

OCTOBER 14, 1969

An adjourned meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Tuesday, October 14, 1969 at 7:00 p.m.

PRESENT: Mayor R. W. Prittie;
Aldermen Blair; Clark; Herd;
Dailly; Drummond; Ladner;
Mercier and McLean;

HIS WORSHIP, MAYOR PRITTIE, welcomed the members of the Eighth Burnaby-Burrard Boy Scouts Troup, and their leader (Mr. D'Andrea) to the Council meeting.

He briefly explained the procedures Council follows in handling the business before it.

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DELEGATION

Mr. Gerald J. Lecovin, Barrister and Solicitor, wrote requesting an audience with Council on behalf of Mrs. Lena Rogers, one of the shareholders in a Company owning the apartment complex at 5740 - 5952 Hastings Street, relative to complaints which have been lodged regarding the operation of the apartments.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:
"That Mr. Lecovin be heard."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:
"That the Communication on the Agenda this evening from the President of the Burnaby Tenants' Association, which relates to the subject of Mr. Lecovin's presentation, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The following is the substance of the submission by Mr. John W. Motluk, President of the Association mentioned:

- (a) The Burnaby Tenants' Association is aware that the management of the apartment complex in question is attempting to correct the heating problem; however, there are tenants in the apartment whose heat at the present time is not working and the temperature in their suites is 55°.

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- (b) The management of the building should be required to provide temporary heating and to pay the costs of it.
- (c) In conversation with the Health Department, it appears there are no regulations regarding the provision of adequate heat; therefore, the Association would like Council to enact a By-law to require apartment owners to provide a minimum of 70° of heat and, for failing to do so, be liable to a fine under the Summaries Conviction Act.

A list of grievances from the tenants in the subject apartment block is being supplied herewith, as follows:

- (i) It is only September and already many of the apartments have no heat at all, even with their thermostats set at 100°.
- (ii) Many apartments never have proper hot water, particularly the suites with laundry rooms in their building.
- (iii) "Silverfish" and small black bugs are worse now than two weeks ago when the apartment was fumigated.
- (iv) Burlap carpets in the apartments are shabby, stained and unhealthy and drapes are in shreds and hang crookedly. Many drape pull cords have never been repaired.
- (v) Kitchen cupboards and drawers are broken and warped.
- (vi) Floor tiles are lifting in the bathrooms, and tiles around the tub are mildewed. Bathroom sinks drain improperly.
- (vii) The framing on bedroom windows is loose, the windows often fall out. They do not close properly. When asked that they be repaired, the management gives the tenants a stick of wood to hold the window shut.
- (viii) Some suites have not been painted for as long as six years. If they are, the paint is so cheap it peels off the first time it is washed.
- (ix) Thermostats are not working. They have been repaired many times but are still not accurate even if any heat is provided at all.
- (x) The outer hallways are filthy and have not been painted for years. The carpet is worn and in shreds. People have tripped and fallen. Bannisters in many buildings are hanging loose.
- (xi) Coin equipment in the laundry rooms is old and has paid for itself one hundred fold and should be replaced. The laundry rooms are dirty and in need of paint. Some equipment is always out of order.
- (xii) Pigeon nestlings can be found on all top floor roofs, strewing pigeon droppings and feathers all over the balconies.
- (xiii) The garbage containers are not collected often enough, thus causing an overflow of dirty garbage over the parking lots.

- (xiv) Fumes from the boiler rooms are deplorable. The cheapest grade of oil is being used with a high percentage of sulphur content and is causing pollution.
- (xv) The playground is filthy and the equipment dangerous, half of the swings and teeter totters are missing. The sand is contaminated.
- (xvi) The swimming pool has not been operable since December 1968. One wall is caved in and the temporary wall which has been erected is not safe and provides easy access for young children to slip in and be seriously injured.
- (xvii) Last winter the sidewalks were never cleared of snow and many people suffered from falls. The driveways and parking lots were cleared only once but so inefficiently that people spent a great deal of time digging their cars out.
- (xviii) The owners and trustees of the apartment complex are only concerned with making a substantial profit and are not concerned about the health, welfare and personal happiness of their tenants.

Before hearing Mr. Lecovin, the Council reviewed Point 6 in the report which the Building and Health Departments submitted to Council on October 6th relating to the apartment complex at 5742 - 5932 Hastings Street wherein, in part, it was indicated that the current Building By-law requires a minimum indoor temperature of 72° F. but this regulation is not retroactive in its application to the subject apartment complex.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the Municipal Solicitor submit a report on whether the section of the Building By-law covering the provision of heating facilities can be made effective for all habitable buildings irrespective of their dates of construction."

CARRIED UNANIMOUSLY

Mr. Lecovin then spoke and made the following points:

- (a) He was aware the Burnaby Tenants Association has requested a Rental Accommodation Grievance Board, and with this he concurs.
- (b) His client is gravely concerned about the allegations which the Association has made to Council regarding living conditions in, and the general state of, the apartment complex at 5740 - 5952 Hastings Street.
- (c) His client, Mrs. Lena Rogers, has been harassed by Mr. Motluk.
- (d) The Council should ask for a finding of fact that the conditions which are alleged to exist are either correct or not.
- (e) He is aware that the Building and Health Departments submitted a report on this matter to Council on October 6, 1969.

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- (f) If there is anything which must, by law, be rectified in the apartment complex, then the landlord will comply.
- (g) Since he did not receive a copy of the aforementioned report from the Building and Health Departments, he wished an opportunity to scrutinize it before proceeding with his presentation.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:
"That further consideration of the submission by Mr. Lecovin be deferred until later in the evening after Mr. Lecovin has had an opportunity to read the report from the Building and Health Departments."

CARRIED UNANIMOUSLY

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ORIGINAL COMMUNICATIONS

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

CARRIED UNANIMOUSLY

Assistant Director, Burnaby Ladies' Pipe Band, submitted a letter expressing appreciation for Council granting the Band permission to hold a Tag Day for the purpose of raising funds with which to purchase uniforms and finance a trip to San Francisco.

Mr. Harold Wright, Teacher of Social Studies, Burnaby South Senior Secondary School, wrote to request permission to hold a "Dollars for Scholars" walk along a number of streets in the municipality on Sunday, October 26, 1969.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN HERD:
"That the Social Studies Department of the Burnaby South Senior Secondary School be granted permission to conduct its walk along the route outlined in its letter, subject to:

- (a) The approval of the R.C.M.P.
- (b) The Provincial Department of Highways having no objection to the use of any arterial highways in the municipality which are involved."

CARRIED UNANIMOUSLY

Secretary, Lyndhurst-Cameron Parent-Teacher Association, submitted a petition requesting the construction of sidewalks on Cameron Street between Bell Avenue and the Lougheed Mall.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN MERCIER:
"That the submission from the Association be referred to the Traffic Safety Committee for consideration and report."

CARRIED UNANIMOUSLY

Mr. J. W. Matthews wrote to request that consideration be given the matter of constructing sidewalks on both sides of Inlet Drive.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:

"That this request be referred to the Traffic Safety Committee for consideration and report."

CARRIED UNANIMOUSLY

Circulation Manager, The Columbian, submitted a letter advising of the steps which will be taken by the Columbian in an attempt to reduce the incidence of litter in areas where they have distribution boxes.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That a copy of the letter from the Circulation Manager of The Columbian be forwarded to Mr. Rhys Hull, the person who lodged the complaint to Council regarding the unsightliness of areas around the distribution boxes of The Columbian."

CARRIED UNANIMOUSLY

Secretary, Board of Variance, wrote to advise that the Board has selected Messrs. R. Millway and R. W. Hazard as its representatives to serve with Aldermen Ladner and Blair on a Special Committee to investigate the matter of allowing some permissiveness in the Zoning By-law respecting the question of mixed residential/Industrial uses on industrially-zoned properties.

Alderman Ladner indicated that it was hoped a meeting of the Special Committee could be arranged some time shortly after the Board of Variance meeting on October 22, 1969.

Mrs. C. Harper submitted a letter in which she:

- (a) expressed an opinion as to the action taken by Council on September 24th regarding its disposition of a report from the Planning Department relating to a request of herself and others to designate the Moscrop-Inman-Gilpin-Smith area for apartment use.
- (b) took issue with the recommendation in that report from the Planning Department concerning the proffering of a plan of development for the area.
- (c) indicated that all property owners in and near the area would support its rezoning for apartment use.
- (d) offered a number of reasons why she felt the area should be developed for apartment purposes.
- (e) requested that the precise position of Council with respect to the question of future development in the subject area be made known.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:

"That Mrs. Harper be advised that:

- (1) No action will be taken by Council in regard to the future use of land in the area mentioned by her unless an application is made to rezone the area, or any part of it.

- (2) The Council is unable to prevent development of the area for residential purposes because of the current zoning status of the land involved."

CARRIED UNANIMOUSLY

Mr. Lecovin then reappeared and stated that he had read the report from the Building and Health Departments.

He advised that the report seemed to refute the contentions made by the Burnaby Tenants' Association concerning conditions in the apartment complex at 5740 - 5932 Hastings Street, or indicated that the complaints were being remedied by corrective action before the submission was made to Council by the Association.

Mr. Lecovin suggested that the apartments were not in an intolerable state of repair.

He also drew attention to the latest letter from Mr. Motiuk of the Association to which was attached a list of 18 grievances. He indicated that he was not positive these 18 complaints were on behalf of the tenants in the subject apartment complex but, in any event, he disagreed with virtually all of the complaints.

Assistant Municipal Manager stated that the Building Department had written to indicate that an inspection had been made on October 9th to investigate the condition of the floor in the hall off the North-East entrance to Building No. 6. in the apartment complex at 5742 - 5932 Hastings Street.

He pointed out that the Building Department had reported as follows on this matter:

- (a) Inspection of the floor showed that decay is present in wood members beneath the landing.
- (b) Also noted was the unevenness in the floors in the corridor outside the boiler room entrance and the pool filter room entrance as well as at the entrance of the laundry room. These uneven floor areas are all relatively close to the area of decay investigated in Building No. 6.
- (c) The owner of the property has therefore been requested to engage competent carpenter or contractor assistance to repair the decayed condition before it spreads further, and to open up for further investigation the uneven floor areas referred to above.
- (d) It was noted that the new circulating pump has now been installed in the third heating zone.
- (e) A statement was made by the Manager of the apartment complex that all suites in all buildings are receiving hot water at a temperature sufficient to provide comfortable heat in the suites.

- (f) A close inspection was made of the brick capping around the top of the main chimney. This revealed that the bricks are firmly embedded in hard mortar and the gap between bricks, which is noticeable from the ground, is a feature present by design and not by accident.
- (g) The condition of the steps in the various site pathways was noted and, although this is a matter outside the direct jurisdiction of the Building Department, it is one which should be brought to the attention of the owner in the interest of accident prevention. These steps are formed by a rough cedar plank riser which retains an earth tread capped by a thin layer of blacktop. The earth behind this riser plank has settled and allowed the blacktop to settle below the top level of the riser plank, with the consequence that anyone walking down the steps can easily catch a toe behind the plank and be tripped. The simple remedy would be to fill up the depressed tread carriers with blacktop to a point level with the top of the riser plank and slightly above so that the tread is drained off to the front of each step.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN McLEAN:
"That the list of 18 grievances submitted this evening by Mr. Motluk of the Burnaby Tenants' Association be referred to the Building and Health Departments for investigation and report."

CARRIED

AGAINST -- ALDERMAN CLARK

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TABLED ITEMS

The following matters were then lifted from the table:

(a) Simon Fraser University

The Council then considered a proposal of Alderman Clark, which he presented to Council on October 6th, that the Administrator for Simon Fraser University should be supported in his efforts to implement measures to control anarchic activities at the University.

His Worship Mayor Prittie, ruled that the subject of the presentation by Alderman Clark was beyond the jurisdiction of Council and that therefore consideration of the matter would be out of order.

The following are the reasons given by His Worship, Mayor Prittie:

- (a) The subject is ultra vires Council's powers because Council is not constituted to become involved in the administration of a University.
- (b) There are practical considerations which would materially affect the municipality.

The Council upheld the decision of His Worship, Mayor Prittie.

(b) Rezoning Procedure

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:
"That Item (9) of Report No. 63, 1969 of the Municipal Manager, which is on the Agenda this evening, be brought forward for consideration at this time because it deals with the subject at hand."

CARRIED UNANIMOUSLY

(9) Rezoning Application Procedure

The Planning Department has reported on this matter as follows:

- (a) From our analysis, there does not appear to be any identifiable normal pattern for the submission of rezoning applications.
- (b) The only characteristic identifiable is that there is an increased number of applications as the date on which reports on them to Council approaches.
- (c) The reason for this is that most applicants wish to keep option periods to a minimum and have the bulk of their option time available after submission of the application to Council in order to allow for arrangements regarding financing, conveyancing, etc.
- (d) The conclusion has been reached that, regardless of the frequency of Public Hearings for the times when the Planning Department submits reports to Council, the applicants will tend to leave the submission of their applications to the latest possible date.
- (e) Characteristically, there has been four major Public Hearings each year, with special ones as the occasion demands.
- (f) The time between Hearings could be reduced for the benefit of the applicants and also for the benefit of Council and the staff so that the number of applications considered at each sitting would be less.
- (g) In the past, applications received between Public Hearings have been grouped together and submitted to Council. This method has the following advantages:
 - (i) The Zoning By-law is only opened four times each year, thereby allowing those involved with zoning and real estate matters to keep abreast of changes without too much difficulty.
 - (ii) Administratively, it is more efficient to deal with reports in groups.
 - (iii) The grouping of reports allows the Council and the Planning Department to identify trends and anticipate needs and services for the emerging patterns.

(h) If reports were submitted to Council as applications for rezoning are received, there would be the following disadvantages:

- (i) Administration costs would probably increase and the efficiency of "group-handling" would be lost.
- (ii) Neither Council nor the Planning Department would see the emerging trends, and park, school and servicing needs are less likely to be identified from a number of small unrelated applications.
- (iii) Conflict could arise between recommendations submitted up to two months apart. Under the present system, the Planning Department can comment on applications covering adjacent properties, particularly with respect to the sharing of services. If reports were to be submitted individually, the application received first would have no way of knowing that others on adjacent property might follow.
- (iv) If reports were submitted on applications as they are received and the rezoning proposals were advanced to the next Public Hearing, the applicant may take this as tacit approval and make commitments on land, plans, etc. If Council subsequently received an application on an adjacent property, it may be necessary to alter or rescind the recommendation on the first application.

(i) The topic has been reviewed with the liaison with Council.

The Planning Department concluded by recommending that:

- (1) There be six regular Public Hearings each year.
- (2) Council, at the beginning of each year, set the six bi-monthly dates on which reports dealing with rezoning applications will be considered. These should be mid-month dates.
- (3) All reports received between the first day of one month and the last day of the next month be brought forward by the Planning Department for consideration at the mid-month meeting.
- (4) The above procedure commence by Council considering, on November 17th, 1969, all applications received up to November 1, 1969.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:
"That the recommendations of the Planning Department be adopted."

CARRIED UNANIMOUSLY

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NOTICE OF MOTION

The following Notice of Motion by Alderman Blair was considered:

"WHEREAS Council has seen fit to engage the services of Terra Nova Development Ltd. for the disposal of garbage in the municipality for the purpose of allowing the present dump on Stride Avenue to be developed in conjunction with adjacent lands for industrial purposes;

AND WHEREAS this arrangement will entail considerable expenses to the citizens of the municipality;

THEREFORE BE IT RESOLVED that Council and staff work diligently with the B. C. Hydro and Power Authority so that any redevelopment of the lands mentioned is undertaken in a tangible form within six months in order that the municipality can gain revenue to offset the additional costs which will be incurred as a result of the new arrangement for the disposal of garbage which has been outlined above."

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CLARK:

"That the above motion be amended by deleting the words "with the B. C. Hydro and Power Authority"."

IN FAVOUR -- ALDERMEN HERD,
CLARK, LADNER AND
DAILLY

AGAINST -- MAYOR PRITTIE,
ALDERMEN DRUMMOND,
McLEAN, MERCIER AND
BLAIR

MOTION LOST

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:

"That the resolution set out above be endorsed, with it being understood that the Municipal Engineer will, in endeavoring to effect the object of the resolution, provide Council with a report indicating the course of action that should be taken to achieve the end desired."

CARRIED

AGAINST -- ALDERMEN DRUMMOND,
CLARK AND MERCIER

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CLARK:

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

CARRIED UNANIMOUSLY

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R E P O R T S

HIS WORSHIP, MAYOR PRITTIE, submitted a report recommending that a Committee be appointed to examine and report on the procedures followed by Council in conducting its business.

He also recommended that this Committee consist of the Mayor, as Chairman, and Aldermen Drummond and Ladner.

He added that the Committee would, of course, require the assistance of the Municipal Manager, the Municipal Clerk and the Municipal Solicitor, and their presence at meetings of the Committee.

His Worship suggested that the Committee could perhaps submit an Interim Report on certain changes in the Procedure By-law, examples in this regard being Section 13 and 42.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:
"That the recommendations of His Worship, Mayor Prittle, be adopted."

CARRIED UNANIMOUSLY

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MUNICIPAL CLERK submitted Certificates of Sufficiency for the paving of the following lanes:

- (1) Lanes in the block bounded by Clinton Street, Joffre Avenue, Portland Street and Boundary Road.
- (2) Lanes in the blocks bounded by Gilpin Crescent, Price Crescent, Willingdon Avenue, Maplewood Crescent and Burke Street.
- (3) Lane East from McKay Avenue between Rumble Street and Southwood Street and to the Eastern extremity of Lot "E", D.L. 156, Plan 16177
- (5) Lane North of Service Street between Waltham Avenue and Gilley Avenue.
- (6) Lane in the block bounded by Sardis Street, Nelson Avenue, Shepherd Street and Sussex Avenue.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the Certificates of Sufficiency from the Municipal Clerk be received."

CARRIED UNANIMOUSLY

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ADVISORY PLANNING COMMISSION submitted a report on the following matters:

- (i) Membership - It was being recommended that action be taken by Council to name a replacement for Ex-Commissioner C. S. Walker, whose resignation was received by Council on August 11, 1969, at the earliest opportunity.

During consideration of the subject of the report from the Advisory Planning Commission, His Worship, Mayor Prittle, stated that he would be submitting a recommendation shortly in regard to this matter.

He also reminded Council that some months ago he had asked each of them to offer names of persons deemed suitable to replace Mr. Walker but nothing in that regard had materialized.

- (ii) Central Headquarters Fire Hall - It was being recommended that Council reconsider its selection of the site for the Central Headquarters Fire Hall at the North-West corner of Canada Way and Sperling Avenue because of access problems and traffic congestion in the area.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:

"That the report of the Advisory Planning Commission be received."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:

"That the Advisory Planning Commission be informed that the Central Headquarters Fire Hall project has progressed to the point where Council feels it is unable to alter its decision to select the site at the North-West corner of Canada Way and Sperling Avenue for the Fire Hall without incurring additional expenses and, though the site which has been selected may have certain drawbacks insofar as access and traffic congestion is concerned, these are not regarded as being serious enough problems to justify the abandonment of the site at this time because of the expenditures which have been made in preparing for the construction of the Fire Hall and also because it is the only site acceptable of two available ones in the immediate area."

CARRIED UNANIMOUSLY

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TRAFFIC SAFETY COMMITTEE submitted reports on the matters listed below as Items (1) to (11) recommending the courses of action indicated for the reasons provided:

(1) Truck Traffic - Gilley Avenue

Further complaints have been received from residents of Gilley Avenue between Rumble Street and Marine Drive protesting the use of this Street as a designated truck route.

They also enquired as to the planned future use of Gilley Avenue.

The Municipal Engineer reported the following on the matter:

- (a) Truck traffic has used Gilley Avenue for many years without restriction.
- (b) The main objection to the use of Gilley Avenue is the fear of runaway trucks and the accident potential they present to anything they may encounter on Marine Drive. This fear is valid as instances have occurred where large trucks "lose" their brakes and crash into buildings on the South side of Marine Drive. However, there have also been accidents involving smaller vehicles which would not have been restricted from using Gilley Avenue under the Truck Routing By-law. The accident potential would therefore not be entirely eliminated by restricting truck traffic on Gilley Avenue.
- (c) If Stride Avenue was to be used for truck traffic, complaints can be expected from the trucking industry due to the added hardships and expense on their operations. For example, the grade is steeper and the route more circuitous for their origin or destination. There is also a severe grade condition at the B. C. Hydro and Power Authority rail line which, at the present time, is causing difficulties for larger trucks travelling to and from the Dominion Glass Plant.

- (d) The only alternative is to give priority to the construction of a Gilley Avenue diversion.

The Planning Department submitted the following in connection with the matter at hand:

- (a) There are no other satisfactory routes which are more suitable for truck traffic than Gilley Avenue because of substantially different land uses, better grades, or pavement standards.
- (b) If Gilley Avenue was declassified as a truck route, two-axle vehicles of up to 20,000 lbs. G. V. W. could continue to use the street because such vehicles are exempted from the provisions of the Truck Routing By-law.
- (c) There may also be a need, due to the lack of arterial routes of good standard in the South Slope area, to allow Gilley Avenue to be used for certain large trucks which may be carrying oversize loads under a "single trip" permit. These vehicles may need to be further restricted with respect to time of travel. No "term permits" would be issued for this street.
- (d) The construction of an alternative alignment in the same general area would be expensive and could only be accomplished with difficulty. Properties in the area North of Kingsway near Gilley Avenue are residentially developed but South of Kingsway there is a homogenous land use situation.
- (e) If Gilley Avenue was diverted South-Eastwardly from McKee Street toward Fenwick Street and Marine Drive, it would be necessary to also construct the Edmonds - Marine connection South-Eastwardly along the East bank of the major ravine which physically separates the Gilley Avenue area from the Stride area. This Edmonds - Marine connector has been under consideration recently in connection with possible industrial development in the Stride Avenue area.
- (f) A preliminary review of the diversion alignments indicates the road grades possible to be of an acceptable standard for arterials. The overall length of the diversion is 0.9 miles and it involves a 360-foot long crossing of a 90-foot deep proposed ravine park strip. Should the ravine be spanned by a structure, the cost of the crossing could exceed \$500,000.00. If the ravine was to be filled to provide the crossing, approximately 360 feet of multiplate-arch steel piping, with possible 8 to 10 foot centre height, for the creek and approximately 100,00 cubic yards of fill would be required.
- (g) The Corporation will shortly be giving consideration to the inclusion of portions of the North-South arterial route, of which Gilley Avenue forms an integral part, in the latter stages of the 1970-1975 Capital Improvement Programme. There will be no advancement toward developing Gilley Avenue, per se, into an arterial road for a period of approximately five years unless Council promotes the timing of the Capital Improvements to an earlier year.

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- (h) It would appear that, although the easiest solution would be to abandon Gilley Avenue as a truckroute, it may well be expected that many delegations from residents of other areas where single family residences and apartments abut arterial routes would make similar overtures.

Also considered was the possible relationship between a proposed Gilley Avenue Diversion Route and possible industrial development in the Stride Avenue area.

Possible routes for the Gilley Avenue diversion were also discussed.

It was concluded that the most prudent course of action would be to recommend that Council proceed with the construction of a Gilley Avenue Diversion Route at the earliest opportunity and that this project receive top priority by all concerned.

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

CARRIED

AGAINST --ALDERMAN MERCIER

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:
"That the Planning and Engineering Departments investigate the feasibility and practicability of improving the grades on Stride Avenue so as to make the street attractive for truck traffic, particularly the section of Stride Avenue at the B. C. Hydro and Power Authority railway crossing."

CARRIED

AGAINST -- ALDERMAN CLARK

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN HERD:
"That Gilley Avenue be deleted from Schedule "A" of the Truck Routing By-law."

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:
"That the previous motion be tabled until after Council receives a report on the subject of developing Stride Avenue, as detailed above."

CARRIED

AGAINST -- ALDERMAN MERCIER,
DRUMMOND, CLARK AND
BLAIR

(2) Gilley Avenue and Marine Drive

A request was received for a review of traffic patterns in the above area. Particular concern was expressed for the safety of school children proceeding to and from the Glenwood and Riverside Schools.

It was contended that the complex traffic pattern at the intersection, coupled with Gilley Avenue being designated as a commercial North-South truck route, makes travelling to and from Glenwood School an extremely dangerous undertaking for pupils who must cross Gilley Avenue or Marine Drive, particularly in the mornings. The same situation prevails for pupils attending Riverside School.

The Municipal Engineer advised as follows as a result of his investigation of the request:

- (a) As a result of discussing the matter with the R.C.M.P. prior to receiving the complaint, it was found that vehicles parking on the South side of Marine Drive in advance of the crosswalk on the West side of Gilley Avenue create a view problem to both pupils and the Eastbound vehicular traffic.

It was intended to recommend a parking prohibition to rectify this situation.

This action would remove all parking from in front of the commercial premises, which would likely bring complaints from those operating these premises.

- (b) Because of this, it was felt that a compromise solution could be effected which would afford a better advance warning of the Marine Drive traffic.
- (c) Pupils crossing Gilley Avenue at Marine Drive have the benefit of the stop signs and should not experience difficulty from the normal traffic flow now using Gilley Avenue.
- (d) The Glenwood-Riverside area is adequately signed in accordance with the standards prescribed by the Canadian Good Roads Association.

In view of the foregoing, it was being recommended that:

- (i) A "No Stopping Anytime" prohibition be instituted on the South side of Marine Drive from Gilley Avenue Westward from the marked crosswalk a distance of 30 feet.
- (ii) A davit-mounted pedestrian crosswalk sign be placed over the crosswalk at Marine Drive and Gilley Avenue.

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

CARRIED UNANIMOUSLY

HIS WORSHIP, MAYOR PRITTE DECLARED A RECESS AT 9:30 P.M.

THE COMMITTEE RECONVENED AT 9:50 P.M.

ALDERMAN DAILLY WAS ABSENT.

(3) Road Paving Policy

Investigation of a suggestion that the current policy of the municipality paving residential streets to a width of 28 feet was imprudent revealed the following:

- (a) The municipality adopted the present policy primarily as a means of controlling the movement of traffic. It was felt that by allowing the normal residential parking conditions to exist on both sides of 28 foot streets, the free movement of two-way traffic would be restricted to slower speeds and, at times, to a single lane movement.
- (b) To carry through traffic, streets with improved widths in excess of 36 feet have been designated and are protected at their intersections by traffic control devices.
- (c) The City of Vancouver still uses a 27 foot standard for minor residential streets while Coquitlam is in the process of using the 28 foot standard like Burnaby.
- (d) The Institute of Traffic Engineers, in a 1965 report, recommended widths for low density residential streets of from 22 feet to 27 feet. This reasoning was used when Burnaby instituted its 28 foot standard policy.

It was therefore being recommended that no changes be made in the Road Paving Policy because of the reasons cited above.

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

CARRIED UNANIMOUSLY

(4) Holdom Avenue in the Area of Halifax and Grant Streets

A request was received for marked crosswalks at the above location.

The Municipal Engineer reported as follows on this request:

- (a) Counts of vehicle volumes on Holdom Avenue were taken in September 1969 during the three school crossing periods to see if there was a warrant for a marked and patrolled school crossing at Halifax Street. These counts failed to meet the minimum vehicle volume requirement of 300 vehicles per hour; however, it was felt a problem existed in the area of Grant Street because of the hill obstructing the view of the Southbound Holdom Avenue traffic. To assist these motorists, the standard school advance sign was erected for this vehicle movement just North of the crest of the hill.
- (b) As a result of the latest request, further counts were taken but it was found warrants were still not satisfied.
- (c) The School Board has placed the onus for the safe conduct of kindergarten pupils travelling to and from school on the parents involved.

It was being recommended that no action be taken on the request for the foregoing reasons.

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

CARRIED UNANIMOUSLY

(5)(a) Hastings Street and Holdom Avenue
(b) Hastings Street and Ellesmere Avenue

Investigation of a request for a traffic signal at the intersection indicated under (a) above, and a pedestrian crosswalk at the intersection mentioned under (b) above, revealed that:

- (a) The installation of a signal at Hastings Street and Holdom Avenue has already been approved and will be installed as part of the Hastings Street Widening Project, which should commence this fall.
- (b) The existence of a marked crosswalk increases, rather than decreases, rear end vehicular collisions. A marked crosswalk on a multi-lane facility such as Hastings Street would require additional overhead davit-mounted signing and this would still not guarantee a safe crossing.

If the gaps forced in the Hastings Street traffic flow as a result of the signal at Holdom Avenue (which is only 260 feet away) do not provide safe crossing time for pedestrians, they should be directed to cross with the signal rather than at Ellesmere Avenue.

It was being recommended that no action be taken on the requests for the reasons provided in the report.

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

CARRIED UNANIMOUSLY

(6) Imperial Street and Palm Avenue

A complaint was received that a view obstruction existed at the above intersection.

Investigation disclosed that:

- (a) The view obstruction has been a source of continual complaint over the past few years. The owner of the property involved has repeatedly trimmed his hedge but it soon grows back.
- (b) In recent land acquisitions connected with the proposed improvements to Imperial Street, the municipality has acquired a 23 foot widening strip from the front of the property involved. This will mean a relocation of the fence and hedge as a result of the widening project being undertaken.

Action in that regard has already been taken.

It was being recommended that no further action be taken on the request in view of the foregoing.

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

CARRIED UNANIMOUSLY

ALDERMAN DAILY RETURNED TO THE MEETING.

(7) B. C. Hydro and Power Authority Representative

The B. C. Hydro and Power Authority advised that its present representative on the Traffic Safety Committee, Mr. D. W. Mills, was no longer able to carry on in this capacity due to the pressure of other affairs.

The Authority nominated Mr. E. R. Thompson, Superintendent of Transportation Safety for the Transportation Division of the Authority.

It was being recommended that Council confirm the appointment of Mr. Thompson as the representative of the B. C. Hydro and Power Authority on the Traffic Safety Committee.

It was being further recommended that a letter be sent to the B. C. Hydro and Power Authority acknowledging the service of Mr. Mills and the Authority's continuing interests in the function of the Committee.

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

CARRIED UNANIMOUSLY

(8) Kingsway and Gilley Avenue

As a result of a recent complaint, the R.C.M.P. investigated an illegal parking situation on Gilley Avenue in the vicinity of Kingsway.

The police recommended, and the Municipal Engineer concurred, that a "No Parking Anytime" restriction should be imposed on the West side of Gilley Avenue from Kingsway to Imperial Street.

It was being recommended that Council endorse this proposal.

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

CARRIED UNANIMOUSLY

(9) On-Street Loop and Bus Stop for Lougheed Mall Shopping Centre

The B. C. Hydro and Power Authority has requested approval for a Westbound bus stop on Lougheed Highway farside Bainbridge Avenue and also an on-street loop at the West end of the Lougheed Mall bus stop.

The Council recently approved, as a result of a recommendation from the Committee, an on-street loop to operate in a counter clockwise direction.

Oct/14/1969

The Authority has now changed its views and now wishes the on-street loop to operate in a clockwise direction via Loughheed Highway, Sperling Avenue, Broadway and Bainbridge Avenue to the Loughheed Highway. The Westbound stop on the Highway is required to handle the transfer movement from the Loughheed Mall buses to the "Government" buses operating to Kootney Loop, and can be installed in a position which will not require improvement.

The Engineering Department favours the change requested by the Authority because it will result in the steep down-hill grade of Sperling Avenue being avoided.

The Department of Highways has already approved the change and it was being recommended that Council do the same.

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

CARRIED UNANIMOUSLY

(10) Laurel Street Between Norland Avenue and Ardingley Avenue

Investigation of a complaint concerning traffic congestion on the above portion of Laurel Street caused by employees of a local industry parking there revealed the following:

- (a) Vehicles were parking along both sides of the Street. The ditch along the North edge of the pavement is of a depth and of a location that vehicles parked on this side are about five feet onto the twenty-foot wide asphalt strip. Vehicles parked along the South side of the street do not encroach as far onto the pavement but, because of the narrowness of the gravel shoulder, they are parking with their right wheels into and beyond the ditch.
- (b) These parking habits do, at times, reduce the travelling width of the pavement to between 12 and 15 feet. As this route is an extension of the Norland Avenue Truck Route, it does create problems for large vehicles.
- (c) It was also found that a number of vehicles were parking on the boulevard, which is contrary to the Motor Vehicle Act. This might be tolerated, except for the fact the Industries Involved have never complied with the requirements of their building permits by providing adequate off-street parking.

It was being recommended that parking be prohibited on both sides of Laurel Street between Norland Avenue and Ardingley Avenue.

The residential properties on the South side of the street all have off-street parking so the restriction should not cause them any undue concern.

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

CARRIED UNANIMOUSLY

(11) 3895 Albert Street

Further investigation of a request for a loading zone at the above address revealed the following:

- (a) The owner of the premises in question was contacted and he advised that the loading zone was being sought mainly to handle the arrivals and departures from a class being conducted for emotionally disturbed children. This class consists of 13 children who arrive just prior to 9:00 a.m. and leave again at 11:00 a.m., five days per week.
- (b) Under the Street and Traffic By-law, the limit for any passenger zone is three minutes.
- (c) Because of the light usage which would be made of the zone and as parking congestion must be only of a sporadic nature, there is some reluctance in supporting the request for a passenger loading zone.

It is appreciated, however, that the applicant could be experiencing difficulties during the periods when parking is congested. For this reason, and to better accommodate the owner's use of the premises in question, it was being recommended that a one-hour parking limit, between 8:00 a.m. and 4:00 p.m., be instituted along the North side of Albert Street from Ingleton Avenue 100 feet West.

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

CARRIED UNANIMOUSLY

ALDERMAN McLEAN mentioned that there are certain times when traffic on Willingdon Avenue approaching Loughheed Highway is seriously congested because right turning vehicles must use the same lane as those travelling across the Highway, or left-turning onto it, and therefore must wait until that traffic has cleared before they can proceed.

He suggested that the problem could be overcome by designating "right turn only" lanes for the Willingdon Avenue movement wishing to make that type of turn.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN LADNER:
"That the suggestion by Alderman McLean be referred to the Traffic Safety Committee for consideration and report."

CARRIED UNANIMOUSLY

ALDERMAN McLEAN suggested that traffic movements would be expedited at Gilpin Street and Royal Oak Avenue if a right-turn lane was provided for the Westbound Gilpin Street movement.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:
"That this proposal be referred to the Traffic Safety Committee for consideration and report."

CARRIED UNANIMOUSLY

MUNICIPAL MANAGER submitted Report No. 63, 1969 on the matters listed below as Items (1) to (13), either providing the information shown or recommending the courses of action indicated for the reasons given:

(1) Easement - Portion of Lot 1 S $\frac{1}{2}$, D.L. 126, Plan 3473

It was being recommended that Council authorize the:

- (a) acquisition of an easement, for storm sewer purposes, over a portion of the above described property for a consideration of \$1.00 plus restoration of the easement area.
- (b) execution of the documents attending the transaction.

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

CARRIED UNANIMOUSLY

(2) Attack Warning Siren - Capitol Hill Water Tower

The Department of National Defence maintains an Attack Warning Siren on the Capitol Hill Water Tank.

The agreement between the Crown and the Corporation covering the installation becomes due for renewal in April, 1970, and the Crown expects to exercise its option to renew for a further five years.

The Department of National Defence, when being informed that the Corporation planned to demolish the water tank, agreed to move the Siren to a new location on the North side of the Cambridge Street right-of-way South of the lane between Grosvenor and Howard Avenues.

It was being recommended that Council approve this new location for the Siren.

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

CARRIED UNANIMOUSLY

(3) Capitol Hill Water Tank

Globe Excavations Limited has made the following offers for the demolition of the above Water Tank:

- (a) Offer No. 1 - The Company will pay the Corporation the sum of \$2,100.00 for the property as is.

The Company will demolish and remove the tank and existing structures and plant, as per the Corporation's specification, at the Company's expense within thirty days from acceptance of the offer.

- (b) Offer No. 2 - The Company will demolish and remove the tank, existing structure, plant, etc, as per the Corporation's specifications, for the sum of \$8,000.00.

The water tank is located on two 33 foot wide lots at the South-East corner of Cambridge Street and Grosvenor Avenue.

It was being recommended that Offer No. 2 be accepted, subject to the Company being required to enter into a Contract which will contain the same conditions which were required in the recent tender call for the demolition of the tanks and the clearing of the site.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the meeting extend beyond the hour of 10:00 p.m."

CARRIED

AGAINST -- MAYOR PRITTLIE,
ALDERMEN DRUMMOND AND
CLARK

(4) Maywood Park Site

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

- (a) A recent rezoning application for apartment development of six lots which form part of the proposed Maywood Park site was considered by Council.
- (b) In dealing with the report of the Planning Department on the proposal, a report was requested as to the timing of the property acquisitions involved in developing the proposed Maywood Park.
- (c) A letter was subsequently received from Mrs. Anna Greer (the former owner of one of the lots involved, which has already been purchased as a part of the park) requesting information on the status of the acquisition programme.
- (d) The need for a local park facility to serve the rapidly growing apartment area was recognized in the Maywood Study of 1964 and the Apartment Study of 1966. Both of these studies included a proposal for the future provision of a neighbourhood park in the area.
- (e) A more detailed recommendation, which designated an actual park site of approximately two acres in extent, was made in the Parks Site Review Report of 1967. This report was adopted by the Parks and Recreation Commission on October 18, 1967. The proposed park includes 14 properties in the South-Central portion of the block between McKay and Silver Avenues.
- (f) The Park Acquisition Programme which accompanied the 1967 Parks Report included a staged programme for the acquisition of the properties. This involved the acquisition of four lots by the end of 1970 and the completion of the programme by 1976.

- (g) Two of the properties have already been acquired. They are Lots 8 E½ and 11 E½. The former owner of Lot 8 E½, Mrs. Greer, was paid \$11,800.00 in 1967, on the understanding that she would be permitted to rent the property for \$50.00 per month until it was required for park purposes.
- (h) The acquisition of Lot 11 W½ for the sum of \$12,000.00 was authorized by Council on September 8, 1969.
- (i) A revised and updated Park Acquisition Programme is presently being prepared by the Planning Department as a result of a request from the Parks and Recreation Commission.
- (j) The Commission also expressed the opinion that the Southern part of the municipality was most lacking in park facilities and that particular attention should be given to this area in the revised programme. In view of this, it is very likely greater priority will be attached to the acquisition of the properties included in the proposed Maywood Park site.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:
 "That the substance of the report from the Planning Department be conveyed to Mrs. Greer and the other property owners involved in the proposed Maywood Park Site."

CARRIED UNANIMOUSLY

(5) Lot 5, D.L.'s 44/78/131/136, Plan 3049

On September 15, 1969, the Council authorized the offering for sale, by public tender at a minimum price of \$7,000.00, the above described property, which is located at the South-East corner of Greenwood Street and Government Street.

A tender has been received from Vancouver Concrete Floors Ltd. In the amount of \$6,000.00.

It was being recommended that this bid be refused and that the Land Agent be authorized to negotiate the sale of the property, for a minimum amount of \$7,000.00, subject to its consolidation with the remainder of Lot 1, Block 6, D.L.'s 44/78/131/136, which lies to the East.

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

CARRIED

AGAINST -- ALDERMAN DRUMMOND

(6) Architects - Parks and Recreation Commission

The Parks and Recreation Commission wishes to recommend that the following Architects be engaged:

- (a) Mr. Clive Justice, to design and prepare specifications for the completion of Century Gardens, and to supervise construction of the job.
- (b) McCarter, Nairne and Partners, to design the fieldhouse in Burnaby Central Sports Complex.

- (c) Mr. Peter Smith, to design the fieldhouse and pro shop in Kensington Park.

A report from the Planning and Development Committee of the Commission pertaining to the matter of engaging Mr. Justice is being forwarded.

This report will also provide Council with some idea of the proposed Recreational Survey which the Commission wishes to undertake in the very near future.

The Commission has approved the terms of reference outlined in the report.

With regard to engaging the other two Architects, a copy of a report from the Parks Administrator on this matter will be found attached.

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

CARRIED UNANIMOUSLY

(7) American Waterworks Association Conference

It was being recommended that Mr. A. L. Francis, Superintendent, be authorized to attend a Conference of the Pacific Northwest Section of the American Waterworks Association in Eugene, Oregon U.S.A. on October 24th and 25, 1969.

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

CARRIED UNANIMOUSLY

(8) "Problem" Lanes

The Engineer Department has prepared a list of eleven lanes which are regarded as problems insofar as their construction is concerned. In most cases, the problem is the lack of a proper width for the allowance and for continuity.

The situation in regard to each of these lanes is as follows:

(a) Leibly-Malvern Lane

This lane was legally closed by By-law in the latter part of 1968.

The problem is the lack of proper width in part and in continuity. Alternate solutions to the problem are:

- (i) Cancel the allowance and retain an easement for sanitary sewer purposes.
- (ii) Obtain the width required in the narrow section and construct a dead-end lane with consideration to the acquisition of land for a turn-around area.
- (iii) Acquire land for continuity.

The cost of constructing the lane would be \$15,000.00 if either proposal under (ii) or (iii) is accepted.

(b) Walker-Malvern Lane

This lane was also closed by By-law.

It lacks proper width for construction for half of its length approximately but it does have continuity.

Residents are divided in their opinions on the desirability of construction and will not dedicate the additional land required for the allowance without remuneration.

Alternate solutions are:

(i) Leave the situation as it is until the dedication of land for lane is at no cost to the Corporation other than the municipality agreeing to construct the lane.

(ii) Expropriate for the widening required and construct the lane.

The construction cost is \$15,000.00.

(c) Claude-Canada Way Lane

This lane has not yet been created because this proposal is being frustrated by an unwilling property owner or owners.

The approximately cost of constructing the lane is \$17,000.00.

It appears that expropriation is the only course of action left.

(j) Rosewood-Elwell Lane (Canada Way to 6th Street)

Partial construction of this lane was approved to the limit of the 20 foot allowance. Construction and paving is now underway.

The lane lacks continuity and a turn-around. However, subdivision will provide both widening and construction in the future.

Further action is not warranted.

(e) Wedgewood-Rosewood Lane (Canada Way to 6th Street)

This lane lacks a proper allowance width in parts. Residents are not in agreement on its construction. A garage at the 6th Street end must be removed to allow for construction.

The estimated construction cost is \$10,000.00.

The solution is either expropriation or to hold the matter in abeyance until the residents in the area can agree on the course of action to be followed.

(f) Rosewood-Wedgewood Lane from 6th Street to 4th Street

This lane has not been created as yet through private lands. It is being frustrated by one or two owners who demand compensation for the land that is required to be dedicated.

The construction cost is approximately \$13,000.00.

The solution in this case is expropriation.

(g) Edmond's - 10th Avenue Lane from Canada Way Eastward to an existing constructed portion

This lane lacks continuity in parts.

There is a reluctance to dedicate from some owners.

The cost of construction is \$11,000.00.

Expropriation appears to be the only solution if the lane is to be constructed.

(h) Burgess-Davies Lane - West of 14th Avenue

This lane was agreed to by the Engineering Department and is identical to the Imperial Street lane West of Canada Way.

It involves the dedication of a ten-foot allowance by two property owners who have agreed to do so for \$1.00.

As the owner of Lot 12 wishes to build a carport off the lane, it was being recommended that the Engineering Department proceed in view of the precedent already established in regard to the aforementioned "Imperial Street" lane.

The estimated cost of construction is \$750.00.

(i) Twelfth Avenue Lane North of Marine Drive

This matter was brought before Council in 1965.

It is in the area of the garbage dump and the Stride Avenue pit which is subject to replotting.

As the replot has not yet been accomplished, the Engineering Department has been deferring action annually.

The residents still want the lane.

There is no problem with an allowance.

The estimated construction cost is \$7,000.00.

(j) Allman-Canada Way Lane

The construction of this lane is dependent upon the dedication of ten feet of private land. A new subdivision to the North requires the lane to be constructed. The owner wants \$2,500.00 plus retaining walls, and the construction of the lane. The latter two expenses total \$5,000.00.

The alternative would be to construct the lane from 6th Street if dedication could be obtained in return for construction.

(k) Frances-Georgia Lane Between Delta and Springer Avenues

This situation arose as a result of a petition by property owners to construct a portion of the lane in return for ten feet of land for the lane.

On August 17, 1967, the Council approved the acquisition of the land required. All have been completed except one.

The Municipality constructed a Local Improvement on Frances Street to which the owner of the property who has not yet conveyed his land for the lane objected.

The Engineering Department is of the opinion that this Local Improvement work was acceptable and nothing further is warranted. However, in discussions with the owner of a property involved, he refuses to dedicate ten feet of his land for lane.

The Land Agent feels expropriation is the only answer to the problem.

The Engineering Department concurs in view of the commitment to the balance of the property owners to construct the lane after they dedicated land for it.

MOVED BY ALDERMAN McLean, SECONDED BY ALDERMAN MERCIER:
"That the report of the Manager be received and an indication be provided as to whether the Corporation is providing any money in trust for the lanes mentioned in the report."

CARRIED UNANIMOUSLY

(9) Rezoning Application Procedure

(This Item was dealt with previously in the meeting.)

(10) Community Plan Areas

The Planning Department has reported as follows on the captioned matter:

- (a) It is intended to develop a preliminary concept for each of the Community Plan areas. These concepts would establish a basic framework for the orderly development of each of the areas by indicating such things as:

- (i) Proposed densities.
 - (ii) Mixed use areas.
 - (iii) Proposed vehicular movements.
 - (iv) Possible subdivision patterns.
 - (v) Major service requirements.
 - (vi) Relationships to existing developments.
- (b) The various areas have been examined in the revised Apartment Study and the following priority has been established for the ten possible Community Plan areas:
- (i) Area "L" (West End of Kingsway - Patterson Area)
 - (ii) Area "M" (Maywood Area South of the B. C. Hydro and Power Authority railway line)
 - (iii) Area "A" (Hastings Street from Boundary Road to Willingdon Avenue)
 - (iv) Area "L" (East End of Kingsway - Nelson Area)
 - (v) Area "G" (North Road and Cameron Street)
 - (vi) Area "O" (Kingsway - Edmonds Area)
 - (vii) Area "E" (Halifax - Phillips Area)
 - (viii) Area "I" (Smith Avenue - Canada Way Area)
 - (ix) Area "D" (Brentwood Area)
 - (x) Area "H" (Lougheed - Government Area)
- (c) The order of priority was based on the amount of current development taking place and the interest being shown in a particular area by way of enquiry or rezoning application.
- (d) The ten areas have been divided into the following three groups and a possible time table applied to them:
- (i) 1 - 4 -- to be completed by the beginning of January, 1970.
 - (ii) 5 - 7 -- to be completed by mid-March, 1970.
 - (iii) 8 - 10 -- to be completed by the end of May, 1970.
- (e) Council approval of the order of priority indicated is being requested.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:
"That the report of the Planning Department be received."

CARRIED UNANIMOUSLY

(11) Local Improvement Lane Pavings

Reports of the Municipal Treasurer, prepared in accordance with Section 601 of the Municipal Act, relating to costs in connection with a number of Local Improvement lane pavings upon which Certificates of Sufficiency were Issued by the Municipal Clerk, were being submitted.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:
"That the reports be received."

CARRIED UNANIMOUSLY

(12) Allowances

It was being recommended that the allowances shown on the attached report from the Municipal Treasurer, which total \$33,78, covering applications for allowances under Section 411 of the Municipal Act, be approved.

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

CARRIED UNANIMOUSLY

(13) Lots 1 and 2, except part on By-law 30078, S.D. "C", Blocks 2/3, D.L. 96 N, Plan 1349 (Munday Trailer Sales Ltd.)
REZONING APPLICATION NO. 123/68

On February 10, 1969, the Council tabled an application to rezone the above described properties to Service Commercial District (C4) in order to allow the applicant an opportunity to present a Development Plan.

The Planning Director recommended that the application be advanced for further consideration, final approval being subject to:

- (a) The submission of a suitable plan of development showing the landscaping of the North 20 feet of the site with screening 20 feet South of the North boundary extending the full width of the site.
- (b) No access being taken from Balmoral Street.
- (c) The submission of an undertaking to remove all existing structures from the site within six months of the rezoning being completed.
- (d) The consolidation of the two lots into one property.

A development plan was presented to Council on February 17th when it was stipulated that the plan be revised so that shrubs were planted on the outside of the fence which was to be constructed adjacent to Balmoral Street.

In a letter dated March 7th, the Company accepted the prerequisites to the rezoning and requested that Council give the amendment to the Zoning By-law a third reading.

The Council did so on March 10th, on the understanding that final adoption of the By-law would be held in abeyance until all the prerequisites had been satisfied.

In a letter dated August 20th, the Company informed the Manager that its selling season is between June and September when they do 40% of the year's total business. The following timetable was proposed by the Company in regard to the rezoning:

- (a) The legal survey should be completed and the properties consolidated by September 15, 1969.
- (b) The fence and landscaping on Balmoral Street would be completed before October 15, 1969.
- (c) Plans for a new building to replace the old one would be submitted by November 30, 1969, and construction would begin as soon as weather permits after that date.
- (d) The paving work, the screening of Colborne Street and the landscaping would proceed once the building is at a stage where grading and paving can be accomplished.

The Municipal Manager informed the Company in a letter dated August 25th that it would be necessary to immediately conform to the side-yard and front-yard requirements and to review the proposed timetable for fencing and landscaping.

The Company advised, on September 3rd, that the stock would be moved to conform to the set back requirements on Colborne Street by September 6th and that survey plans had been received which provided the levels in order for the construction of the fence and landscaping on Balmoral Street.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the report of the Manager be tabled for one week."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN MERCIER:
"That the Committee now rise and report."

THE COUNCIL RECONVENED.

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

* * *

BY - LAWS

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That leave be given to introduce "BURNABY LEASE AUTHORIZATION BY-LAW NO. 3, 1969" #5576 and that it now be read a First Time."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the Council do now resolve into a Committee of the Whole
to consider and report on the By-law."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That "BURNABY LEASE AUTHORIZATION BY-LAW NO. 3, 1969" be now read
a Third Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:
"That the Council do now resolve into a Committee of the Whole
to consider and report on "BURNABY ZONING BY-LAW 1965, AMENDMENT
BY-LAW NO. 45, 1969" #5562."

CARRIED UNANIMOUSLY

This By-law provides for the following proposed rezoning:

Reference RZ #39/69

FROM RESIDENTIAL DISTRICT FIVE (R5) TO COMPREHENSIVE DEVELOPMENT
DISTRICT (CD)

Lots 9 South 70 feet, 9 Except South 70 feet, and 10 to
16 Inclusive, Block 22, D.L. 32, Plan 1733

(6249 Marlborough Avenue; 4950 - 5038 Sanders Street inclusive;
6212 and 6238 Nelson Avenue -- the Northern portion of the
block bounded by Sanders Street, Marlborough Avenue, Newton
Street and Nelson Avenue)

Municipal Clerk stated that the Planning Department had reported
that the prerequisites established by Council in connection with
this rezoning proposal have been satisfied.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:
"That the Committee do now rise and report the By-law complete

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 45, 1969"
be now read a Third Time."

CARRIED UNANIMOUSLY

*

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 34, 1969"
#5537 be now reconsidered."

CARRIED UNANIMOUSLY

This By-law provides for the following proposed rezoning:

Reference RZ #38/69

FROM RESIDENTIAL DISTRICT THREE (R3) TO PARKING DISTRICT (P8)

Lot "D", Block 14, D.L. 150 Nk $\frac{1}{2}$, Plan 15320

(3724 Imperial Street)

Municipal Clerk stated that the Planning Department had reported that
the prerequisites established by Council in connection with this
rezoning proposal have been satisfied.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 34, 1969"
be now finally adopted, signed by the Mayor and Clerk and the
Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY

*

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 51, 1969"
#5570 be now reconsidered."

CARRIED

AGAINST --ALDERMEN CLARK AND
DRUMMOND

This By-law provides for regulations relating to In-Law Suites.

Ost/14/1969

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 51, 1969"
be now finally adopted, signed by the Mayor and Clerk and the
Corporate Seal affixed thereto."

CARRIED

AGAINST --- ALDERMEN CLARK
AND DRUMMOND