

SEPTEMBER 15, 1969

An adjourned meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Monday, September 15, 1969 at 7:00 p.m.

PRESENT: Acting Mayor G. H. F. McLean in the Chair;
Aldermen Blair (7:10 p.m.), Clark,
Dailly, Drummond, Herd, Ladner,
Mercier

ABSENT: Mayor R. W. Prittie

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the Minutes of the Public Hearing held on September 8, 1969 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

ORIGINAL COMMUNICATIONS

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

CARRIED UNANIMOUSLY

Guardian Secretary, Bethel No. 15, International Order of Job's Daughters, wrote requesting permission to hold a Peanut Drive on the evenings of September 30th, October 1st and 2, 1969.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:
"That permission be granted to the Order to conduct its campaign at the times indicated."

CARRIED UNANIMOUSLY

Acting Executive Director, Canadian Federation of Mayors and Municipalities, submitted a circular letter forwarding a copy of the proceedings of the First Canadian Urban Transportation Conference which was held in February, 1969.

Acting Director of Planning, Greater Vancouver Regional District submitted a circular letter advising of eight applications which have been received for amendments to the Official Regional Plan.

General Manager, Transportation, British Columbia Hydro and Power Authority, wrote to outline plans for the provision of transit service to the Lougheed Mall Shopping Center when it opens later this month.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:
"That consideration of the proposal outlined in the letter from the Authority be deferred until receipt of a report from the Traffic Safety Committee on the matter later this evening."

CARRIED UNANIMOUSLY

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TABLED MATTERS

The following matters were then lifted from the table:

(a) Shu-Pac Garbage Bodies

The Municipal Engineer stated that alternatives to the proposal recommended by the Manager on August 11th in connection with Shu-Pac Garbage Bodies were still being examined.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:
"That the subject of purchasing Shu-Pac Garbage Bodies be retabled until the September 29, 1969 Council meeting."

CARRIED UNANIMOUSLY

(b) Miscellaneous Equipment for Parks and Recreation Commission

It was drawn to the attention of Council that the Parks Administrator was present to answer questions which were raised at the September 8th Council meeting relating to the matter of selecting tenders for the equipment in question.

It was pointed out in Council that the instructions it issued at the September 8th meeting were to submit a written report on the matter at hand.

ALDERMAN BLAIR ARRIVED AT THE MEETING.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN CLARK:
"That the subject of purchasing miscellaneous equipment for the Parks and Recreation Commission be retabled until the September 22nd meeting to allow for the submission of a full written report from the Commission containing answers to the questions broached at the September 8th Council meeting relating to the matter."

CARRIED UNANIMOUSLY

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

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That authority be granted to place Lot 5, D.L.'s 44/78/131/136, Plan 3049 in a sale position at a minimum price of \$7,000.00 by inviting tenders, through the medium of the usual newspaper advertisement, for the purchase of the property and the sale not be conditional upon the land being consolidated with the remainder of Lot 1, Block 6, D.L.'s 44/78/131/136, which is the parcel lying immediately to the East."

CARRIED

AGAINST -- ALDERMEN CLARK
AND DRUMMOND

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R E P O R T S

HIS WORSHIP, MAYOR PRITTIE, submitted a report recommending that Aldermen Ladner and Blair be appointed to serve with two members of the Board of Variance on a 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.

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

CARRIED UNANIMOUSLY

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HOUSING COMMITTEE submitted a report relating to the question of establishing a conciliation agency which could consider landlord/tenant rental accommodation grievances on an informal basis.

The Committee indicated that the Municipal Solicitor had advised that, while Council can establish an informal committee, this body would be powerless and could only be delegated to deal with matters within the competence of Council.

The Committee suggested that, in view of the opinion from the Municipal Solicitor and other opinions which have been expressed previously on the matter of whether Councils can create rental accommodation grievance boards, there would be no value in establishing the conciliation agency mentioned earlier.

The Committee concluded by submitting that nothing less than a legally constituted Rental Accommodation Grievance Board, with full powers, would be effective to cope with the matter at hand.

The Committee recommended that Council press for legislation which will allow for the establishment and operation of Rental Accommodation Grievance Boards.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:
"That the Department of Municipal Affairs be informed that the District of Burnaby intends to proceed with the creation of a Rental Accommodation Grievance Board and the Department be requested to advise of the ramifications involved in so proceeding; AND, if it is determined that legal machinery is required to enable the establishment of such a Board, then the Department indicate whether it is prepared to arrange for the implementation of such legislation.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That the foregoing motion be amended by inserting the words "tenant/landlord" before the word "Rental" in the third line."

CARRIED UNANIMOUSLY

A vote was then taken on the original motion, as amended, and it was Carried Unanimously.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DAILLY:
"That His Worship, The Mayor, be requested to recommend members for a special committee to be created for the purpose of receiving grievances concerning rental matters, and cataloguing them, with the view in mind of the committee reporting the substance of that which is collected within three months after it is formed or whenever a reply is received from the Department of Municipal Affairs in regard to the question of municipalities being able to establish Rental Accommodation Grievance Boards, whichever is the sooner."

CARRIED

AGAINST -- ALDERMAN CLARK

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

CARRIED UNANIMOUSLY

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TRAFFIC SAFETY COMMITTEE submitted reports on the matters listed below as items (1) to (25) recommending the courses of action indicated for the reasons provided:

(1) Sidewalks - Burnbridge Avenue Area

Representations were made requesting sidewalks in the above area because of the potential hazard to school children in being required to walk on the shoulders of roads and in ditches.

Investigation disclosed a definite need for the type of facility requested on Bainbridge Avenue, Broadway and Cliff Avenue, and particularly on that portion of Bainbridge Avenue between Lougheed Highway and Buffalo Street.

In view of this, it was being recommended that Council initiate a Local Improvement sidewalk programme for the streets mentioned and that priority be given to the portion of Bainbridge Avenue indicated.

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

CARRIED UNANIMOUSLY

- (2) (a) Canada Way and 12th Avenue
(b) 12th Avenue and Hilda Street

(a) Canada Way and 12th Avenue

Complaints were received concerning traffic hazards in the Canada Way - 12th Avenue area allegedly caused by:

- (i) Inadequate signing of the school crosswalk on Canada Way at 12th Avenue by the Department of Highways.
- (ii) High volumes of vehicular traffic at this location.
- (iii) Insufficient advance warning of the crosswalk.
- (iv) Inadequate enforcement of the 30 m.p.h. speed limit on Canada Way.

The complainants requested the institution of a school patrol arrangement operating a traffic light on Canada Way at 12th Avenue, similar to that in effect at Hastings Street and Gamma Avenue.

The Committee felt the Traffic Supervisor for the municipality should, in conjunction with the Department of Highways, review the question of controls for traffic movements at the subject location and submit a further report on the matter as soon as possible.

(b) 12th Avenue and Hilda Street

A request was also made that a marked crosswalk be provided somewhere on 12th Avenue between Canada Way and Kingsway, preferably at Hilda Street, because:

- (i) 12th Avenue is a through street between Cumberland Street and Kingsway and there is therefore heavy volumes of traffic.
- (ii) All streets between Canada Way and Kingsway dead-end at 12th Avenue so there is therefore no corners on the school side of the street to correspond with corners on the opposite side, thus meaning that a child must cross in the middle of the block.

It was added that the Principal of the 12th Avenue School has agreed to supply a patrol in the event a crossing is instituted.

It was being recommended that a school crosswalk be provided on 12th Avenue at Hilda Street.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:
"That Part (a) of the report be received and the recommendation under Part (b) be adopted."

CARRIED UNANIMOUSLY

(3) Truck Traffic on Gilley Avenue from Kingsway to Marine Drive

A number of residents of the above portion of Gilley Avenue appeared before the Committee at its September 9th meeting to protest the designation of Gilley Avenue as a truck route.

The following were the views expressed by the delegation:

- (a) Gilley Avenue between Marine Drive and Rumble Street is totally residential and should therefore not be designated as a truck route.
- (b) The noise caused by large trucks ascending and descending the hill on Gilley Avenue causes considerable disturbance, especially because these vehicles use the street constantly.
- (c) Trucks frequently become inoperative when traveling down hill, and this creates a potential hazard, especially to:
 - (i) children who are attending the Glenwood School at Gilley Avenue and Marine Drive.
 - (ii) business establishments, and occupants thereof plus those in the vicinity, on Marine Drive at the foot of Gilley Avenue.

The delegation suggested that truck traffic should not be allowed to use Gilley Avenue and should instead be required to use Stride Avenue where the same type of hazards would not exist.

The Planning Department offered the following on the subject at hand:

- (a) During its deliberations in 1966 on a report dealing with North-South routes, the Council regarded Gilley Avenue as such a route in the central part of the municipality.
- (b) Virtually all of Gilley Avenue is a through street and has therefore been used by all classes of trucks, without restriction, for many years.
- (c) Land has been acquired for the widening of Gilley Avenue over the past few years to provide for the eventuality of its becoming a major arterial route.
- (d) There are no other satisfactory alternative routes in the immediate vicinity of Gilley Avenue which are more suitable, have lessor road grades and adequate pavement and have appreciably different land use adjacent to the street.

(e) In view of the foregoing, the Planning Department cannot recommend any new alternative routes for truck traffic.

Your Committee felt that, before any further action is taken in connection with the matter at hand, the question of truck traffic should be referred back to the Planning and Engineering Departments for study in an attempt to determine whether it is possible to effect some solution to the problem which would accrue to the benefit of those residing on Gilley Avenue and the public at large.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:

"That Council concur with the action of the Committee to refer the question of truck traffic on Gilley Avenue back to the Planning and Engineering Departments and the report that is produced as a result of this review be submitted within thirty days."

CARRIED

AGAINST -- ALDERMAN MERCIER

(4) Bond Street and Barker Avenue

A request was received for stop signs at the above intersection.

Investigation disclosed:

- (a) There have been four reportable accidents over the last nine years at the intersection, three of which occurred this year.
- (b) Minor view problems existed at three of the four corners of the intersection, with the result action was taken to remedy these problems.
- (c) A comparison of traffic volumes on Patterson Avenue and on Barker Avenue shows 2,050 vehicles per day travel on the first and 960 on the second. The reason for this comparison is that the person making the request drew an analogy between traffic volumes on each of these two Avenues.

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

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN BLAIR:

"That the recommendation of the Committee be adopted."

CARRIED UNANIMOUSLY

- (5) (a) 12th Avenue West of Newcombe Street
- (b) Playground - Wright Street and 13th Avenue
- (c) Newcombe Street at the lane between 12th and 13th Avenues

Our attention was drawn to three potential traffic hazards at the captioned locations.

The following was ascertained as a result of investigating the situations:

- (a) The asphalt patch on 12th Avenue West of Newcombe Street, which was the subject of the concern, was temporary and has since been repaired.
- (b) The playground sign which should have been in place on Wright Street at 13th Avenue was missing and therefore action was taken to install the standard playground sign with an attached 20 m.p.h. tab.
- (c) While the bush on the East side of Newcombe Street between 12th Avenue and the lane to the North did not actually create a view problem, it was removed by the municipality because the owner of the property on which the bush was growing is very elderly.

It was being recommended that the actions taken in connection with the foregoing matters be ratified.

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

CARRIED UNANIMOUSLY

(6) Bus Stop - 2275 Willingdon Avenue

A request was received for the relocation of the bus stop at the above address.

The contention was made that the owner of the property in question was losing business as a result of no parking being allowed for potential customers.

Investigation revealed the following:

- (a) The bus zone, which is located farside the first driveway South of Dawson Street, was selected because of insufficient curb space to accommodate a bus zone between Dawson Street and the first driveway South.
- (b) A number of checks were made to determine the amount of available parking spaces on the street in the immediate vicinity and it was found that at no time were all available parking spaces in use.
- (c) The bus stop is in the regulation position and a change would only transfer the problem to another party.

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

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

CARRIED UNANIMOUSLY

(7) 3895 Albert Street

A request was received for a loading zone in front of the Vancouver Heights United Church at 3895 Albert Street in order to facilitate the collection and discharge of emotionally disturbed children from and to vehicles at this location.

A number of visits were made to the property, and on each occasion the premises were found to be locked. During these times, no difficulty was noted in locating a parking space in front of the Church. Access to the Church is from Ingleton Avenue, which has been improved to a full standard. On each visit, it was found that ample parking space existed on the Ingleton Avenue side of the property as well.

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

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That the subject matter of the report from the Committee be referred back in order that contact can be made with principals of the Church to discuss its request for the loading zone and to obtain a complete appreciation of the problem described by the Church."

CARRIED

AGAINST -- ALDERMAN CLARK

A brief discussion took place in Council on the regulation in the Street and Traffic By-law which provides that no person shall, between 8:00 o'clock in the morning and 6:00 o'clock in the afternoon, park any vehicles on any street abutting any premises used for residential or commercial purposes for more than three hours unless such premises are the property or residence of such person or the property of his employer.

It was suggested that the enforcement of this regulation has not been as effective as perhaps it could be.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN CLARK:

"That the Traffic Safety Committee give consideration to the matter of devising ways and means of implementing an effective enforcement procedure for the parking regulation which has just been mentioned."

CARRIED UNANIMOUSLY

(8) Rumble Street and Sussex Avenue

We received a request for a pedestrian crosswalk on Rumble Street at Sussex Avenue. Greatly increased traffic volumes, the proximity of the Sussex Elementary School, the Senior Citizen's Home, etc. were given as reasons in support of the request.

Investigation revealed the following:

- (a) Traffic volumes on Rumble Street in the area warrant the installation of a school crosswalk.

The Principal of Sussex School was therefore contacted to determine whether he would provide a school patrol. He stated that, as only about twenty of the eighty pupils who live South of Rumble Street cross at Sussex Avenue and the rest cross at intersections further East, he would only be prepared to provide a patrol for a crossing on Rumble Street at Frederick Avenue. He added that the offer of the patrol was conditional upon the municipality building a concrete sidewalk on the South side of Rumble Street between Sussex Avenue and Gray

Avenue so the children could walk in safety to the crosswalk.

- (b) Previous attempts by the municipality to initiate a Local Improvement sidewalk project for this section of Rumble Street have failed.

It was therefore being recommended that no action be taken on the request for a marked pedestrian crosswalk on Rumble Street at Sussex Avenue, or a school crosswalk at Frederick Avenue, until such time as concrete sidewalks are constructed along the South side of Rumble Street.

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

CARRIED UNANIMOUSLY

(9) Smith Avenue and Moscrop Street

Concern was expressed regarding traffic conditions at the above intersection.

It was submitted that many motorists failed to observe the stop signs on Moscrop Street at Smith Avenue.

Investigation disclosed that:

- (a) 19% of the vehicles observed on Moscrop Street at Smith Avenue failed to completely stop; however, it was obvious that all of them knew a stop sign was in place.
- (b) There have been 18 accidents at the intersection during the past five years, eight of which have occurred this year. All but one of the eighteen involved a Westbound vehicle. Of the eight this year, only two involved drivers who said they failed to see the stop sign.
- (c) Although every indication points to driver inattention as being the main cause of accidents at the intersection, the fact the Westbound motorist is becoming involved in most of them cannot be ignored.

For this reason, the words "stop ahead" will be painted on the pavement of Moscrop Street approximately 250 feet in advance of the stop signs at Smith Avenue.

It was being recommended that Council concur with this proposed pavement painting.

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

CARRIED UNANIMOUSLY

(10) 5900 and 6000 Blocks 10th Avenue

A number of requests were received for traffic control measures in the above blocks of 10th Avenue.

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As a result of investigation and later consideration, we concluded that:

- (a) The installation of stop signs as a means of controlling speeding cannot be justified because this problem can best be overcome by enforcement.
- (b) The view obstruction at 10th Avenue and Meadow Street, although minor in nature, has been removed by the municipality.

It was therefore being recommended that, other than the removal of the view obstruction, no other action be taken on the request.

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

CARRIED UNANIMOUSLY

(11) Duncan Avenue and Union Street

We received a request for either stop or yield signs at the captioned location.

Investigation revealed the following:

- (a) There have been four reported accidents at the intersection during the past nine years. Of the eight drivers involved in these accidents, five lived within 500 feet of the intersection and the other three within 1 mile. It seems a reasonable assumption that the majority of the drivers knew it was an uncontrolled intersection and failed to display a proper defensive driving attitude when approaching it.
- (b) As neither traffic volumes or an accident history can justify the erection of stop or yield signs, the intersection itself was examined for features that could be contributing factors to the few accidents that have happened.

In that regard, view obstructions were found on both the North-East and South-East corners caused by trees and shrubs growing on private property. The obstruction at the North-East corner was removed voluntarily by the owner of the property there but the owner of the land at the South-East corner refused to remove that which was causing the view obstruction.

It was being recommended that, in view of the situation conveyed at the end of Point (b), Council notify the owner of the property at the South-East corner of Duncan Avenue and Union Street that he is expected to correct the view obstruction problem there without further delay.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That the recommendation of the Committee be adopted and no other action be taken in connection with the other aspects covered in its report."

CARRIED UNANIMOUSLY

(12) Highway 401 and Willingdon Avenue Overpass

A recommendation was received from a Coroner's Jury which was enpanelled to enquire into the death of a person who died as a result of a motor vehicle accident at the above location for the installation of a stop sign in the left-turn slot on the South side of the Overpass at Highway 401.

The Department of Highways advised that it is not standard practice to erect stop signs on left-turn slots and therefore no action would be taken in that regard.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN LADNER:
"That the report of the Committee be received and no action be taken on the recommendation from the Coroner's Jury because of the position being taken by the Department of Highways."

CARRIED UNANIMOUSLY

(13) Kingsway at Smith Avenue or at Jersey Avenue

A request was received for a crosswalk on Kingsway at either Smith Avenue or Jersey Avenue for children attending day school at the Church of St. John the Divine.

Investigation indicated the following:

- (a) Many requests have been received over the past few years for marked crosswalks at these locations.
- (b) Investigations and considerations in each case have failed to justify such installations because crosswalks would tend to create greater hazards to both pedestrians and motorists than perhaps exist now.

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

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

CARRIED UNANIMOUSLY

(14) Automotive Transport Association of B. C.

The above Association was contacted to determine whether it would be prepared to appoint someone to represent it on the Burnaby Traffic Safety Committee.

The Association expressed sincere appreciation for this invitation and nominated Mr. J. D. Forbes, a Director of the Association and Chairman of its Municipal Legislation Committee, as the representative.

It was therefore being recommended that the Automotive Transport Association of B. C. be added as a member of the Burnaby Traffic Safety Committee and that Council appoint Mr. Forbes as the representative of the Association on the Committee.

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

CARRIED UNANIMOUSLY

(15) Austin Road and Lougheed Highway

A complaint was received regarding the inadequacy of the road markings at the above location.

As a result of this complaint, an investigation was made which disclosed the need for the replacement of the stop sign in the right-turn lane on Austin Road at Lougheed Highway with a yield sign.

Arrangements were made with the Department of Highways to make this replacement.

It was being recommended that Council concur with the action taken in regard to the matter.

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

CARRIED UNANIMOUSLY

(16) Springer Avenue and Parker Street

Investigation of a request for four-way stop sign control at the above location revealed the following:

- (a) Traffic volumes on the streets do not meet the warrants for either a traffic signal or four-way stop sign control.
- (b) In examining the intersection to determine whether there was some reason for accidents occurring there it was noted that the stop signs on Springer Avenue were visible to an approaching vehicle for more than one block and no significant view problems were found.

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

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

CARRIED UNANIMOUSLY

(17) Delta Avenue and Parker Street

As a result of investigating a request for four-way stop sign control at the above intersection, it was ascertained that:

- (a) Traffic volumes on the streets do not meet the warrants for either a traffic signal or four-way stop sign control.
- (b) In examining the intersection to determine whether there was some reason for accidents occurring there, it was noted that there were no significant view problems.

It would appear that the majority of accidents were not the result of inadequate intersection control but the lack of reasonable caution being shown by motorists.

It was therefore being recommended that no action be taken on the request for the reasons cited above.

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

CARRIED UNANIMOUSLY

(18) Lougheed Highway and Holdom Avenue

Investigation of a request for a traffic signal at the above intersection revealed that the situation conveyed to Council in May, 1968 as a result of an identical request is unchanged in that warrants for such a device are not met.

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

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

CARRIED UNANIMOUSLY

(19) Lougheed Highway and Brighton Avenue

Right-turn lanes have been installed on Brighton Avenue at Lougheed Highway by the Department of Highways, as requested earlier by the municipality.

It was being recommended that the action taken in this regard be ratified.

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

CARRIED UNANIMOUSLY

(20) Bus Stop - Royal Oak Avenue and Clinton Street

The B. C. Hydro and Power Authority asked for approval to establish a permanent bus stop Northbound on Royal Oak Avenue farside Clinton Street.

Investigation revealed that:

- (a) It would be necessary to use the full frontage of a business block for the stop at the location requested.
- (b) In view of the situation, the stop should be located around the corner, in the Westbound Clinton Street nearside Royal Oak Avenue position, so that it does not interfere with customer parking on Royal Oak Avenue.
- (c) The owner of the business block referred to under (a) above was contacted and is in favour of the position on Clinton Street because of difficulty he is experiencing in renting office space in his building.

It was therefore being recommended that Council approve the relocation of the bus stop in question to the Westbound Clinton Street nearside Royal Oak Avenue position.

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

CARRIED UNANIMOUSLY

(21) Bus Stop - Spruce Street between Mahon Avenue and Canada Way

It was being recommended that Council approve the establishment of an additional bus stop at the captioned location in order that service to bus patrons in the area can be improved.

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

CARRIED UNANIMOUSLY

(22) Bus Route and Stops - Austin Road

It was being recommended that Council approve a request of the B. C. Hydro and Power Authority to:

- (a) Operate the Number 33 "Government" bus on Austin Road between North Road and Government Street.
- (b) Establish bus stops and zones in this section of Austin Road.

(23) Bus Service to Lougheed Mall Shopping Centre

A request was received from the B. C. Hydro and Power Authority for Council to approve the provision of additional bus service to the Lougheed Shopping Mall, details of which are as follows:

- (a) During the hours of operation of the Shopping Mall, it is planned to operate an hourly bus service from Braid Street and Columbia Street in Sapperton along North Road to Austin Road.
- (b) After stopping in front of the Shopping Centre, this bus will proceed via Austin Road and thence directly along Lougheed Highway to Bainbridge Avenue where transfer connections can be made with the Government bus which will travel to the Kootenay Loop. It is planned to have direct transfer connections made with this Government bus both to and from the Shopping Centre.
- (c) The Government-North Road bus will pass the Shopping Centre every two hours in the non-rush hours and every hour during the rush hours. The combined Government - North Road bus and the proposed new service along Lougheed Highway will jointly provide an hourly non-rush service and a half-hourly rush service between North Burnaby and the Shopping Centre.

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- (d) The new service will be operated non-stop on North Road between Sapperton and the Loughheed Mall and is contingent upon there being no objection from Coquitlam. Transfer connections will be made at Sapperton with the New Westminster bus services.

It was being recommended that Council approve the bus service outlined above, as more particularly described in the submission which was received from the B. C. Hydro and Power Authority.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DAILLY:
"That the recommendations of the Committee covering Items 22 and 23 be adopted."

CARRIED UNANIMOUSLY

(24) Imperial Street West of Gray Avenue

It was being recommended that Council approve the installation of a marked school crosswalk at the above location because warrants are met for such a device and the Principal of the School in the area (Maywood School) has agreed to establish a school patrol at the crosswalk.

It is hoped to provide this crosswalk in time for the opening of the school term this fall.

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

CARRIED UNANIMOUSLY

(25) Cumberland Street at Armstrong Avenue

Investigation of a request for marked crosswalks on Cumberland Street at Armstrong Avenue disclosed that traffic volumes there fail to meet the warrant for such a device.

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

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

CARRIED UNANIMOUSLY

* * *

MUNICIPAL MANAGER submitted Report No. 58, 1969 on the matters listed below as Items (1) to (7), either providing the information shown or recommending the courses of action indicated for the reasons given:

- (1) Lot 6, S.D. "A", Blocks 2/3, D.L. 96N, Plan 1349
(L/S #17/69)

The sale of the above described property had previously been approved by Council.

All bids received are of equal priority and, in the case at hand, they were all submitted before the closing time for tenders.

The tender call also indicates that Council reserves the right to accept or reject any tender.

Bids of R. A. Fyffe and William Chepil, ⁱⁿ identical amounts, were received for the subject property. Mr. Fyffe's was submitted on August 28th at 2:00 p.m. and Mr. Chepil's on September 2nd at 1:25 p.m..

In addition, Mr. Fyffe was the person who made the initial enquiry which led to the property being offered for sale.

Item 6 of Report No. 56, 1969 refers to the previous consideration given the matter at hand.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD;
"That the subject matter of the report from the Municipal Manager be tabled for one week to determine whether Messrs. Fyffe and Chepil can effect some solution to the problem confronting the Corporation as a result of each of them submitting identical offers for the property."

IN FAVOUR -- ALDERMEN LADNER
AND HERD

AGAINST -- ALDERMEN BLAIR,
CLARK, DAILLY,
DRUMMOND, MERCIER
AND ACTING MAYOR
McLEAN

MOTION LOST

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN MERCIER:
"That Messrs. Fyffe and Chepil be invited to resubmit bids for the property in question."

IN FAVOUR -- ALDERMEN CLARK
AND MERCIER

AGAINST -- ALDERMEN BLAIR, DAILLY,
DRUMMOND, LADNER,
HERD, ACTING MAYOR
McLEAN

MOTION LOST

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That the tender of Mr. R. A. Fyffe for the purchase of the property in question be accepted."

IN FAVOUR -- ALDERMEN BLAIR
AND DAILLY

AGAINST -- ALDERMEN CLARK,
DRUMMOND, LADNER,
HERD, MERCIER AND
ACTING MAYOR McLEAN

MOTION LOST

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN DRUMMOND:

"That the Corporation not sell the subject property at this time and reject all bids which have been received for the purchase of it."

IN FAVOUR -- ALDERMEN CLARK,
DRUMMOND AND MERCIER

AGAINST -- ALDERMEN HERD, LADNER,
BLAIR AND DAILLY,

MOTION LOST

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

"That the matter of selling Lot 6, S.D. "A", Blocks 2/3, D.L. 96N, Plan 1349 be referred to the Municipal Manager for the purpose of contacting both Messrs. Fyffe and Chepil to determine whether they can effect some mutually acceptable arrangement in resolving the problem which has developed as a result of them submitting identical bids for the property."

CARRIED

AGAINST - ALDERMEN DRUMMOND,
BLAIR AND CLARK

- (2) (a) Lots 278 to 280 inclusive, Block 2, D.L. 87, Plan 35309
 - (b) Lot 281, Block 1, D.L. 87, Plan 35309
-

As a result of receiving bids for the purchase of the above described properties, it was being recommended that the following offers for the purchase of the properties in the amounts indicated be accepted:

- (i) Lot 278 - Lomark Estate Management Ltd. - \$10,208.00
- (ii) Lot 279 - Lomark Estate Management Ltd. - \$10,208.00
- (iii) Lot 280 - Lomark Estate Management Ltd. - \$10,208.00
- (iv) Lot 281 - Marion I. O'Connor - \$12,511.00

The sale of Lots 280 and 281 are subject to the retention by the Corporation of easements to contain storm sewer installations.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:

"That the recommendation of the Manager be adopted."

CARRIED

AGAINST -- ALDERMAN DRUMMOND

- (3) Easements - Parcel "Bd", Ref. Plan 6392, D.L. 85
- SUBDIVISION REFERENCE NO. #35/69

It was being recommended that Council authorize the acquisition of certain easements over the above described property, as shown on a plan of subdivision for the property, for sewerage and drainage purposes, on the basis that there will be no cost to the Corporation in acquiring the easements.

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

CARRIED UNANIMOUSLY

(4) Apartment Study '69

A report of the Planning Department respecting the above matter was being submitted.

(5) Miscellaneous Rezoning Applications

Reports from the Planning Department on miscellaneous rezoning applications were being submitted.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DAILLY:
"That all of the reports covered by Items (4) and (5) be received and considered later in the evening."

CARRIED UNANIMOUSLY

(6) 6564 Royal Oak Avenue (Salvation Army)

The Salvation Army leases the above property from the municipality. The Army owns the building on the property and the lease on the land expires on July 1, 1976.

The building is, apparently surplus to the needs of the Salvation Army.

The Corporation has twice agreed to sublet the property but in neither case did it materialize.

The Army now proposes to sublet the land, and dispose of the building for a nominal sum, to No. 637 Squadron of the Royal Canadian Air Cadets. This requires the consent of the Council.

The property was once used as a site for a water tower and is being retained because it may once again be useful for the purpose due to its desirable elevation.

The Council, a few meetings ago, referred to the Parks and Recreation Commission the question of possibly using the property for some recreation-oriented use.

The Commission has indicated that the building has very little use potential for public recreation, especially when it is known that any accommodation which could be provided by the building would be far less adequate than that which the Commission can obtain in schools and its own recreation centres. In addition, no provision was made for funds to cover building maintenance and renovation and staff supervision.

The Commission endorsed the request of the Air Cadets but also raised the matter of maintaining the building, particularly its outside. The Commission suggested that perhaps a clause should be included in the lease requiring the lessee to be responsible for maintenance of the building.

It was not until 1957 that the Municipal Act was amended to allow for the taxation of lands, the fee of which is in the Crown. Since the lease with the Salvation Army commenced in 1955, the property is exempt from taxation. The Army does, however, pay the annual sewer rate. Had the property been taxable, 1969 taxes would have amounted to \$340.87 plus the sewer rate.

The Cadets have advised that rehabilitation of the building for their purposes will cost between \$1,000.00 and \$1,500.00 employing volunteer labour as far as possible. They have also indicated that they would probably need to request the municipality to waive the annual rental (\$240.00 per year) on the property plus taxes.

Since this is the third request from the Salvation Army to sublet the property, Consideration should be given the question of whether the Corporation should ask the Army to surrender its lease. When the Salvation Army was considering subletting for a profit to them, it was understandable why they would wish to hold onto the lease under such favourable rental conditions, but now the Army is considering disposing of the building (for a nominal sum), it would seem the lease should be revoked by consent so that the municipality would be in a freer position to deal with the property.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:
"That the Salvation Army be advised that the municipality wishes to revoke the lease enjoyed by the Army for the property known as 6564 Royal Oak Avenue."

CARRIED UNANIMOUSLY

(7) Civil Defence Conference

It was being recommended that Mr. D. Grant be authorized to attend a Civil Defence Conference, sponsored by the Province of B. C. and the State of Washington, in Seattle, Washington between October 6th and 10, 1969.

The Civil Defence Organization will be paying Mr. Grant's expenses.

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

CARRIED UNANIMOUSLY

ALDERMAN CLARK LEFT THE MEETING.

(4) Apartment Study '69

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That Council meet on Tuesday, September 23, 1969 at 7:00 p.m. to deal with the report of the Planning Department entitled Apartment Study '69."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DRUMMOND:
"That Council also, at the September 23rd meeting, deal with the policy for the handling of rezoning applications, with it being understood that, in the meantime, the liaison with the Planning Department (Alderman Ladner) will discuss the policy with the Planning Director to obtain his opinion on its suitability."

CARRIED UNANIMOUSLY

(5) Miscellaneous Rezoning Applications

Reports from the Planning Department on the following applications to rezone properties were being submitted:

(1) Reference RZ #134/68

- (a) Lots 1, 2 E pt. and 3 E pt., Block 27, D.L. 32, Plan 10045
- (b) Lots 4 and 5, Block 27, D.L. 32, Plan 12272

(Located on the North-West corner of Royal Oak Avenue and Newton Street)

(2) Reference RZ #7/69

Lots 4, 5, 12 and 13, Block 9, D.L. 30, Plan 3036

(The subject properties form a through site between Rosewood and Holly Streets 198 feet East of Humphries Avenue)

(3) Reference RZ #9/69

Lot "A", S.D. 2, Block 31, D.L. 152, Plan 3627

(Located on the South side of Kingsway between Burlington and Royal Oak Avenues)

(4) Reference RZ #10/69

Lots 5 - 7 inclusive, Block 39, D.L.'s 151/3, Plan 2884

(Located between McKay and Silver Avenues 152 feet North of Maywood Street)

(5) Reference RZ #13/69

Lots 2 to 4 inclusive, Block 80, D.L. 127, Plan 4953

(Located on the East side of Howard Avenue South of Capitol Drive)

(6) Reference RZ #17/69

Lots 1 to 4 inclusive, Block 8, D.L.'s 116/186, Plan 1236

(Located on the South-East corner of Boundary Road and Albert Street)

(7) Reference RZ #35/69

Lot 6, Except North 20 feet, Block 2, D.L. 205, Plan 3328

(Located on the South side of Hastings Street, 262 feet West of Fell Avenue)

(8) Reference RZ #40/69

Lots 4 and 5, Block 7, D.L.'s 116/186, Plan 1236

(Located on the South side of Albert Street 150 feet East of Esmond Avenue)

(9) Reference RZ #49/69

Lots 2 to 5 Inclusive, Block 1, D.L. 116 S $\frac{1}{2}$, Plan 1439

(Located on the North-West corner of Georgia Street and Esmond Avenue)

(10) Reference RZ #62/69

Lot 4, D.L. 126, Plan 23019

(Located on the South-West corner of Buchanan Street and Duthie Avenue)

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:

"That the above ten reports of the Planning Department be tabled until after Council deals with the Report "Apartment Study '69"."

CARRIED UNANIMOUSLY

ALDERMAN MERCIER LEFT THE MEETING.

ALDERMAN CLARK RETURNED TO THE MEETING.

(11) Reference RZ #15/69

Lot 1, S.D. 8, Block 4, Expl. Pl. 24537, D.L. 206, Plan 1517

(Located on the South-East corner of Hastings Street and Duncan Avenue)

The Planning Department recommended that the application to rezone the above described property to Community Commercial District (C2), not be approved because:

- (a) the area in which the site is located is considered suitable for institutional use.
- (b) commercial use of the property is regarded as being inappropriate since a school is situated adjacent to the site.

- (c) allowing commercial use of the property would tend to dissipate the attempts being made by the municipality to arrest the propagation of "strip" commercial development along Hastings Street in this area.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That the recommendation of the Planning Department covering this application be adopted."

CARRIED

AGAINST -- ALDERMEN HERD AND
DRUMMOND

(12) Reference RZ #46/69

Lot 2, Lots 3 and 4, except pts. on Plan 21113, Block 78,
D.L. 124, Plan 1543

(Located on the North-East corner of Lougheed Highway and
Gamma Avenue)

The Planning Department recommended that the application to rezone the above described properties to Community Commercial District (C2), not be approved because:

- (a) the site lies in an area which is considered suitable for high-density apartment accommodation.
- (b) it is felt commercial development on Lougheed Highway should be concentrated and not allowed to sprawl along the Highway in the form of "strip" development.
- (c) the Department of Highways is not prepared to approve the rezoning as the use which would be made of the properties as a result would be contrary to the function of Lougheed Highway.
- (d) the site is not sewered.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:
"That the recommendation of the Planning Department covering this application be adopted."

CARRIED UNANIMOUSLY

ALDERMAN MERCIER RETURNED TO THE MEETING.

ALDERMAN DAILLY LEFT THE MEETING.

(13) Reference RZ #48/69

Lot 1 except Plan 21763 and Lots 2 and 3, S.D. 4, all of Block
5, D.L. 206, Plan 1684

(Located between Clare and Duncan Avenues on the North side
of Hastings Street)

The Planning Department recommended that the application to rezone the above described properties to Community Commercial District (C2), be approved for further consideration and, as prerequisite to the rezoning being effected, the following be undertaken:

- (a) The consolidation of the three properties into one site.
- (b) The submission of a suitable plan of development for the site.
- (c) The deposit of monies to cover a portion of the cost of improving, to full standard, those portions of Clare and Duncan Avenues adjacent to the site.
- (d) The submission of an undertaking that all existing structures on the site will be removed within six months of the rezoning being effected.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:
"That the recommendation of the Planning Department covering this application be adopted."

CARRIED UNANIMOUSLY

(14) Reference RZ #55/69

- (a) Portion of Lot 1, D.L. 85, Plan 3483
- (b) Portion of Parcel "A", D.L. 85, Ref. Plan 3703

(Located on the shore of Deer Lake immediately abutting the North end of the existing Deer Lake beach area)

The Planning Department recommended that the application to rezone the above described properties to Park and Public Use District (P8), be approved for further consideration.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That the recommendation of the Planning Department covering this application be adopted."

CARRIED UNANIMOUSLY

(15) Reference RZ #61/69

Lot 11, Block 23, D.L. 159, Plan 1393

(Located on the South side of Portland Street 66 feet East of Buller Avenue)

The Planning Department recommended that the application to rezone the above described property plus Lot 12, Block 23, D.L. 159, Plan 1393 to Residential District Four (R4), be approved for further consideration.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:
"That the Planning Director determine the reaction of the owners of the Lots 11 and 12 in question to the proposal that their properties be rezoned to Residential District Four (R4)."

CARRIED UNANIMOUSLY

Sept/15/1969

Municipal Engineer stated that he would have a report for Council on September 22nd relating to a proposal involving Terra Nova Development Ltd. disposing of the municipality's garbage.

Municipal Engineer reported verbally in connection with a trip he and the Municipal Manager made to Victoria to discuss a number of highway matters.

The following is the substance of that which he conveyed:

- (1) The Department of Highways has \$300,000.00 available for sand drains and the placement of surcharge material for the preparatory work connected with the provision of the Stormont Interchange.
- (2) The Deputy Minister of Highways has been asked to request the Federal Government to relinquish a portion of the George Derby Health and Occupational Centre site for the road leading from the Stormont Interchange to connect with Newcombe Street.
- (3) The question of the Provincial Government providing the Hastings - Curtis connection is to be discussed with the Minister of Highways, as is the matter of providing the Gagliardi Interchange with Broadway.
- (4) An application has been made for funds to proceed with the widening of Hastings Street.

ALDERMAN DAILLY RETURNED TO THE MEETING.

ALDERMAN CLARK LEFT THE MEETING.

HIS WORSHIP, ACTING MAYOR McLEAN, DECLARED A RECESS AT 9:10 P.M.

THE COMMITTEE RECONVENED AT 9:20 P.M.

BY - L A W S

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN MERCIER:
"That leave be given to introduce "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 45, 1969" #5562 and that it now be read a First Time."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DAILLY, 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

This By-law provides for the following proposed rezoning:
FROM RESIDENTIAL DISTRICT FIVE (R5) TO COMPREHENSIVE DEVELOPMENT
Reference RZ #39/69 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 incl., 6212 & 6238 Nelson Avenue)

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

*

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:
"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. 26, 1969" #5520."

CARRIED UNANIMOUSLY

Municipal Solicitor submitted a report indicating that he agreed with the Municipal Clerk that the By-law at hand should be disposed of and replaced by a new one reflecting the current views of Council in regard to the subject of In-Law suites.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:
"That the Committee do now abandon the By-law."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

*

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That leave be given to introduce "BURNABY ZONING BY-LAW 1965,
AMENDMENT BY-LAW NO. 51, 1969" #5570 and that it now be read
a First Time."

CARRIED

AGAINST -- ALDERMAN CLARK

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

CARRIED

AGAINST -- ALDERMAN CLARK

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-law."

CARRIED

AGAINST -- ALDERMAN CLARK

This By-law provides regulations governing In-Law Suites, as per
the decision of Council at its meeting on September 8, 1969 and
in view of the earlier comments of the Municipal Solicitor.

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

CARRIED

AGAINST -- ALDERMAN CLARK

The Council directed that each member be furnished with a copy
of this By-law so that he will have precise particulars of its
contents.

THE COUNCIL RECONVENED.

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

CARRIED

AGAINST -- ALDERMAN CLARK

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DRUMMOND:
"That a Public Hearing be held on Burnaby Zoning By-law 1965,
Amendment By-law No. 51, 1969 on Monday, September 29, 1969 at
6:45 p.m."

CARRIED

AGAINST -- ALDERMAN CLARK

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

- "BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 2, 1969" #5563
- "BURNABY ROAD CLOSING BY-LAW NO. 8, 1969" #5559
- "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAWS NOS. 29 to 42
INCLUSIVE, 1969" #5542 to 5545

be now reconsidered."

CARRIED UNANIMOUSLY

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

- "BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 2, 1969"
- "BURNABY ROAD CLOSING BY-LAW NO. 8, 1969"
- "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAWS NOS. 29 to 42,
INCLUSIVE, 1969"

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

CARRIED UNANIMOUSLY

*

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN MERCIER:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 38, 1969"
#5541 be now reconsidered."

IN FAVOUR -- ALDERMEN CLARK,
DRUMMOND, MERCIER, HERD
AND ACTING MAYOR McLEAN

AGAINST -- ALDERMEN LADNER, DAILY,
AND BLAIR

MOTION LOST

The foregoing By-law provided for the rezoning of property known as
5019 Kingsway ("Busy Bee" Laundry) to C4.

It was explained that the reason the motion on this By-law was lost
is that amendments to the Zoning By-law require the approval of at
least two-thirds of all members of Council.