

MAY 26, 1969

An adjourned meeting of the Municipal Council, which was scheduled to commence at 7:30 p.m., was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B.C. on Monday, May 26, 1969 at 7:15 p.m.

PRESENT Mayor R.W. Prittie in the Chair;
Aldermen Clark, Dailly, Drummond,
Herd, Mercier and McLean.

ABSENT Aldermen Blair and Ladner

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MCLEAN:
"That the minutes of the meeting held on December 30, 1968 be adopted as written and confirmed."

CARRIED

ABSTAINING - Mayor R.W.
Prittie and
Alderman Clark

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN MCLEAN:
"That the minutes of the meetings held on January 6, 1969 and on May 12, 1969 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

ORIGINAL COMMUNICATIONS

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

CARRIED UNANIMOUSLY

President, Burnaby Civic Employees Union, submitted a letter giving notice pursuant to Section 25 of the Mediation Commission Act of B.C., of intention to strike.

Assistant Corresponding Secretary, Burnaby Council of Women, wrote to express appreciation for the prompt attention given the polluted area between Smith Avenue and Belville Avenue.

Mr. G. A. Fulton and others submitted a petition drawing attention to a dust condition in the lanes paralleling Nelson Avenue between Portland Street and McKee Place, including those serving Sunflower Avenue.

The petitioners requested that these lanes be paved as a permanent means of overcoming the dust problem.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN CLARK:
"That the request of the petitioners be referred to the Municipal Engineer for a priority rating and a report to Council."

CARRIED UNANIMOUSLY

May/26/1969

Mr. W. H. L. Rogers submitted a letter lodging complaints about the following three situations:

- (a) Parking around his property at 6596 Mariborough Avenue, which is on the corner of that Avenue and Grimmer Street, caused by the dwellers of apartment buildings in the area parking in front of his property.
- (b) Litter in the ditches in front of his property.
- (c) Enforcement of the 20 MPH speed limit on the streets peripheral to Lobley Park (Grimmer and Bennett Streets).

Mr. Rogers made the following suggestions aimed at rectifying the conditions mentioned:

- (a) That signs be erected on those portions of Mariborough Avenue and Grimmer Street abutting his property to ensure him of parking privileges.
- (b) That, at least once a month, the ditches be inspected and cleaned by the Municipality.
- (c) That, if the 20 MPH speed limit in question is not to be enforced, the signs be removed, otherwise the presence of these signs gives people a false sense of security and safety when on or near the streets.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN MERCIER:
"That the first two complaints from Mr. Rogers concerning parking and ditch cleaning be referred to the Municipal Engineer for attention and the third one regarding the speed limit on the streets adjacent to Lobley Park be referred to the R.C.M.P. for enforcement of the limit, with a copy of the letter written in that regard being sent to the Traffic Safety Committee."

CARRIED UNANIMOUSLY

General Manager, Transportation, B. C. Hydro and Power Authority, submitted a letter providing the following information in response to a request of Council for an indication as to future plans for additional transit service in the Eastern section of the Municipality, particularly the Leugheed Shopping Mall area:

- (a) B. C. Hydro and Power Authority is currently studying the question of rearrangements in service and probably will wish to discuss this matter with the Planning and Engineering Departments before presenting anything to Council.
- (b) Any arrangements which may be made by Coquitlam in regard to replacing the bus service formerly operated by Columbia Stage Limited may have some effect on the future plans of the Authority. This situation will need to be given full consideration before finalizing proposals.
- (c) When more definite information is available, the Council will be advised.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN DAILLY:
"That the D.C. Hydro and Power Authority be urged to accelerate the study mentioned in the letter received this evening in order that the Sullivan Heights and East Burnaby areas of the Municipality are not deprived of transit service for very long and the Authority be requested to provide a specific date when the results of the study mentioned in its letter will be available."

CARRIED UNANIMOUSLY

General Manager, Greater Vancouver Visitors and Convention Bureau, wrote to advise that a vigorous membership campaign has resulted in 36 new members who have contributed a total revenue of \$2,950,00. He added that the Bureau has received a \$2,000,00 per year increase in dues from the Hotel Vancouver and a \$600,00 increase from the Bayshore Inn.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN MCLEAN:
"That authority be granted to pay the Greater Vancouver Visitors and Convention Bureau \$3,000.00 in addition to the \$12,000.00 which was approved on April 21, 1969."

CARRIED UNANIMOUSLY

Administrator, Greater Vancouver Regional District, forwarded a report dealing with the feasibility of waste disposal and requested that Council offer its opinion on the submission.

The report, which was from a Special Committee, contained the following:

- (a) There is an urgent need to assess the problem of solid refuse disposal in the Regional District.
- (b) Some member Municipalities, representing over half of the population of the District, are presently either exporting their refuse beyond their boundaries or are in immediate need of such sites.
- (c) Without prior basic studies, it would be premature and unwise to have the Regional District assume the administration and operation of the existing refuse disposal sites.
- (d) To a limited extent, a study has been made by Mr. J. J. Kaller, P.Eng., on the problem of solid waste in the Greater Vancouver area. One of the indications in that study is that refuse disposal must be considered in a Regional context for an area that is so established.

The report from the Special Committee made the following recommendations:

- (1) That the Greater Vancouver Regional District recognize the adoption of the function of refuse disposal, at least insofar as research is concerned at the present time.
- (2) That the Regional District approach the Corporation of the District of Burnaby with a view to having Mr. Kaller's research enlarged to include the whole of the said District under the direction of, and reporting to, the Regional District Board through

May/26/1969

the Special Committee, with details of the administrative arrangements necessary to accomplish this end being worked out between the Administrator for the District and the Municipal Manager for Burnaby.

- (3) That a proposed \$6,000.00 be allocated in the Regional District's budget for 1969 for research and preparation of reports for the District.
- (4) That Mr. Kaller submit, by December 1969, a progress report on inventory and classification of refuse disposal sites and details of the magnitude of the solid refuse disposal problem in all member Municipalities of the region.
- (5) That, following this report, two years be allowed for the production of an all-embracing report aimed at recommending processes and locations for refuse treatment and disposal together with proposed tributary areas.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DAILLY:
"That the five recommendations in the report of the Special Committee from the Greater Vancouver Regional District be endorsed."

CARRIED UNANIMOUSLY

Minister of Municipal Affairs submitted a draft bill on a proposed Rental Accommodation Grievance Board Act inviting representations on the Bill.

The following is a summary of the Bill:

- (a) The function of the Board would be to hear and determine appeals from Tenants or Landlords relating to the terms of their dwelling accommodation.
- (b) The Council will be able, by By-law, to regulate terms and conditions upon which dwelling accommodations not occupied under a written lease may be rented and can prescribe:
 - (i) The amount of notice of rent increase to be given.
 - (ii) The amount of notice of termination to be given by a Landlord, except for cause.
 - (iii) The amount of notice of termination to be given by a tenant.
 - (iv) The level of service and maintenance to be provided.
 - (v) The conditions of entry for inspection of rental accommodation by the Landlord, except in the case of emergencies.
 - (vi) Such other matters as may be specified in the By-law.

The following points were made in Council during consideration of the Bill:

- (i) If this Legislation is enacted, Municipalities will need to assume the cost of operating the Rental Accommodation Grievance Board.

May/26/1969

- (ii) The fact each Municipality may have a By-law pursuant to the proposed Rental Accommodation Grievance Board^s Act will undoubtedly result in a diversity of regulations; therefore, either the Provincial Government or the Régional Districts should assume the function and implement regulations.
- (iii) At the present time, any grievance between a Landlord and a Tenant can be heard by the Courts.
- (iv) Perhaps the Provincial Government could engage an Ombudsman to handle, among other things, grievances between Landlords and Tenants.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN MCLEAN:
"That the proposed Rental Accommodation Grievance Board^s. Act, as supplied this evening by the Minister of Municipal Affairs, be referred to the Housing Committee for consideration in conjunction with a proposal that the Landlord and Tenant Act be amended to provide for the creation of a Provincially-administered body, outside of the present judicial processes, to handle situations intended to be governed by the proposed Rental Accommodation Grievance Board^s; Act."

CARRIED UNANIMOUSLY

Port Manager, The North Fraser Harbour Commissioners, submitted Financial Statements for the year ended December 31, 1968.

Executive Director, Union of B.C. Municipalities, wrote to point out that the members of the U.B.C.M. agreed at the 1968 Convention to accept an assessment of between five and six cents per capita to cover the Union's share of the cost of a joint finance study.

He pointed out that, last October, an interim levy of two cents per capita was made and that it is now necessary to assess a further two cents per capita to cover continuing expenses.

The Executive Director enclosed an invoice in the amount of \$2,240.72 based on the assessment of two cents per capita using 1966 Census population figures.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN MCLEAN:
"That authority be granted to pay the amount of the invoice from the U.B.C.M."

CARRIED UNANIMOUSLY

Director of Adult Education submitted a letter advising that the Centennial Youth Programme was so successful that there is an established Young Voyageur Programme in which the Federal, Provincial and Local Governments are sharing. He added that, this year, 3500 young Canadian travellers will have visited some part of Canada.

The Director indicated that some purposes of the Programme are:

- (a) To meet and gain a better understanding of Canadians living and working in another Province whose regional and perhaps cultural background differs from their own.

- (b) To obtain first-hand knowledge of the educational, industrial, political and cultural development in another part of Canada.
- (c) To experience the variety and beauty of Canada, and sense for themselves the physical excitement of this country.
- (d) To exchange viewpoints with other students, and discuss different ideas and plans for the future.

He further indicated that, under the programme, a group of 24 students will visit Burnaby from Sarnia, Ontario between July 2nd and July 9th, 1969.

The Director requested that, because a Municipal reception committee is being formed to arrange a programme for these guests, a representative from Council attend an organizational meeting in the School Board Offices on May 29th at 7:30 p.m.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MCLEAN:

"That Alderman Blair be appointed the Council representative to attend the meeting mentioned by the Director of Adult Education, and if Alderman Blair is not able to attend the meeting, His Worship, Mayor Prittie appoint some other member of Council."

CARRIED UNANIMOUSLY

Secretary, Lower Mainland Municipal Association, submitted advice that the next meeting of the Association would be held on June 11th at 8:00 p.m. in the Evergreen Hall in Chilliwack.

Alderman Mercier questioned the purpose of Council belonging to the Lower Mainland Municipal Association. He pointed out that it is not a formal organization and there does not appear to be much advantage in being a member.

He suggested that the Association be advised that the meeting the Association is holding on June 11th will be the last one to which the Burnaby Council will send a delegate.

It was suggested that, in view of the Regional Government, it would appear that the Lower Mainland Municipal Association is no longer a viable organization.

It was submitted that there were matters often discussed at meetings of the Association which were of direct concern to individual Municipalities.

It was added that the Association acts as a discussion group for U.B.C.M. resolutions and very often the endorsement of resolutions to the U.D.C.M. Conventions by the Association was quite beneficial in enlightening the Convention.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

"That Alderman McLean attend the meeting of the Lower Mainland Municipal Association and submit a report summarizing the proceedings of the meeting and also indicating whether there is any regularity of meeting times of the Association. "

CARRIED UNANIMOUSLY

May/26/1969

His Worship, Mayor Prittie was also asked to consider the matter of appointing two members of Council to the Lower Mainland Municipal Association.

Mr. Walter W. Campbell submitted a letter on behalf of himself and his neighbours regarding a dust problem at Gamma Avenue and Dundas Street.

He made the following points in his submission:

- (a) The problem is primarily created by automobiles, particularly hot-rodders, spinning their wheels on the gravel when making their exit from Confederation Park,
- (b) The situation has become unbearable lately, to the point where it is often necessary to keep all windows closed in his house at 12 South Gamma Avenue.
- (c) Steps should be taken to alleviate the problem by either paving the thoroughfare where the Park exit joins Gamma Avenue or oiling the entire lane.

Municipal Manager stated that he had discussed the subject of the problem with staff from the Parks and Recreation Commission who had indicated that plans for the development of the portion of Confederation Park where the problem outlined by Mr. Campbell is occurring have not yet crystalized, with the result the Commission is reluctant to undertake any positive measures, such as paving, at this time.

He added that arrangements are, however, being made to oil the lane that is the subject of the complaint.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN MERCIER:
"That Mr. Campbell be forwarded the information conveyed by the Municipal Manager this evening."

CARRIED UNANIMOUSLY

It was understood that the R.C.M.P. would be asked to patrol the area where Mr. Campbell indicates hot-rodders are spinning their wheels with a view to having this problem eliminated or minimized.

Mr. H. R. Pedersen wrote to lodge a protest against the amount of property taxes he is required to pay. The following reasons for his complaint were provided:

- (a) His property receives a great deal of fly ash resulting from the operation of the Municipal Dump and industries in the area burning.
- (b) Marine Drive is a truck route, and the noise and vibrations as a result are unbearable.
- (c) It would seem from the amount being paid that he is being charged for curbs and sidewalks. Neither of these services are present, All he has is two deep ditches on both sides of his property.
- (d) He pays \$104.00/for two dwellings whereas a single family residences across the street only pays \$30.00.
water rates

May/26/1969

- (e) There two holes in the pavement of Marine Drive that have been there for the past year and cars make an extremely loud noise every time they bump over the holes.

Municipal Manager stated that the Municipality was, at one time, interested in purchasing Mr. Pedersen's property but Council felt that the plans for it were too far in the future so did not proceed with the acquisition. He added that the duplex owned by Mr. Pedersen was constructed shortly afterwards.

As regards the specific points made by Mr. Pedersen in his letter, the Manager offered the following:

- (1) The situation in regard to fly ash must have been known by Mr. Pedersen when he built the duplex.
- (2) He must also have known that Marine Drive was a main highway when locating his duplex.
- (3) There are no Local Improvement charges levied against his property but it is significant that Marine Drive was paved at no cost to the abutting owners rather than as a Local Improvement.
- (4) The \$104.00 mentioned by Mr. Pedersen actually represents \$50.00 for water rates, \$33.00 for paving on Stride Avenue along the flankage of his property, and \$21.00 for the sewer.
- (5) The Municipal Engineer has been asked to arrange for the repair of the holes on Marine Drive if such work is necessary. It is believed that these "holes" are transverse cuts in the pavement.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN MERCIER:
"That the information conveyed this evening by the Municipal Manager respecting the complaint from Mr. Pedersen be transmitted to him."

CARRIED UNANIMOUSLY

Mr. & Mrs. H. F. Summers submitted a letter requesting an extension of the Notice to Quit their property at 3856 Hastings Street until the last part of June when it is expected that another suitable location will be found by them.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN MCLEAN:
"That the request of Mr. & Mrs. Summers be granted."

CARRIED UNANIMOUSLY

Mr. R. G. MacDonald submitted a letter registering a complaint concerning the damage, litter and inconvenience caused by the public who use the walkway connecting the 2000 Block Cliffe Avenue with Paulus Crescent.

Mr. MacDonald made the following points in his submission:

- (a) The walkway is along the South side of his property where he has planted a row of decorative vines, roses and shrubs.
- (b) Over the past 9 years or so, both he and his neighbour have spent considerable sums repairing damage caused by the public using the walkway.
- (c) People frequently park in the walkway and throw empty liquor bottles onto his property.
- (d) A neighbour's dog frequently barks when anyone passes along the walkway.
- (e) Lately, young people on motorcycles have used the walkway for racing.
- (f) The walkway, it is understood, was originally provided in order to give the people of upper Paulus Crescent and Golden Street easier access to a bus route that was planned for Cliffe Avenue. This route never materialized.

Mr. MacDonald concluded by requesting that the walkway be permanently closed. He added that, if felt desirable, he would be prepared to purchase a portion of the walkway from the Municipality.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

"That the submission from Mr. MacDonald be referred for investigation and report."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN MCLEAN:

"That, whenever Acting Mayor Drummond is absent during the months of May and June 1969, Alderman Herd serve as the Acting Mayor."

CARRIED UNANIMOUSLY

His Worship, Mayor Prittie, reported verbally on a visit by the Minister of National Health and Welfare to this area.

In that regard, he stated that the Minister, Mayor Evers of New Westminster, and representatives from Burnaby toured the area to view it for sites that could be considered suitable for the next Canada Summer Games.

Mayor Prittie mentioned that a meeting was to be held tomorrow with representatives of the Park and Recreation Commission to consider the preparation of an application for the Games.

He pointed out that it will be necessary to form a Society which would then make the application.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN DAILLY:

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

CARRIED UNANIMOUSLY

R E P O R T S

TRAFFIC SAFETY COMMITTEE submitted reports on the matters listed below as Items (1) to (10), recommending the courses of action indicated for the reasons provided:

(1) Buckingham Avenue and Sperling Avenue

As a result of representations from some residents of the Buckingham-Sperling area regarding the matter of traffic control measures at the captioned intersection, the Committee concluded that a letter should be circularized to all residents in the area to ascertain their wishes on traffic control at the intersection in question. The letter will contain an outline of alternative methods of traffic control that have been considered. Upon receipt of replies from the residents concerned, results will be tabulated/a firm recommendation made to Council.

Pending completion of the survey, the Committee feels some immediate action was required due to the following:

- (a) The "No Left Turn" signs presently in position at Buckingham Avenue and Sperling Avenue are not accomplishing the purpose for which they were installed.
- (b) Traffic proceeding South on Sperling Avenue making a "U" turn, either in the Deer Lake Park parking lot or on Sperling Avenue itself, is creating an extreme hazard to people at the Park. This hazard will be further aggravated with the approaching holiday season.

The Committee recommended that Council authorize the removal of the "No Left Turn" sign at the intersection of Sperling Avenue and Buckingham Avenue pending completion of the survey mentioned above.

Alderman Clark, as Chairman of the Traffic Safety Committee, suggested that the recommendation of the Committee was not in accordance with the action taken at its meeting.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN HERD:
"That the report of the Traffic Safety Committee be referred back for clarification on the matter of the action proposed in connection with the Buckingham-Sperling area."

CARRIED UNANIMOUSLY

(2) Sullivan Heights Area

When the Committee first recommended traffic control measures in the Sullivan Heights area, it was on the understanding that the controls were to be removed when North Road was improved to its ultimate standard. This project is now in its final stages. Some decision should be made regarding the disposition of the traffic control measures.

The Committee recommended that Council approve the removal of all turn restriction/sign on David Drive, Casewell Street, Sullivan Street and Cameron Street where they enter North Road.

The barricade on Still Creek Street at North Road should remain until such/as the Municipality is in a position to make a decision on the question of permanently closing the Street.

May/26/1969

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

CARRIED UNANIMOUSLY

(3) Sperling Avenue and Imperial Street

Many requests have been made over the past few years for additional traffic control devices at the captioned intersection, such as 4-way stops, flashing lights and traffic signals. In each case, investigation has failed to produce warrants for the installation of any devices other than the existing two-way stop control on Sperling Avenue.

It has been found during these past investigations that:

- (a) The majority of accidents occurring are of the right-angle type. It was thought that this was happening because the stop signs were difficult to see but, on inspection, it was found that this was not the case. As a matter of fact, the stop signs are visible for a distance of at least 1,000 feet.
- (b) From an examination of accident reports, it was found that 50% of the drivers claimed they did not see the stop sign despite the fact they are oversized and clearly visible.
- (c) Taking into account that probably half of these people were only making excuses, it was felt there was still a serious traffic problem which required attention.

The Municipal Engineer installed advance signs warning of the requirement to stop on Sperling Avenue at Imperial Street. In addition, the ^{NOTE} "STOP" has been painted on the Sperling Avenue pavement at the stop lines.

It was being recommended that Council ratify the action of the Engineer.

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

CARRIED UNANIMOUSLY

(4) Beresford Street and Wilson Avenue

A complaint was received regarding the accident rate at the above intersection.

Investigation showed that:

- (a) The intersection is a fairly open one, particularly from the North approach where the existing B.C. Hydro and Power Authority right-of-way provides a clear view both East and West along Beresford Street. The same situation prevails for Beresford Street traffic looking North on Wilson Avenue.
- (b) Vehicles entering the intersection from the South do not have the same sight distance as those from the North, although it could not be classed as bad.

- (c) In spite of the foregoing, the accident trend over the last three years indicates there will likely be some this year.

Because it is felt some control is warranted, it was being recommended that "Yield" signs be installed on Wilson Avenue at Beresford Street.

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

CARRIED UNANIMOUSLY

(5) Ingleton Avenue at Myrtle Street

Investigation of a request for stop signs on Ingleton Avenue at Myrtle Street revealed the following:

- (a) There have only been two right-angled collisions at the intersection this year.
- (b) There is a slight view problem at the intersection.
- (c) 1200 vehicles per day enter the intersection, which does not justify the installation of stop signs.

The owners of the properties on which the view obstruction exists are being asked to improve the situation.

It was being recommended that, other than the request which is being made of the owners, no action be taken on the request for stop signs on Ingleton Avenue at Myrtle Street.

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

CARRIED UNANIMOUSLY

(6) Ingleton Avenue from 12th Avenue to Still Creek Street

Because it was found that there are no outstanding features on the captioned portion of Ingleton Avenue justifying a request for a 20 MPH speed limit, it was being recommended that no action be taken on the request.

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

CARRIED UNANIMOUSLY

- (7) (a) Willingdon Avenue between Moscrop Street and Dawson Street.
- (b) Moscrop Street between Willingdon Avenue and Royal Oak Avenue

In 1967, the Committee recommended that the speed limit on Willingdon Avenue from Moscrop Street to Canada Way be increased from 30 MPH to 40 MPH. The Council did not support this proposal because of the lack of data relating to existing speeds on the street.

This information has now been collected and, in the course of doing this, the following extract from the Automotive Safety Foundation's publication "Traffic Control and Roadway Elements", was noted:

"Over the years, traffic engineers have evolved a rationale for speed zoning based on the following:

- (1) Motorists govern their speed more by traffic and roadway conditions than by indicated speed regulations. The majority of motorists will select a speed based on such conditions which are reasonable and safe for them. Speeds which are obviously higher or lower than those called for by these types of conditions will be ignored by the majority of motorists.
- (2) Speed limits, to be effective, must be enforceable. This means that a speed limit must be such that a majority of motorists will observe it voluntarily and enforcement can be directed to the minority."

Bearing this rationale in mind, radar checks along the captioned streets were taken. As a result of this, it was being recommended that:

- (a) The speed limit on Willingdon Avenue from Moscrop Street to Dawson Street and on Moscrop Street from Willingdon Avenue to Royal Oak Avenue be increased from 30 MPH to 35 MPH.
- (b) Parking be prohibited 300 feet either side of all vehicular accesses on Willingdon Avenue between Moscrop Street and Canada Way.

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

CARRIED UNANIMOUSLY

- (8) North Side of Edmonds Street from Linden Avenue to Humphries Avenue

As a result of investigating a request for a one-hour parking restriction at the above location, it was being recommended that no action be taken because it was found that most of the time there were vacant parking spaces available.

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

CARRIED UNANIMOUSLY

- (9) Delta Avenue and Eastlawn Drive

It was being recommended that Council authorize the installation of a bus stop in the North bound direction on Delta Avenue farside Eastlawn Drive.

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

CARRIED UNANIMOUSLY

- (10) Lane South of Brentlawn Drive between Beta and Delta Avenues

Consideration was given three alternative proposals designed to eliminate or minimize a traffic problem in the above lane. The following comments are being offered on each of them:

- (a) It is not considered practical to barricade the access road to the upper Brentwood parking lot due to anticipated opposition from the Shopping Centre
- (b) The installation of concrete barricades in such a manner as to produce an extension of the existing island on Beta Avenue northbound to prevent the through movement of traffic into the lane would likely be unacceptable to the public because access to the upper parking lot and the lane south of Brentlawn Drive west of Delta Avenue would be restricted to a right turn in and a right turn out. A truncation from the northwest corner of the lane and Beta Avenue would be required and the pavement on Beta Avenue would need to be widened.
- (c) Raised medians to prevent the same type of movement as in (b) is considered the most desirable from the traffic point of view. However, the high costs involved (\$11,300.00 for medians using curb and gutter construction, of \$9,700.00 for medians utilizing extruded curbs) cannot be justified because of what is regarded as a minor traffic problem.

The only proposal felt to merit consideration is the restriction of traffic in the lane to an eastbound movement but only if the majority of residents abutting the lane concur.

A survey is being conducted, by mail, of all these residents to determine their wishes on this matter.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN CLARK:
 "That the course of action outlined by the Committee in its report be endorsed."

CARRIED UNANIMOUSLY

MUNICIPAL MANAGER submitted Report No. 38, 1969 on the matters listed below as Items (1) to (5), either providing the information shown or recommending the courses of action indicated for the reasons given:

- (1) Lot 1, Block "A", D.L. 35, Plan 5056 and Lot "A", S.D. 2, D.L. 35, Plan 6952
(RZ No. 8/69)

The Planning Department has reported, as follows, on a proposal to rezone this property to Community Institutional District (P5):

- (a) We have examined the possibility of the subdivision south of the subject property being developed without a lane for secondary access, as shown on Sketch 1 accompanying the report.

This will create a problem of access to Boundary Road and we have therefore assumed that secondary access is a basic requirement for lots fronting on Boundary Road.

- (b) Accepting the requirement of a lane, alternatives for its location have been noted on Sketches 2 and 3 accompanying the report.
- (c) The first (No. 2) shows the lane turning out to Boundary Road. The other sketch (No. 3) shows two further alternatives with the lane turning East along the South side of the subject property and then either turning South to Christopher Court or North to Burke Street.
- (d) It is apparent that to take the lane East along the South side of the property in question then North to Burke Street creates a tortuous lane of unnecessary length.
- (e) Turning the lane South to Christopher Court will also create a difficult lane pattern and will restrict the future subdivision by reducing by one the number of lots which can be developed.
- (f) Taking these facts into account, we have concluded that, even though it means accepting a lane access to Boundary Road, the best solution to the problem of secondary access is to turn the lane West as shown on Sketch 1 and as originally noted in the report submitted to Council on April 14, 1969.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN MERCIER:
 "That the prerequisite established by Council on May 14, 1969 in connection with the rezoning proposal at hand relating to the dedication of property for lane purposes be amended to require the creation of a cul-de-sac at the North end of the lane proposal shown on Sketch 2 rather than extending the lane westward to Boundary Road.

CARRIED UNANIMOUSLY

(2) Municipal Property - Allman Street (D.L. 87)
SUBDIVISION REFERENCE NO. 243/63

Before four Municipally owned lots on Allman Street can be offered for sale, it is necessary that services be provided to them.

It was therefore being recommended that the following services be provided to these properties through the Land Development Fund:

(a) Lane Construction (for Lots 8 & 9)	- \$1,470.00
(b) Lane Construction (for Lot 20)	- 730.00
(c) Storm Sewer	- <u>7,860.00</u>
TOTAL	<u>\$10,060.00</u>

It was also being recommended that, on completion of this servicing, the lots in question be placed in a sale position.

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

CARRIED UNANIMOUSLY

May/26/1969

(3) Easement - Lot 76, D.L. 57, Plan 32438

It was being recommended that authority be granted to accept an easement, for drainage and sewerage purposes, over a portion of the above described property.

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

CARRIED UNANIMOUSLY

(4) Financing

In order to ensure that the Municipality's financing needs are known to the Greater Vancouver Regional District for inclusion in future financing plans, the District has been advised that the Corporation will require financing for the following:

(a) A \$1,803,050 Local Improvement issue with a 15 year serial and a Coupon approved by the Provincial Government to be financed 80% or \$1,442,440 at this time.

(b) \$1,000,000 for sewer purposes;.

It was being recommended that this action be ratified by Council.

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

CARRIED UNANIMOUSLY

ALDERMAN DRUMMOND LEFT THE MEETING

(5) Weiser Lock Co. Ltd. and John D. and Priscilla Drummond

Hawthorne Avenue was closed between Beresford Street and Prenter Street. The Order was granted subject to easements being given to the Corporation, the B. C. Hydro and Power Authority and the B.C. Telephone Company, to our satisfaction.

Right-of-way plans have now been received and the attendant documents have been forwarded to the above persons for execution.

The Right-of-way covers all of the portion of Hawthorne Avenue that was closed plus the South 10 feet of Lots "H" and "G" that were formed by the Plans Cancellation.

The consideration is \$1.00.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:
"That authority be granted to acquire the easement that is the subject of the Manager's Report and execute the attendant documents."

CARRIED UNANIMOUSLY

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

THE COMMITTEE RECONVENED AT 9:05 P.M.

ALDERMAN DRUMMOND RETURNED TO THE MEETING.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN MCLEAN:
"That the Committee now rise and report."

CARRIED UNANIMOUSLY

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

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 "BURNABY ZONING BY-LAW 1965,
AMENDMENT BY-LAW NO. 22, 1969" #5516

CARRIED UNANIMOUSLY
This By-law provides for the following proposed rezoning:
Reference RZ #3/69

FROM RESIDENTIAL DISTRICT FIVE (R5) TO COMMUNITY
INSTITUTIONAL DISTRICT (P5)

- (a) Lot 1, Block "A", D.L. 35, Plan 5096
- (b) Lot "A", S.D. 2, D.L. 35, Plan 5952

(52ND Boundary Road and 3730 Burke Street)

It was drawn to the attention of Council that, following receipt of Item 1 of Report No. 38, 1969 earlier this evening, the prerequisite relating to the dedication of land for lane purposes which, among other things, was established by Council was amended.

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED

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

CARRIED UNANIMOUSLY

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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 "BURNABY ZONING BY-LAW
1965, AMENDMENT BY-LAW NO. 53, 1969" #5419."

CARRIED UNANIMOUSLY

This By-law provides for the following proposed rezoning:

Reference RZ #77/68 & 85/68

FROM: RESIDENTIAL DISTRICT FIVE (R5)
TO MULTIPLE FAMILY RESIDENTIAL DISTRICT (RM3)

May/26/1969

(i) Block 27, East 422 feet except Plans 12272, 10045, 14871, and except part on filing 49521, D.L. 32, Plan 812

(ii) Lot 6, Block 27, D.L. 32, Plan 14871

(5087, 5093 and 5109 Newton Street -- Located on the North side of Newton Street from a point 144 feet East of Marlborough Avenue Eastward a distance of 177 feet)

The Municipal Clerk stated that the prerequisites which had been established in connection with this proposed rezoning have been satisfied.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN MERCIER:

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

THE COUNCIL RECONVENED

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN MERCIER:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN MERCIER:

"That 'BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 63, 1969' be now read a Third Time."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That 'BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 6, 1969' #5478 be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That 'BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 6, 1969' RZ #54/68 and 1/69 be now finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY

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- 19 -

May/26/1969

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

CARRIED UNANIMOUSLY