

DECEMBER 22, 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, December 22, 1969 at 7:00 p.m.

PRESENT: Mayor Prittie in the Chair;
Aldermen Clark, Dailly, Drummond,
Herd, Ladner, Mercier and McLean;

ABSENT: Aldermen Blair;

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:
"That the Minutes of the meeting held on December 1, 1969 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

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ORIGINAL COMMUNICATIONS

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

CARRIED UNANIMOUSLY

President, Burnaby Civic Employees Local Union #23, submitted a letter itemizing the points the Union wishes considered in its agreement with the Corporation for the year 1970.

Municipal Manager stated that a meeting was held last Thursday with representatives from the Canadian Union of Public Employees relative to the points for negotiation in 1970 when it was noted that all Locals of the Union have submitted almost identical requests for nine matters.

He added that the Administrators for the municipalities involved will be meeting this Friday morning to discuss the points and he would be submitting a recommendation to Council at its January 12, 1970 meeting in connection with the subject.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN DAILLY:
"That the submission from the Union be referred to the Municipal Manager for attention."

CARRIED UNANIMOUSLY

A letter, which was addressed to Mrs. Eileen Dailly, M.L.A. for Burnaby-North, from the Minister of Highways advising that every consideration would be given the matter of commencing the widening project for the 3800 and 3900 Blocks plus the 5200 to 5600 Blocks Hastings Street as soon as possible, was submitted.

Municipal Manager stated that he had telephoned the Deputy Minister of Highways to determine the progress being made with respect to the Project that is the subject of the letter from the Minister of Highways and had been informed that there was not much hope the Department would obtain funds for the Project in the immediate future. He added that information was also provided that the Department of Highways has three times requested funds but has not yet met with success.

He suggested that perhaps the municipality could offer to spend the sum required for the project and then ask to be re-imbursed by the Provincial Government later.

During discussion on the subject of the letter from the Minister of Highways, concern was expressed by members of Council that work on the Project is being delayed.

It was mentioned that Council considers the completion of the Project imperative because of traffic congestion which occurs daily (which situation has prevailed for a long time).

A point was also made that assurances were provided to Council earlier this year that the Project would be begun this year.

It was also drawn to the attention of Council that the Provincial Government has a substantial investment in the Project and therefore should not procrastinate in undertaking the work.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:

"That, because the subject widening project is considered to be of utmost importance, the Minister of Highways be asked to provide a positive commitment as to when the Project will commence."

CARRIED UNANIMOUSLY

Mrs. C. Muirhead, The Burnaby Foster Parent Association, wrote to request permission to hold a campaign during the month of May, 1970 at the Brentwood Shopping Centre, the Simpsons Sears Complex and the Lougheed Mall for the purpose of engendering the interest of the public in fostering.

The Association also requested the Mayor's participation in making a public announcement about the matter.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:

"That permission be granted to the Association to conduct its campaign at the time indicated."

CARRIED UNANIMOUSLY

Mrs. D. J. Atkinson, Community Concern Committee, East Burnaby United Church, submitted a letter:

- (a) commending the Council for undertaking the construction of the Stride Avenue Low-Rental Housing Project.

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(b) Urging that steps be taken to ensure that those housed in the Project will be assimilated into the area and provided with the social amenities enjoyed by others there.

(c) Offering the assistance of the Church in attaining the end mentioned under (b)

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That Council express its appreciation to the Community Concern Committee for its interest in the subject of its letter."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:
"That the proposal outlined in the letter from the Community Concern Committee be referred to the Parks and Recreation Commission for consideration and report."

CARRIED UNANIMOUSLY

Mr. A. M. Van de Bogart submitted a letter requesting that Council take action to ensure that Burnaby Lake is not polluted by oil and chemical residues.

At this juncture, Alderman Dailly displayed a number of samples of water which he claimed came from Burnaby Lake and which appeared to contain oil.

He pointed out that this liquid came from industrial concerns on properties around Burnaby Lake.

Alderman Dailly asked that the licences of the offending industrial concerns be suspended if it is proven that the water was in fact polluted by them.

At the behest of His Worship, Mayor Prittie, the Chief Public Health Inspector, Mr. G. H. Armson, spoke and explained that his Department is continually inspecting situations involving pollution by trade wastes, including oil, throughout the entire municipality.

Mr. Armson outlined the procedures followed by his Department in endeavoring to correct such situations.

He also mentioned that a test is currently being made of a recent sample from one of the industrial firms abutting Burnaby Lake that is suspected of polluting the Lake.

Mr. Armson mentioned that all industrial firms asked to rectify problems involving pollution of Burnaby Lake are very co-operative in doing what is required to remedy the problems.

In response to a question, Mr. Armson stated that he could use Court action to enforce the directions of his Department in connection with water pollution, if necessary.

Memos from the Greater Vancouver Sewerage and Drainage District and the Canadian Wildlife Service of the Department of Indian Affairs and Northern Development, relating to the subject of pollution in Burnaby Lake, were then read.

The following is the substance of those letters:

(a) Greater Vancouver Sewerage and Drainage District

The first major spill of oil in Burnaby Lake was in 1967 from the Government Tank Testing Station. At this time, log booms were installed across Still Creek at Douglas Road, Sperling Avenue, Sprott Street and at Piper Avenue approximately half-way down Burnaby Lake. A tremendous amount of effort was expended in cleaning up this spill, including the spraying of the entire Lake by helicopter after the majority of the oil had been dispersed. This aerial application was to disperse any oil which might have been trapped amongst the lily pads.

Since 1967, all of these oil and debris trapping booms have been maintained with the exception of the one at Piper Avenue, which was removed as it was in the way of boats and aircraft using the Lake. These booms are checked everyday for oil and debris, and are cleaned at least once a week, and more often if necessary.

The guard at the Cariboo Dam immediately calls the Sewerage District Maintenance General Foreman if he notices any oil passing over the Dam. This arrangement has been responsible during the past month for catching two oil spills which have entered the River immediately upstream the Dam.

Since June, 1969, six firms have been found to have allowed oil to enter Still Creek or the ditches tributary to it. However, the Sewerage District has been successful in trapping this oil before any great amount has entered Burnaby Lake.

No great amount of oil has been observed in Burnaby Lake during the past two years. The condition of the Lake at present is far better than it has been for a number of years. As evidence of this, trout and salmon have again been observed at the Cariboo Dam. No dead fowl or wildlife have been seen at the Dam since 1967 and, even during that occasion, fewer dead fowl were observed than some people believe. At present, there is a flock of ten to fifteen geese and numerous ducks which make their home near the Cariboo Dam.

Crews from the Sewerage and Drainage District work very closely with the Health Department of Burnaby and find co-operation excellent. Immediately the Department is notified that oil is entering the creek, staff from that Department is on the scene working with crews from the District. The Health Department endeavors to locate the source of the oil while the Sewerage District people trap it.

(b) Canadian Wildlife Service

Mr. Milo De Angelis complained that some ducks were dying on Burnaby Lake as a result of alleged oil pollution. Since the protection of migratory birds comes under Federal Jurisdiction, the Canadian Wildlife Service is conducting a routine investigation.

Some waterfowl were very thin and had reached the stage where they were no longer able to preen or oil their feathers and thus gave a bedraggled appearance which at first suggested oil pollution. No oil was found on the ducks or in the water.

Three thin specimens were autopsied by the Federal Pathology Department and it was found that there had been a deterioration of the liver tissue which would ultimately end in the death of the birds. It was the veterinarian pathologist's opinion that this condition was caused by food or water intake.

It was suggested that the Canadian Wildlife Service establish a control experiment at Refeil Refuge by confining about ten birds in separate pens, watering one group with Burnaby Lake water and the other group with marsh water. This has been done and it is expected the experiment will be terminated in two or three weeks. The second phase of the project will be to conduct some experiments with the Burnaby Lake water on day-old ducklings which are more susceptible to small quantities of material.

As a result of both experiments, it may be possible to establish if there is, in fact, some toxic material in the water or whether it is a natural physiological process.

The Council deferred a decision on the subject of the complaint from Mr. Van de Bogart until a report is received from the Chief Public Health Inspector indicating the results of the tests which he mentioned plus the experiments being conducted by the Canadian Wildlife Service to which reference was made in its letter.

ALDERMAN DAILY LEFT THE MEETING.

Executive Director, Canadian Federation of Mayors and Municipalities, submitted a circular memorandum with which he forwarded a statement on the Canada Water Act that was prepared by the Federation's Committee on Pollution.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:

"That the approach outlined in the latter part of the statement contained in the submission from the Canadian Federation of Mayors and Municipalities be endorsed."

CARRIED UNANIMOUSLY

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TABLED ITEM

The following matter was then lifted from the table:

Development of Villa Montecito - Lakewood Village on Portions of Block 10, D.L. 136 and a Portion of D.L. 137, (Rezoning Reference #143/66)

Mr. J. W. Poole, President of Dawson Developments Ltd., submitted a letter requesting an audience with Council to explain the situation, as it affects his Company with respect to the matter now under consideration.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN HERD:
"That Mr. Poole be heard after the report Council received on December 15th from the Planning Department relating to the development proposal in question is considered."

CARRIED UNANIMOUSLY

The following is the substance of the report from the Planning Department on the matter at hand:

- (a) In an accompanying letter, Dawson Development Ltd., the Company involved in the development proposal, offers the following in defence of its actions:
 - (i) The changes which were made in the development plan were not considered to constitute a material revision so far as the comprehensive development zoning was concerned.
 - (ii) Any changes that may be desired in any part of the scheme would be submitted to the Planning Department for acceptance or otherwise and, if it was determined that the changes required an amendment to the By-law, then this course of action would naturally need to be followed.
 - (iii) Notwithstanding the fact the revised bedroom count for Phase I was changed to reflect a marketing situation, an application for this would be made. The change was simply the removal of one interior partition from each unit, although this decreased the number of bedrooms in each suite and this, it was understood, would require an amendment to the By-law.
 - (iv) The Company was herewith requesting a revision in the plan to change the 56 three-bedroom units to two-bedroom ones, thus altering the apartment mix in Phase I to 37 three-bedroom units and 116 two-bedroom units.
 - (v) Reasons for requesting this change are that:
 - (a) As a result of a market research study, it was established that there was a market for at least 600 luxury townhouses in the Northern part of Burnaby.
 - (b) This same study concluded that the 21 acre site adjacent to the Golf Course was an ideal location for such a project.
 - (c) The Company's own review indicated that most of the elements and amenities demanded by the luxury market were present in the Phase I development, with the exception of the size of the master bedroom.

- (d) The response from over 300 prospective tenants who have reviewed the display units confirms that the revised 2-bedroom townhouses particularly represent a standard of accommodation that is unequalled in Burnaby and equal to the best offered anywhere in Greater Vancouver.
- (e) The Company was under the impression that a reduction in bedroom count and a decision to market smaller households would be welcomed by Council due to the decreased load this would place on the school system.
- (vi) The oversight committed by the Company will not be repeated in the future.
- (vii) It would be most difficult, and very costly, to reverse the change now and it would destroy the marketing concept that has been developed.
- (viii) Dawson Development Ltd. is creating a residential neighbourhood that will be a credit to Burnaby and it will be a major showplace for the Company.
- (b) The situation is that the Company received approval for a comprehensive development proposal to build a particular project. All aspects of the scheme, including the details of finish and landscaping, were indicated in the plans which were presented to Council and which became an integral part of the By-law.
- (c) Recent inspection of the project revealed that the Company has not built to the plan in that it is in the process of converting 26 three-bedroom units to very large two bedroom units by the removal of one interior partition and the elaboration of plumbing facilities. These deviations from the plan cannot be accepted as being within the intent of the original terms of reference and are therefore not permitted within the Comprehensive Development By-law.
- (d) Dawson Development Ltd. has now completed sixteen of these units to the point it is seeking occupancy permits as of January 1, 1970. Such permission cannot be granted under the present By-law.
- (e) It would appear that there are three possible solutions to the problem, all of which require Council action:
 - (i) That the developer be required to build to the plan which was presented to Council and which became a part of the By-law. This approach would require that the developer alter those suites which are being readied for occupancy.
 - (ii) That Council accept the sixteen three-bedroom suites which have been altered to two-bedroom types and require the developer to build the remaining forty to the plans originally approved by Council. This approach would require a Public Hearing and a By-law amendment for the sixteen suites which were altered.

- (iii) That the change of all 56 three-bedroom units to two-bedroom units be accepted. This approach would require a Public Hearing and a By-law amendment for the entire Phase I of the Project.
- (f) In considering the alternatives, it should be remembered that this scheme was conceived as a comprehensive entity in which a range of housing forms was to be provided which would serve a spectrum of accommodation. One-bedroom units for couples or individuals were the predominate accommodation in the high-rise buildings. Two and three-bedroom units were being provided in the apartment accommodation and three-bedroom units were being provided in the two-storey patio houses. In concept, the higher bedroom counts prevailed at the Southerly end of the project and decreased to the North where high-rises became the housing form.
- (g) Based on the general concept of an integrated and balanced mixture of housing forms and densities with the amenities appropriate to this mix, the Planning Department recommended Council approval of the scheme and financial participation through the sharing of servicing costs, the sale of municipal land and the acquisition of land for park and school site purposes.
- (h) The recommendation of the Planning Department on the various aspects of the scheme was based on its favourable disposition toward a proposal which provided a good percentage of three-bedroom units for family accommodation, in this area, which was felt has the amenities necessary and desirable for family living.
- (i) It should also be recognized that, either by desire or necessity, more families are seeking apartments as a form of accommodation. As this area possesses certain locational attributes which makes it a desirable site for family living, approval was recommended so the Planning Department is reluctant to see any change in the basic concept and suite mix.
- (j) It would seem that alternative (ii) appears to be the most reasonable under the circumstances. If Council is desirous of retaining the original concept on which all of the previous discussion has taken place, the sixteen altered and completed suites could be retained as two-bedroom units by an amendment to the By-law, the forty partially completed suites should be built according to the original plan and the original suite mix should be restored in the second phase of the development.

Mr. Poole then spoke and made the following points:

- (a) As indicated in its letter, Dawson Developments Ltd. sincerely regrets having made the mistake which was explained, which was done in August, 1968.
- (b) The Company had hoped to have some of its tenants occupy the units in question some time between January 15, 1970 and the end of that month.
- (c) There is really no defence for the action of the Company, although Dawson Developments Ltd. was not involved with the scheme at its conceptual stage.

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- (d) The Company builds many types of apartments, although this is its first experience with comprehensive development plans.
- (e) The reason for converting some of the three-bedroom suites to two-bedroom types was in response to an interpretation of market demands.
- (f) Rents will be charged as follows:
 - Two-bedroom suites -- \$235.00 per month
 - Deluxe two-bedroom suites- \$285.00 per month
 - Three-Bedroom suites - \$325.00 per month

ALDERMAN DAILLY RETURNED TO THE MEETING.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:

"That Council advance to a Public Hearing, as a prerequisite to amending the Zoning By-law, the matter of changing the sixteen three-bedroom suites shown in the comprehensive development plan for the property covered by rezoning reference #143/66 to two-bedroom types."

CARRIED

AGAINST -- HIS WORSHIP, MAYOR PRITTIE,
ALDERMAN LADNER:

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CLARK:

"That action on the question relating to the remaining forty suites that the subject comprehensive development plan indicates are to be the three-bedroom variety be deferred until the January 12th Council meeting in order to allow more time for further consideration."

CARRIED

AGAINST -- ALDERMEN LADNER AND
DAILLY

The Municipal Clerk was directed by Council to make it clear to Dawson Developments Ltd. that, if the comprehensive development plan is not subsequently altered by Council following the Public Hearing, it will be necessary that the 16 suites mentioned earlier be revised so that three-bedrooms are created rather than the two which exist now.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"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

TRAFFIC SAFETY COMMITTEE submitted reports on the matters listed below as Items (1) to (17) recommending the courses of action indicated for the reasons provided:

(1) "No Trucks" Signs

As a result of receiving a complaint regarding the use of Government Street East of Phillips Avenue by truck traffic and the inadequacy of street lighting on Government Street, the Municipal Engineer reported that:

- (a) It has previously been recommended to the Committee that requests for "No Trucks" signs be denied because granting them would establish a precedent whereby the installation of such signs would be justified.

It was being strongly recommended that all existing "No Trucks" signs (which incidentally contradict the terms of the Truck Routing By-law) now in place on municipal streets be removed immediately.

- (b) As regards the matter of commuters using Government Street when travelling to and from the Freeway, this is the main purpose of through streets.

If speeding is a problem, the answer probably lies in more rigid enforcement.

- (c) Street lighting on Government Street is of an interim standard and, at the present time, is installed under the existing Council policy of one light at each intersection or every 1,000 feet of road.

It was being recommended that Council authorize the removal of all "No Trucks" signs in the municipality immediately.

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

CARRIED UNANIMOUSLY

(2) Forglen Drive and Buxton Street

It was being recommended that a request for yield signs on Forglen Drive at Buxton Street not be granted because:

- (a) The future of Forglen Drive is that of a collector street and therefore any signing should be on the connecting streets.
- (b) There has only been one reported accident involving vehicles at the intersection during the past nine years.
- (c) No view problems exist at the intersection.

(3) Holdom Avenue and Parker Street

As a result of receiving a request for a school crosswalk at the above intersection, the Municipal Engineer reported that:

- (a) Vehicle volumes over the South leg of the intersection were checked during three school crossing periods and this revealed that there were 232, 176 and 180 vehicles per hour on each of the three occasions.

- (b) Pedestrian crossings of Holdom Avenue were 82, 47 and 83 during the same times.
- (c) Under the warrant used for the establishment of marked school crosswalks on two-lane roadways, a crosswalk is not warranted if the vehicle volumes are below 300 per hour. If over that number but under 500 vehicles per hour, a crosswalk might be warranted depending on the number of pupils crossing, geometric problems, etc. If over 500 vehicles per hour, a warrant is met providing a school patrol is established.
- (d) The curve on Holdom Avenue South of Parker Street does not present a problem as sight distances are in excess of 300 feet.
- (e) There are advance warning school signs on Holdom Avenue - one is 200 feet South of the intersection and the other 150 feet North.
- (f) The only sidewalks are on Curtis Street East of Holdom Avenue to the school and on the West side of Holdom Avenue North from Parker Street.
- (g) The majority of the children from the Springdale Subdivision approach the intersection along the West leg of Parker Street by walking on the South road shoulder. While this shoulder is five feet wide and would normally provide an adequate walking facility, the combination of parked cars and fairly heavy traffic volumes on Parker Street does create an accident potential for the pedestrian.
- (h) In previous reports on other intersections along Parker Street, the desirability of sidewalks has been stressed. However, because of the "tight" money situation, such projects have been deferred. The Council has, however, recently suggested that every effort should be made to programme sidewalks in those areas where a pedestrian hazard exists.

It was being recommended that:

- (i) A local improvement sidewalk programme be initiated along both sides of Parker Street from Willingdon Avenue to Holdom Avenue.
- (ii) Because warrants for a school crosswalk at the intersection of Parker Street and Holdom Avenue cannot be established, no action be taken on this request.

(4) Hardwick Street and Godwin Avenue

It was being recommended that no action be taken on a request for stop signs at Hardwick Street and Godwin Avenue because: . .

- (a) There has only been one accident recorded at the intersection in the last nine years.
- (b) Vehicle volumes are quite low.
- (c) Two of the four legs of the intersection have no exits.
- (d) The intersection has no significant view problems.

(5) Curtis Street and Phillips Avenue

It was being recommended that no action be taken on a complaint concerning a view obstruction on the South side of Curtis Street East of Phillips Avenue because:

- (a) Traffic is required to stop on Phillips Avenue at Curtis Street.
- (b) The line of trees on the South side of Curtis Street does not cause a view obstruction.
- (c) Though four accidents have been recorded at the intersection in the last nine years, none of them involved a vehicle entering from Phillips Avenue.

(6) Gilpin Street and Royal Oak Avenue

It was being recommended that no action be taken on a request for a marked school crosswalk on Gilpin Street at Royal Oak Avenue because:

- (a) Warrants do not exist for such a device.
- (b) The present unmarked crosswalk is on a leg of the intersection where traffic is required to stop.
- (c) Only four pupils who attend the Gilpin Elementary School plus one kindergarten child, would use the crosswalk.
- (d) The location, being somewhat removed from the actual school site, would present supervision problems insofar as a school patrol was concerned.

(7) Cameron Street

It was being recommended that the action taken by the Municipal Engineer to replace the limited parking restriction along the North side of Cameron Street with a "No Parking Anytime" prohibition, be ratified.

(8) Sunset Street

It was being recommended that no action be taken on a request for a one-hour parking limit in the commercial part of Sunset Street West of the Burnaby General Hospital during business hours because:

- (a) From interviews with the owners of existing businesses on Sunset Street, it was determined that a one-hour parking limit would be too restrictive for many.
- (b) There did not appear to be a parking problem for those frequenting the businesses.

(9) Cambridge Street and Gamma Avenue

It was being recommended that no action be taken on a complaint concerning a purported hazardous traffic situation at the above intersection because:

- (a) Only two accidents have been recorded during the past nine years.
- (b) Traffic volumes on all legs of the intersection, including pedestrians, revealed that the numbers were not too great.
- (c) The intersection is relatively wide open, although there is a slight view problem at the approach to the Westbound Cambridge Street and Bessborough Drive legs.

(10) Fall Avenue and Buchanan Street

It was being recommended that no action be taken on a request for some form of traffic control device at the above intersection because:

- (a) Traffic volumes are relatively light.
- (b) During the past fourteen years, there have only been six recorded accidents.

Because it was felt a view problem, in the form of a large evergreen tree, existed at the South-West corner of the intersection, negotiations for the removal of the tree have been commenced with the owners of the property on which the tree is growing.

(11) Sixth Street and Mayfield Avenue

It was being recommended that no action be taken on a request for additional traffic control devices at the above location because:

- (a) Traffic volumes are quite light.
- (b) The intersection is "L" shaped and Northbound motorists on Sixth Street are warned of the geometry of the intersection by a reflectorized barricade and are also warned, by means of a sign, that they are in a school zone and are restricted to 20 miles per hour.
- (c) Sidewalks exist on the East side of Sixth Street and on the North side of Mayfield Avenue, which provides a safe walking facility for school children.

(12) Salisbury Avenue from Elwell Street to Walker Avenue

It was being recommended that no action be taken at this time on a request for sidewalks on the above portion of Salisbury Avenue because, even though sidewalks are always considered most desirable, conditions do not justify priority being given such a project in preference to many other streets.

(13) Hastings Street and Holdom Avenue

It was being recommended that Council approve the installation of a traffic signal at the above intersection on the basis of the municipal share of the cost being \$3,500.00.

(14) Austin Avenue and Loughheed Highway

It was being recommended that Council approve the installation of a traffic signal at the above intersection on the basis of the municipal share of the cost being \$4,000.00.

(15) Beresford Street from McKay Avenue to Silver Avenue

It was being recommended that the action of the Municipal Engineer in instituting a "No Parking Anytime" prohibition along the North side of the above portion of Beresford Street be ratified.

(16) Imperial Street and McPherson Avenue

The above intersection has, for many years, experienced many accidents despite the corrective measures which have been instituted by the municipality.

In November, 1967, the Council approved the installation of a four-way flasher but this decision was reversed when it was learned that Imperial Street was to be widened in the next year.

It now appears that this widening project will not be undertaken until 1971.

Accidents are continuing to occur at the intersection so it was being recommended that a red flashing signal be mounted atop the stop sign at McPherson Avenue and Imperial Street for the Northbound movement in order to draw the attention of those motorists to the fact that they must stop at Imperial Street.

(17) Linden Apartments

It was being recommended, as a result of investigating a complaint concerning a noise problem purportedly created by patrons of an entertainment establishment on Edmonds Street who leave the place in their vehicles via a lane which abuts Linden Apartments, that the lane, which extends from Linden Avenue to the gravel parking lot at the rear of the commercial area, be barricaded at its Western end for a one month trial period and that the situation be re-evaluated at the end of that time.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:

"That the recommendations of the Committee covering Items (2) to (17) inclusive be adopted."

CARRIED UNANIMOUSLY

The Council also directed that the Mid-Burnaby Ratepayers' Association be advised of the action taken by Council this evening in respect of Item (2) of the Traffic Safety Committee's report.

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

THE COMMITTEERECONVENED AT 9:05 P.M.

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MUNICIPAL MANAGER submitted Report No. 83, 1969 on the matters listed below as Items (1) to (6), either providing the information shown or recommending the courses of action indicated for the reasons given:

(1) Proposed Commercial Development in D.L.'s 137 and 138

The Planning Department has reported as follows In connection with the captioned subject:

- (a) Interest has recently been expressed in the development of land in D.L.'s 137 and 138 for commercial purposes.
- (b) The area involved is located between Halifax Street, Augusta Avenue and the proposed Phillips Avenue extension.
- (c) A portion of the area is owned by the Corporation.
- (d) The Planning Department has been approached on various occasions by developers to consider a sale or exchange of the municipal land to create a site suitable for the development of a commercial centre.
- (e) The Apartment Study recommended a medium density residential development in this general area and also indicated the need for the future development of a district commercial centre serving the South-West slope of Burnaby Mountain.
- (f) An attached sketch illustrates the proposed land uses in the area and the projected major roads.
- (g) The existing thirty-three foot wide road allowances through the site could be cancelled and consolidated with the municipally-owned parcel.
- (h) The Council, in 1968, approved a 600 unit apartment development (Villa Montecito) to the South of the proposed commercial centre, and this apartment project has stimulated interest in the commercial development.
- (i) In view of the foregoing, it would appear that the sale of the municipal land could be considered. The most appropriate way would be to offer the land for sale by public tender, subject to certain conditions, to ensure that the desired development will be achieved within a given time and that a satisfactory relationship with existing and proposed surrounding development will be established.
- (j) The revised Apartment Study indicated that a Community Plan was desirable for the general area. This Plan is now being prepared and will be submitted to Council by the end of March, 1970. The Plan will define the uses in the area in more detail and will establish the necessary criteria to achieve a balanced development with a good relationship between the various elements proposed for the area.

The detailed conditions relating to the Community Plan should be attached to the proposed sale of the municipal property.

- (k) It was being recommended that Council agree to consider the sale of the municipal property involved, by public tender, with it being subject to certain conditions that would be established in conjunction with the Community Plan which is being prepared for the general area.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN MERCIER:
"That, before acting on the subject of the report from the Planning Department, a further elaboration of the matter be provided, including maps showing the relationship between the proposed commercial development and the remainder of the area."

CARRIED UNANIMOUSLY

(2) Myrtle - Freeway Area

The Planning Department has produced a plan, which is being submitted herewith, illustrating the road pattern envisaged for the above area.

In addition, the Department has offered the following comments:

- (a) The relative location of the G. N. Railway and the Freeway have isolated, to some degree, a narrow area of land in the central valley. Because of its strategic location adjacent to major rail and highway transportation arteries, the area offers excellent development potential for industry. However, difficult building ground and the location of a major water course have precluded early development of adequate East-West circulation and collector roads.
- (b) Myrtle Street should ultimately be limited to only providing local access and Still Creek Street should be developed as the major industrial collector road between Boundary Road and Douglas Road.
- (c) The future interchange of Still Creek Street with Willingdon Avenue has already been considered in the design and recent construction of the Overpass structure at the Great Northern and Canadian National Railways.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:
"That the submission from the Planning Department be received."

CARRIED UNANIMOUSLY

(3) Mobile Home Study

The Planning Department is herewith submitting a report in connection with the above matter, as requested by Council.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN LADNER:
"That the report of the Planning Department entitled "Mobile Home Study" be tabled until the January 19, 1970 Council meeting."

CARRIED UNANIMOUSLY

(4) Central Employment Agency

The Personnel Director has submitted the following in connection with the above subject:

- (a) The Personnel Department provides employment services to municipal departments and the Burnaby School Board.
- (b) A total of 647 employees have been placed through the Personnel Department, to date, during 1969.
- (c) Placement fees were obtained from three reputable private agencies in Vancouver which indicated that it would cost the municipality approximately \$400.00 to fill each position.
- (d) The estimated cost of the Personnel Department providing employment services is \$25,000.00 per year, and this compares to \$72,000.00 which would be charged by private placement agencies for the equivalent work.
- (e) In addition to recruiting, the Personnel Department also conducts approximately sixty in-service promotional competitions each year. It would be impractical to assign this type of work to an outside placement agency.
- (f) From the foregoing, it must be concluded that it would be significantly more expensive to use a private placement agency for municipal hiring.
- (g) The Director of the Municipal Labour Relations Bureau indicated that his staff was fully committed to their primary responsibilities to member municipalities for some time to come.
- (h) There would appear to be certain advantages to centralization in the Bureau of certain municipal staff services. First priorities would be job classifications and rationalization of wage rates and other employment conditions among all the municipalities in the Lower Mainland area.
- (i) Municipal training programmes could best be co-ordinated from the Bureau. As a matter of interest, Burnaby is the only municipality in the Lower Mainland that provides an effective employee training and safety programme. As a result, Burnaby tends to become a consultant for other municipalities.
- (j) The possibility of eventually centralizing employment services in the Municipal Labour Relations Bureau has the following potential advantages:
 - (i) It would remove overlapping recruiting efforts by member municipalities.
 - (ii) Testing and examination procedures would be more efficient and testing facilities more adequate.
 - (iii) Advertising costs would likely be reduced.
 - (iv) Eligible candidates could be pooled for types of work common to each municipality.

(k) The following disadvantages would occur, however:

- (i) Position requisites must be carefully and clearly communicated to any hiring agency. A longer communication link than is required for an internal division would result in certain intangible costs.
- (ii) Municipal policies and conditions of employment for each municipality in the Lower Mainland still vary considerably. An internal staffing department can apply these policies and conditions to the hiring process automatically whereas a central agency would need to keep tabs for each municipality.
- (l) Considering all factors, it is being suggested that centralization of certain staff services with the Municipal Labour Relations Bureau, or a division of the Regional District, is a worthwhile objective, subject to agreement and similar participation by other municipalities in the Lower Mainland area. This objective is consistent with the trends toward standardization in area bargaining with the Canadian Union of Public Employees.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN McLEAN:

"That the matter of the municipality recovering from the Burnaby School Board the cost of recruiting employees for the Board be referred to the Municipal Manager for consideration and report."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DRUMMOND:

"That, because the centralization concept outlined by the Personnel Director in his report is felt to warrant consideration, he explore the feasibility of the Municipal Labour Relations Bureau, or some similar regional agency not connected with the Greater Vancouver Regional District, providing a vehicle for the mutual participation by municipalities in a central employment agency whose function would be the preliminary screening of applicants for municipal employment and the referral of them to appropriate municipal governments for final selection."

CARRIED UNANIMOUSLY

(5) Personnel Department Report

A report from the Personnel Director containing statistics relating to position establishment changes and related matters was being submitted.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN LADNER:

"That this report be received."

CARRIED UNANIMOUSLY

(6) Walkway connecting Cliff Avenue with Paulus Crescent

As a result of Council receiving a complaint in September regarding the nuisances caused by the existence of the above walkway, the people in the immediate vicinity were canvassed to determine their reaction to the closing of the Walkway.

Eleven of the property owners out of a total of 29 expressed an objection to the proposed closure, and no one signified support for the proposal.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:

"That no action be taken to close the walkway connecting Cliff Avenue with Paulus Crescent because:

- (a) None of those canvassed indicated support for such a proposal.
- (b) School students would need to walk along streets where there are no sidewalks if they were not able to use the walkway."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:

"That the Municipal Engineer submit a report indicating the advisability of installing a barricade at the mouth of the walkway connecting Cliff Avenue with Paulus Crescent in order to prevent vehicular traffic from entering and using it, and he also ask the R.C.M.P. to make periodic patrols of the area to minimize, as much as possible, the misuse which may be made of the walkway."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

"That the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

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

CARRIED UNANIMOUSLY

* * *

B Y - L A W S

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

"That leave be given to introduce:

"BURNABY CAPITAL EXPENDITURE PROGRAMME BY-LAW 1969, AMENDMENT
BY-LAW 1969"

#5639

"BURNABY SECURITY ISSUING BY-LAW NO. 2, 1969"

#5634

and that they now be read a First Time."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:
"That:
"BURNABY CAPITAL EXPENDITURE PROGRAMME BY-LAW 1969,
AMENDEMTN BY-LAW 1969"
"BURNABY SECURITY ISSUING BY-LAW NO. 2, 1969"
be now read a Third Time."

CARRIED UNANIMOUSLY

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ALDERMAN LADNER LEFT THE MEETING.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:
"That the Council do now resolve into a Committee of the Whole to consider and report on "BURNABY PARKS AND RECREATION COMMISSION BY-LAW 1969" #5625."

CARRIED UNANIMOUSLY

Alderman Mercier mentioned that the points he had made earlier regarding the delegation by Council of its administrative powers in respect of Parks and Recreation matters had not been dealt with in a manner considered satisfactory.

He pointed out that the sections of concern were 18 to 22 inclusive.

Alderman Mercier suggested that perhaps Sections 19 to 22 should be deleted from the By-law and the matters covered by those sections placed in a schedule that could, if desired, be amended from time to time as Council deemed fit.

The Council directed that the changes desired by Alderman Mercier be considered by the Municipal Manager and the other officials involved in the matter.

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MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN DAILLY:

"That the Council do now rise and report progress on the By-law."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

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

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

"That:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 81, 1969" #5630

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 84, 1969" #5633

"BURNABY CAB AND COMMERCIAL VEHICLE BY-LAW 1951, AMENDMENT
BY-LAW, 1969" #5637

be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN DRUMMOND:

"That the meeting now adjourn."

IN FAVOUR -- HIS WORSHIP, MAYOR PRITTIE,
ALDERMEN CLARK AND
DRUMMOND

AGAINST -- ALDERMEN McLEAN, MERCIER,
HERD AND DAILLY.

MOTION LOST

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

"That the meeting extend beyond the hour of 10:00 p.m."

CARRIED

AGAINST -- ALDERMAN CLARK

ALDERMAN MERCIER LEFT THE MEETING.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 81, 1969" RZ #79/69

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 84, 1969" RZ #80/69

"BURNABY CAB AND COMMERCIAL VEHICLE BY-LAW 1951, AMENDMENT
BY-LAW, 1969"

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

CARRIED UNANIMOUSLY

*

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Dec/22/1969

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

CARRIED UNANIMOUSLY