems developing in the Boundary Road - Marine Drive Area. Furthermore, there should be a link roadway between the Deas Island Freeway to the Second Narrows and the other Freeway. It was felt that the development of the South-Eastern section of Marine Drive should be installed as a limited access highway and in fact should be so designated through to the Deas Island Highway.

A query was raised concerning the origin^{and}/destination survey being conducted for Burnaby and the Planner advised that the consultant was still working on the study and it was hoped that the report would be presented to the Council some time this summer.

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MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:
"That a Public Hearing be set for the purpose of hearing representations for or against the proposed rezoning of property on Ledger Avenue for the purposes of a union business building and auditorium and that the Public Hearing be held at 6:45 p.m. on July 28, 1969."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:
"That the Council resolve itself into a Committee of the Whole (7:25 p.m.)."

CARRIED UNANIMOUSLY

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R E P O R T S

HIS WORSHIP THE MAYOR submitted a Progress Report on the application being made jointly by Burnaby and New Westminster for the next Canada Summer Games. The Recreation Directors of the two municipalities had compiled a list of existing athletic facilities which might be used for various events and were attempting to estimate the costs of upgrading these existing facilities and the cost of new ones which would be necessary for the Games.

The sources of Provincial grants was being looked into toward capital costs as well.

The Mayor further reported that the Chairman of the Parks and Recreation Commission and himself agreed that much useful information would be obtained on the organization and operation of the Games if the Director of Recreation attended the First Canadian Summer Games to be held in Halifax - Dartmouth from August 15th to 24th.

The Mayor recommended that Mr. Squire be authorized to attend these Games.

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

CARRIED UNANIMOUSLY

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ALDERMAN BLAIR submitted a report enclosing a copy of the Young Voyageur Programme of exchange students whereby Burnaby hosted a group of students from Sarnia, Ontario and also included a schedule of departures and arrivals for the Burnaby group attending a similar programme in Nicolet, Quebec from July 16th to July 20th.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DAILLY:
"That the report be received."

CARRIED UNANIMOUSLY

TRAFFIC SAFETY COMMITTEE REPORT

(1) Lane at rear of Crest Drive

The Committee reported on a request for lane oiling or calcium chloride application of this lane to eliminate a dust nuisance which abutted Cariboo Park and was used frequently by those travelling to and from the Park.

Complaints of excessive speed along the lane creating a hazard and aggravating the dust problem were laid and the Committee had advised of the Council's policy with regard to lane oiling and of reference to the R.C.M.P. of the speeding complaint.

The Committee recommended that this information be formally submitted to the person making the request.

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

CARRIED UNANIMOUSLY

Alderman Ladner raised the question of the nuisance to residents whose properties back onto lanes abutting parks and other public facilities and submitted that these residents were subjected to extraordinary nuisance from dust because of heavier volumes of traffic.

The Engineer advised that this problem had been examined in the past and the decision was that due to the limited amounts of money available that these lanes would not be treated any differently than any other lane according to the general lane oiling policy during past years.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That this matter be tabled for a period of one week and the Engineer be asked to report on the feasibility of introducing a lane oiling programme on lanes abutting public parks or other public facilities where an extraordinary dust problem was present."

CARRIED UNANIMOUSLY

(2) Lane East of Buller Avenue Between Clinton and Portland Streets

The Committee reported on a complaint received of heavy volumes of vehicular traffic particularly trucks servicing the commercial block at Buller Avenue and Portland Street travelling at excessive speeds, endangering children and causing excessive noise and a further nuisance whereby dust and gravel had been spewed about, aggravating the situation.

The Committee reported that the complainant had suggested:

- (a) placing a barrier along the part of the lane which connects with the East-West lane going to Curragh Avenue, to prevent through access.

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- (b) construct an asphalt ridge across the lane at the entrance to Clinton Street.

An inspection revealed that the lane had a grade of approximately 8% and was quite local in character running only between Clinton and Portland Streets and it was difficult to understand why trucks would use the lane.

The Committee reported that neither of the suggestions put forward by the complainant would solve the problem and the Committee recommended that no action be taken other than a request being put to the R.C.M.P. to check the area from time to time to apprehend speeding vehicles. It was also suggested the complainant be advised of the current considerations relating to the Truck Routing By-law which could ease the problem regarding vehicles using this lane because of a general restriction of truck traffic in all lanes.

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

CARRIED UNANIMOUSLY

(3) Speed Limit on Streets Abutting Lobley Park

The Committee reported on a request received regarding speeding on streets abutting Lobley Park and to the parking problem in front of the complainants residence.

Investigation revealed the complainants residence was in an apartment area where invariably parking congestion problems occurred. It was found the complainant had three off-street parking locations all of which had access from the lane and the Committee could not comply with the complainants request for an exclusive right to park on the street and suggested that the speed limit aspect be referred to the R.C.M.P. for enforcement. These were put in the form of recommendations to the Council by the Committee.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the recommendations of the Committee be adopted."

CARRIED UNANIMOUSLY

(4) Buckingham Avenue and Sperling Avenue

The Committee submitted a report on possible alternatives to the present left-turn prohibition at Buckingham and Sperling Avenues and presented three suggestions as alternatives which have been presented by the people in the area. All of these had been rejected by the Committee for reasons that it would only create other problems within the area itself and more importantly one of them i.e. closing Buckingham Avenue at Burris Street would create the need for a traffic light at Sperling Avenue and Canada Way and this in turn would only cause traffic back-ups which would impede traffic and cause hazardous situations for the volumes of traffic entering the Kensington Overpass to the Freeway.

The Committee in summation felt that any restrictive measures placed on traffic in the Buckingham Area would only create greater problems than those purported to exist now.

It was suggested that the ultimate solution would be realized with the construction of the North-South road around Deer Lake, and the

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Committee recommended that no action be taken on the question of closing any streets in the Sperling-Buckingham Area and that the Council expedite the construction of the aforementioned North-South road around the West end of Deer Lake.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the recommendations of the Committee be adopted."

CARRIED UNANIMOUSLY

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MUNICIPAL MANAGER'S REPORT #47, 1969

(1) Canadian Association of Fire Chiefs

The Manager recommended that Fire Chief L. C. Auvache be authorized to attend the Annual Conference of the Canadian Association of Fire Chiefs in Hamilton from August 24th to 28th, 1969 at an estimated cost of \$410.00.

(2) Annual Meeting of the Canadian Bar Association

The Manager recommended that Mr. Stirling, Municipal Solicitor be authorized to attend the 1969 Canadian Bar Association meeting in Ottawa from the 1st to 6th of September, 1969 at an estimated cost of \$450.00.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the recommendation concerning the attendance of Fire Chief Auvache and Municipal Solicitor, W. L. Stirling, to respective association conventions be adopted."

CARRIED UNANIMOUSLY

(3) Petition re Surface Water - Burnfield Drive

The Manager submitted a report of the Municipal Engineer on a complaint from residents who had petitioned the Council concerning a drainage problem in the vicinity of Burnfield Drive.

The Engineer advised that this was a new subdivision and that all natural growth had been cleared from the subdivision as was the practice and that there was a very light mantle of topsoil which had been disturbed and mostly covered with clay in the process of house excavation and terracing of the lots. This caused a rapid surface run-off from properties with very little or no penetration of surface water into the soil. The Engineer disagreed with the petitioners contention that the municipality was responsible in that approval had been granted and it was pointed out that the municipality does not grant permits for terracing or landscaping of property and is not responsible if drainage problems arise from such action.

The Engineer suggested that the problems most likely stem from water emanating from wild land lying up-hill from the complainants property and that it would be advisable in future segments of the subdivision to obtain a lane allowance at the rear of the properties adjacent to the complainants properties and that in order to cure the existing problem an existing lane at the rear of Lots 124, 125 and 126 be extended to a catchbasin at the rear of Lot 161 at a cost of \$1,900.00. It was felt that this interim work would intercept the surface drainage coming from the bush land

behind the Burnfield property and that as the subdivision developed a lane would be acquired and an open ditch constructed which would in all probability cure the general problem.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:
"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(4) Lane West of Smith Avenue South of Price Street

The Manager reported that a 15-foot lane allowance existed between Lot 1, Block 27, D.L. 35, and Lot "A", Block 27, D.L. 35, Plan 5843 and that the lane was not required by the municipality.

It was recommended that the lane be abandoned and placed in a sale position subject to:

- (1) A minimum price of \$2,250.00
- (2) Consolidation with Lot "A", Block 27, D.L. 35, Plan 5843
- (3) The owner of the said Lot "A" agreeing to the above mentioned conditions prior to the Corporation abandoning the lane.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:
"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(5) Lot 13, Block 28, D.L. 27, Plan 1049

The Manager reported that Mrs. Hattie Brownie purchased and paid for this lot from the Corporation in June, 1951 and that the lot had not been conveyed to the purchaser who had paid taxes since the date of purchase.

It was recommended that the said Lot 13 be conveyed to Mrs. Hattie Brownie and that the Mayor and Clerk be authorized to sign the conveyance.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:
"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(6) Sidewalks - Canada Way

The Manager recommended that the following portions of properties be acquired for consideration of \$1.00 to provide for the widening of the right-of-way of Canada Way between Boundary Road and Smith Avenue for construction of sidewalks:

- (a) A portion of Lot 9, Block 44, D.L. 69, Plan 1321
- (b) A portion of Lot 10, Block 44, D.L. 69, Plan 1321
- (c) A portion of Lot 11, Block 44, D.L. 69, Plan 1321

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

CARRIED UNANIMOUSLY

(7) M.H.O. Annual Report - Home Visits, New Babies

The Manager submitted a report of the Medical Health Officer on home visits to new babies as a result of a query having been raised at the time the Medical Health Officer's Annual Report for 1968 had been given.

Dr. Sunderland explained the reasons for the home visits and felt that they should be continued.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the report be received."

CARRIED UNANIMOUSLY

(8) Gilpin Street between Cut-off from Canada Way and Rear Entrance to Municipal Hall - Pole Removal. Subdivision Reference #220/68 and Subdivision Reference #56/69

The Manager submitted a report of the Planning Director outlining a problem of servicing these subdivisions with electric power.

The properties involved according to the Planning report were situated in the block bounded by Iris, Gilpin, Rowan and Price.

On authority of the Council earlier this year, the B. C. Hydro was directed to remove the poles from the portion on Gilpin Street designated in the heading, and Hydro was now confronted with the task of servicing several of the proposed lots fronting on Gilpin with electric power. The Planner attached an explanatory sketch.

The Planner submitted that future servicing of Gilpin as it related to the administrative complex would undoubtedly be underground and the request was made of Council to determine whether power to serve Subdivision Reference #56/69 should be placed underground on Gilpin Street in which case it commence at Iris Street and proceed East along the alignment of the proposed major road and Gilpin Street as far as is necessary.

The alternative was to have Hydro install a pole line.

During discussion it was determined that the property fronting Gilpin was of immediate concern and a second stage of the subdivision involved land on Iris and Rowan Streets.

The Manager recommended that a lane be installed at the back of the three lots to be created on Gilpin Street with poles in the lane and the basis for his recommendation was that the installation of the lane would become a subdivision cost and Hydro would install the poles. Cost of installing the underground wiring was \$1,900.00 and would be a municipal expense since the subdivider takes the stand that power had been in place previously and had been removed by the municipality.

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MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:

"That the first alternative be adopted and that the underground wiring be placed on Gilpin Street to cover Subdivision Reference #56/69."

The Planner advised that this would be a permanent installation as it was not expected there would be any change in future road development in the area. Any widening of Gilpin Street would be on the North side.

The question was raised as to whether or not the developer would share in the cost of the underground wiring in view of the alternative that a lane requirement be made at the rear of the subdivision.

The Planner advised there was nothing in the Subdivision Control By-law which would force the subdivider to share in the cost of the underground wiring on Gilpin.

Under the development of both subdivisions the lane would go East from Iris Street to a point West of Rowan Avenue thence South to Price Street.

ALDERMAN BLAIR ATTENDED THE MEETING AT 8:00 P.M.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:

"That this matter be tabled for a period of one week to give an opportunity for the Planner to discuss the possibility of the sharing in the cost of underground wiring on Gilpin Street in preference to his complying with the installation of a lane at the rear of the property as a subdivision requirement."

CARRIED UNANIMOUSLY

The Manager explained his reasons for recommending that the lane be obtained on subdivision at this time pointing out that the new road which was the commencement of the North-South road around the West side of Deer Lake would be a very important arterial road and that the people in this subdivision would find a secondary access to their property very useful.

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A report on the Apartment Study 1969 presented by the Planner was brought forward at this time and accompanied by a report of a Special Committee appointed to determine the best method of studying the report.

The report recommended the following:

- (1) That Council debate the study in principle at either a special meeting or the next regular Council meeting, at which time the Director of Planning shall comment generally upon the study.
- (2) The study then be laid on the table.
- (3) That copies of the study, amended if necessary, be given to members of the press and the following organizations:

The Advisory Planning Commission
Burnaby Chamber of Commerce
Burnaby School Board
Burnaby Division of the Greater Vancouver Real Estate
Board
Area rate-payers and community associations
Municipal Departments

- (4) That copies of the review be made available to any other member of the public at the Corporation's cost of reproduction.
- (5) That Council invite the above organizations and any other interested person or organization to submit briefs concerning the study to the Director of Planning within four weeks of the date of tabling; and that Council await giving detailed consideration to the review until this time.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN MERCIER:

"That the recommendations contained within this report of the Special Committee be adopted.

CARRIED UNANIMOUSLY

Upon being queried the Planner advised that his Department had run approximately 100 copies of the report which could be put together quickly with any amendments the Council may wish to make without too much difficulty.

During discussion it was submitted that the report should be distributed immediately to the press and other organizations mentioned in the report of the Committee.

The Planner presented the philosophy behind the report for the information of the Council and presented the following points:

- (1) Three reports on the subject had been presented between the years 1964 and 1966, the first being the new Zoning By-Law which was passed in 1965 after approximately one year of discussion and the decision at that time was made re the establishment of zoning districts for apartments.
- (2) Discussion of applications which had been received during discussions of the Zoning By-law were then considered. These applications had been held up for a period of approximately a year during considerations also of a report of the Lower Mainland Regional Planning Board on the total growth within the Vancouver Area and the first Burnaby apartment report.
- (3) The adoption of the By-law naturally held as its main purpose a notice to the residents of the locations where development on industrial and commercial growth would proceed and where residential development would be expected not to locate.
- (4) Brochures were prepared showing the locations etc. and showing the apartment regulations and locations.
- (5) Four public meetings were held for the purpose of acquainting the public with the new Zoning By-law and comments were made and taken into consideration before the By-law was passed and the Apartment Study approved.

- (6) Three years have passed since the adoption and implementation of these regulations and recommendations.
- (7) The policy established by the original apartment study has been successful and has in the main been adhered to. There has been some comment, particularly with regard to the RM3 zoning and its inherent standards and design and the amount of RM3 apartment development which is taking place.
- (8) All of these comments led to a review of the Apartment Study and, in any event, according to the original study, the department would be undertaking this review after five years.

Several points were made in the new report:

- (a) There was a review of the development potential with what has been experience to this time and what might be seen together with such factors as the rate of growth.
- (b) Conclusions reached were that the rate of growth had been underestimated. It was estimated that there would be approximately 1000 apartment units constructed per year and there are already 1000 units constructed this year and 2,500 over the last two years. Even with this increase in rate, it would still take over 25 years to complete the apartment areas established under the original report at the current rate of growth.
- (c) The whole question of regulations had been reviewed owing to the design and rate of growth of RM3 category. Some concentration had been levelled on this category and some pertinent questions were looked at.
 - (i) The Department tried to amend the regulations which discouraged RM3 and encouraged RM4 and RM5 by relaxing the regulations to change the balance and have some contractors become more interested in going into the RM4 or RM5 categories.
 - (ii) There are questions of design to consider and at present there is no control over design and a request has been made in the new report for the provision of a design panel to recommend to the Council design features.
 - (iii) The report asks for more detail on where side yards should be and other features of design by the developer.
 - (iv) A review was made of the original study. Other areas had been added in and have expanded some of the areas. Densities have been designated. Community planning areas would be asked to submit more detailed information such as three dimensional plans and more general detail. The question of

parking and alternative forms of housing were also included and it was hoped that improvements would be found which would be something between the single family and multiple family areas.

It was submitted that the Council should set a Special Meeting next Monday to deal with the report.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the Council deal with the report at this meeting restricting debate to matters on the general concept of the review."

CARRIED

IN FAVOUR -- ALDERMEN LADNER,
DAILY, BLAIR AND
MAYOR PRITTE

AGAINST -- ALDERMEN MERCIER, HERD
AND DRUMMOND

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:

"That the report be referred to the press and other interested bodies mentioned in the special procedural report that the Committee brought down this evening."

CARRIED UNANIMOUSLY

(9) Land Assembly in Central Area

The Planner submitted a report on the Central Area Development Concepts which had arisen as a result of:

- (1) Studies which preceded the adoption of the Burnaby Zoning By-law in 1965.
- (2) The Pacific Sports Centre Study of 1965.
- (3) The Centennial Project Study of 1966.
- (4) A review of possible policies and concepts for the Central Area in 1968.

The special zoning category, the Administration and Assembly (P2) District, was established as a result of the initial studies in 1964 and 1965 for the progressive development of an administrative - recreational complex in the Central Area.

In all of the studies the concept of the centrally located administrative-recreation complex is envisaged for the area both North and South of Canada Way basically involving the creation of a civic centre as a focal point in the area surrounding the Municipal Hall related office and institutional development between Canada Way and the Freeway and municipally and regionally oriented cultural and recreational facilities adjacent to Burnaby Lake and Deer Lake.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DAILLY:
"That the report be received."

CARRIED UNANIMOUSLY

(11) Estimates

The Manager recommended that the report of the Municipal Engineer covering special estimates of work in the total amount of \$21,680.00 be approved.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(12) Fire Department

The Fire Chief submitted a report covering activities of his Department for the month of June, 1969.

(13) R.C.M.P.

The Burnaby Detachment of the R.C.M.P. submitted a report covering the policing of the municipality for the month of June, 1969.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:
"That the reports of the Fire Department and R.C.M.P. be received."

CARRIED UNANIMOUSLY

(14) Frontage Requirements - Subdivision Reference #105/69

The Manager recommended that the requirements of Section 712(1) of the Municipal Act be waived as they apply to Subdivision Reference #105/69 covering property legally described as Lot 43, Block 3, D.L. 90, Plan 555 located North of Rosewood Avenue between Sixth and Fourth Streets.

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

CARRIED UNANIMOUSLY

(15) In-Law Suites

The Planner submitted a further report on the proposed By-law covering In-Law Suites for the information of the Council outlining the proposed text amendment which had been first submitted in April, 23, 1969 together with a summary of suggested changes by the municipal departments and the Advisory Planning Commission.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN MERCIER:
"That this report be received and tabled to the next meeting."

CARRIED UNANIMOUSLY

HIS WORSHIP, THE MAYOR, DECLARED A RECESS AT 8:50 P.M.

THE COUNCIL RECONVENED AT 9:00 P.M.

(10) Lanes

The Capital Improvement Program, as submitted to Council, provided for a progressive program of paving lanes. Because of this, no provision was made in the General Budget for dust palliation in lanes.

Council action was to transfer the sums provided in the Capital Improvement Program into a Capital Contingency while a policy is formulated as to what should be done with lanes.

Paved lanes in Burnaby now are as a result of either:

- (a) a cash payment by the affected property-owners for the black-top cap;
- (b) a subdivision or rezoning requirement;
- (c) a previous Corporation policy of paving those lanes where the grade was such as to make maintenance of a gravel surface either impossible or unreasonably expensive;
- (d) a present policy (almost completed) of paving industrial, commercial, and mixed-use lanes.

The length of unpaved lanes in the municipality now remaining is estimated at 93.6 miles and the estimated cost of black-topping is \$750,000.00.

During what dry weather was experienced, numerous complaints have been received about dust nuisance from gravelled lanes. The property-owners on 12 lanes have given indication they are interested in black-top under whatever scheme is developed by Council.

Time-wise and dollar-wise there is little point in looking at a lane-paving program over less than 1969 and 1970.

Assuming a policy of lane-paving, this raises two questions:

- (1) How to establish priorities?
- (2) How will the program be financed?

The program could be financed at the expense of other capital projects not being funded. This does not appear a reasonable approach.

It does appear, however, that the Local Improvement Procedure could answer both the above questions - providing short-term money is used.

Priority would be established to some extent by the approval of the projects by the property-owners. This might not completely eliminate this problem but, since it would be the objective to pave as many "approvals" as possible in 1969 and the balance as early as possible in 1970, there should be acceptance of the situation under these conditions.

The following basis is suggested:

Maximum frontage	- 66 feet	
Width of paving	- 14' or less	
Driveways, etc.	- tie-in with paving	
Term	- 5 years	
Cost of work	- \$2.00 per running foot	
Cost to property-owners	-	
Cash in advance of construction	- \$1.00 per lineal foot	
Immediate commutation on receipt of first bill	- \$1.13 per lineal foot	
Annual levy	- \$.257 per assessable foot	

The above costs make no provision for any special treatment such as "traffic bumps".

Again assuming a Local Improvement Lane Paving Program, there are several ways of bringing it about:

- (a) The petition method which requires property-owners concerned to circulate a petition and obtain the necessary percentages in favour.
- (b) The Initiative method whereby Council proposes a program and has the right to proceed unless a sufficiently - signed petition against is received by the specified date.

Using this method Council could initiate the entire program and do it by sections. This would appear logical because of the tremendous amount of clerical work involved and would permit a start on some this year. The first section would, for example, be those who have already indicated an interest in paved lanes.

Method (a) has much to commend it, particularly if the program were to extend over several years as it would likely establish an automatic priority basis due to the necessity for citizen output to get petitions signed.

With an objective of a 2-season program, Method (b) has decided advantages and is recommended.

If it is Council's decision to proceed with the program as recommended, it is further recommended that no consideration be given to lane oiling. The 1969 season is too far advanced to obtain a reasonable benefit for the cost involved and it could also have an adverse effect on acceptance of a lane-paving program.

An objection was raised in Council since it appeared that the proposed new Local Improvement policy disregarded those people who had made deposits for lane construction and who had not yet in fact been provided with any kind of a lane and it was felt that the pavement of existing lanes was unfair to residents in this category. It was suggested that Council should adopt the program where some of these unconstructed lanes could be completed and others which are ready could be paved.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DRUMMOND:

"That proposal (b) of the Municipal Manager as laid out in his report whereby lanes would be constructed on the Local Improvement Initiative be adopted subject to those applications which have recently been received proceeding under the Petition Plan as laid out under item (a)."

CARRIED

AGAINST -- ALDERMAN LADNER

*

The Mayor requested the Manager to report on his visit to the Department of Highways to interview the Deputy Minister of Highways in connection with a number of matters of mutual concern particularly the Stormont Interchange Connection.

The Manager advised that the Department did not have the completion of this interchange in their program. The Deputy Minister was on holidays and his discussions were held with other members of the Department.

During the visit to the Department, not only the Stormont Interchange was discussed but the following matters as well:

- (1) The Hastings - Curtis Street Connection,
- (2) The Broadway - Gagliardi Way Connection and Approaches,
- (3) The Relocation of Marine Drive,
- (4) The Completion of Hastings Street. This completion was assured if Burnaby obtained the required right-of-way and it was agreed by the Department that it would be possible to complete the Hastings Street Project this year conditional upon the right-of-way being obtained.

The Manager felt that the most useful gain from the discussions was the deliberation on the possibility of an agreement being arrived at on the timing of these programmes. It was felt that if Burnaby set aside monies for any one of these projects and this did not fit in with the physical and budgetary plans of the Department it would create a somewhat unsatisfactory situation where one side would be ready to proceed with the programme and find out that the other could not proceed.

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Discussions were held along these lines and it was felt that this was the only sensible approach to the whole programme.

* * *

1969 U.B.C.M. Convention

R E S O L U T I O N S

Re: INDEMNITIES - PARKS AND RECREATION COMMISSIONERS

" WHEREAS Municipal Councils are empowered to delegate to a Parks and Recreation Commission any or all of the administrative powers of the Council relating to parks and park property, and to organize and conduct a recreation programme;

AND WHEREAS the members of these Commissions must serve without remuneration;

AND WHEREAS public demand for Parks and Recreation services and facilities has increased; and budgets of the Commissions cover the planning, building and operation of arenas, swimming pools and playing fields, in addition to the development of parks, and have reached large proportions;

AND WHEREAS the duties and responsibilities of members of Parks and Recreation Commissions have increased accordingly, and the out-of-pocket expenses of Commissioners have increased substantially;

AND WHEREAS recent amendments to the Municipal Act and Public Schools Act have recognized the added responsibilities imposed on Municipal Councils and School Trustees through payment of suitable indemnities;

THEREFORE BE IT RESOLVED that the Provincial Government be urged to amend the Municipal Act by establishing an annual indemnity on a population, or other suitable basis, similar to that established for School Trustees in 1967, in recognition of the increased duties and responsibilities of Parks and Recreation Commissioners. "

PROPOSED BY ALDERMAN DRUMMOND.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:
"That this resolution be endorsed and forwarded for inclusion with the resolutions to be dealt with at the forthcoming U.B.C.M. Convention."

CARRIED UNANIMOUSLY

It was suggested that the word "remuneration" should be used throughout the resolution rather than the word "indemnities".

* * *

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Re: Voting Age

" WHEREAS the Provincial Elections Act provides that a person who is nineteen years of age may vote at provincial elections if he or she is qualified in all other respects (citizenship and residence):

BE IT RESOLVED that the Municipal Act be amended to permit persons of the full age of nineteen years to be entered on the List of Electors as owner-electors, resident-electors, or tenant-electors, according to their qualifications. "

PROPOSED BY HIS WORSHIP THE MAYOR

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That this resolution be endorsed and forwarded to the U.B.C.M. for inclusion in the resolutions to be dealt with at the forthcoming Convention."

CARRIED UNANIMOUSLY

* * *

Re: Sale of Birth Control Devices

" WHEREAS Section 32 (e) of the Pharmacy Act provides that the sale and display of birth control devices is restricted to licensed pharmacists;

AND WHEREAS this provision causes humiliation and is unduly restrictive to the consumer;

THEREFORE BE IT RESOLVED that the Provincial Government be urged to amend the Pharmacy Act so that the sale of contraceptives and other birth control devices is not restricted to sale from licensed pharmacists and is permitted from the display shelves of drug stores. "

PROPOSED BY ALDERMAN McLEAN

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the words "causes humiliation and" be deleted and in the enacting clause all words be deleted after the words "pharmacists" and that the resolution as amended be forwarded for consideration at the forthcoming U.B.C.M. Convention."

CARRIED UNANIMOUSLY

A letter from Mr. J. A. Smith was brought forward concerning a noise complaint whereby contractors were commencing operations at 5:45 and 6:00 a.m. causing discomfort to himself and his family. Mr. Smith was seeking some relief through Council action from this nuisance.

It was suggested during discussion that the Noise Prevention By-law was out of date and should be reviewed and updated. It was further suggested that the Solicitor should bring in a report on the feasibility of successfully prosecuting this case raised by Mr. J. A. Smith using the facts presented by him in his letter and obtain an opinion on whether or not the Noise Prevention By-law in its present form was a good By-law or not.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That this matter be tabled pending a report from the Solicitor as to the chances of success of prosecution by his Department on the facts submitted by Mr. Smith through his letter and that the report be presented to the Council in two weeks time."

CARRIED UNANIMOUSLY

The Chief Licence Inspector was instructed to investigate the complaint raised by Mr. Smith and attempt to persuade the builder or contractor responsible to halt his operations at this hour of the day.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:
"That leave of absence be granted from this meeting to Alderman Clark and Alderman McLean."

CARRIED UNANIMOUSLY

B Y - L A W S

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That leave be given to introduce
"BURNABY UNSIGHTLY PREMISES BY-LAW 1969" #5533
"BURNABY SECURITY-ISSUING BY-LAW 1969" #5535
and that they now be read a First Time."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That:

"BURNABY UNSIGHTLY PREMISES BY-LAW 1969"

"BURNABY SECURITY-ISSUING BY-LAW 1969"

be now read a Third Time."

CARRIED UNANIMOUSLY

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It was resolved that "BURNABY ZONING BY-LAW 1965, AMENDMENT
BY-LAW NO. 26, 1969" #5520 be tabled until the next meeting
of Council.

* * *

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:
"That BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 10,
1968" #5298 be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:
"That BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 10,
1968" RZ #20/68 be now finally adopted, signed by the Mayor
and Clerk and the Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY

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