

DECEMBER 14, 1970

A regular meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Monday, December 14, 1970 at 7:00 p.m.

PRESENT: His Worship, Mayor Prittie in the Chair;  
Aldermen Blair, Clark, Dailly (7:25 pm),  
Drummond, Herd, Ladner, Mercier and McLean;

HIS WORSHIP, MAYOR PRITTIE, welcomed Captain R. Faulkner, Commanding Officer of #759 "EAGLE" Squadron (North Burnaby) of the Royal Canadian Air Cadets and a number of senior cadets from the squadron.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:  
"That the Minutes of the meetings held on November 30th and December 7, 1970 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

ORIGINAL COMMUNICATIONS

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

CARRIED UNANIMOUSLY

Secretary, Burnaby Fire Fighters Association, submitted a letter in which notice was served that the Association (Local 323 of the International Association of Fire Fighters) wishes to re-open its working agreement with the municipality to negotiate terms for the Year 1971.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:  
"That the submission from the Burnaby FireFighters Association be referred to the Municipal Manager for the attention of the negotiators for the Corporation."

CARRIED UNANIMOUSLY

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Mrs. Clarice L. Harkley wrote to describe a problem she is having with a tenant on her property at 6316 Thorne Avenue

*Municipal Manager read a report he had received from the Health Department relating to the problem concerning Mrs. Harkley, as follows:*

- (a) An attempt was made to contact Mrs. Harkley at 6316 Thorne Avenue on December 10, 1970 but it appeared there was no one home.*
- (b) Mr. Sheramato Jr., the tenant in question, was then interviewed and he disclosed he intends to move his operation to a site known as 5855 Marshland Avenue by December 15, 1970.*
- (c) This latter location was inspected and it was noted that forms for a new building have been installed and a construction crew was working on the site. It was also determined that the building will be completed and ready for occupancy by December 31, 1970.*
- (d) Mrs. Harkley has been accepting rent from Mr. Sheramato Jr. up to December 15, 1970.*
- (e) Mrs. Harkley shut off the water supply to Mr. Sheramato's operation on December 1, 1970, thus leaving the flush toilet fixture inoperable. Mr. Sheramato Jr. is, however, using water from an open ditch in front of the premises for flushing purposes. The plant toilet and septic tank field were in good repair and no odour or nuisance was evident.*

It was concluded by Council that the problem concerning Mrs. Harkley is one involving a landlord/tenant disagreement and, apart from sanitary conditions pertaining to the operations of Mr. Sheramato Jr., there is nothing the municipality can do to resolve her problem with him.

Mrs. D. (Val) Clark and Mrs. R. (Elin) Ross submitted a letter expressing further views in respect of the development situation on land on the North side of Burnaby Lake.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:  
"That Mesdames Clark and Ross be invited to attend upon appropriate officials at the Municipal Hall in order to obtain a detailed explanation of the situation concerning them."

CARRIED UNANIMOUSLY

Mr. E. D. Buck submitted a letter:

- (a) Indicating he would have difficulty in complying with an order he received from the municipality to connect to the public sewer system within 60 days from November 12, 1970.*

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- (b) Suggesting that all those whose homes are served by satisfactory septic tanks be allowed to continue using such facilities, instead of being required to use the public sewer system, in order to not add to the volume of effluent that eventually is deposited in major waterways such as the Fraser River.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:  
"That the letter from Mr. Buck be referred to the Pollution Committee for attention."

CARRIED UNANIMOUSLY

ALDERMAN DAILY ARRIVED AT THE MEETING.

Imperial Paving Limited wrote to request that the Corporation lease the Company one acre of suitable land in the "Stride" Pit for five years on which the Company would locate facilities for reprocessing used lubricant oils.

*It was mentioned in Council that the report of Mr. J. J. Kaller on "Solid Waste Management" is scheduled for consideration at the December 21st Council meeting.*

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN LADNER:  
"That the Municipal Engineer submit a report to Council on December 21st indicating the nature of temporary uses that could be made of the land in the "Stride" Area where the gravel pit and garbage dump were located; and further, action on the request of Imperial Paving Limited be deferred until the December 21st meeting after the reports of Mr. Kaller and the Municipal Engineer, as mentioned above, have been considered."

CARRIED UNANIMOUSLY

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TABLED MATTER

The following matter was then lifted from the table:

Application to rezone a portion of Parcel "C", Sketch 12022, D.L. 175 SE½ of SW½

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:  
"That action on this rezoning application be deferred until the Planning Department wishes to report further on either the application, as it was first made, or the proposal that was advanced at the December 7th meeting concerning the dedication of a portion of the property involved for lane purposes."

CARRIED UNANIMOUSLY

THE CORPORATION OF THE DISTRICT OF BURNABY

HIS WORSHIP, THE MAYOR,  
AND MEMBERS OF THE MUNICIPAL COUNCIL

Gentlemen:

RE: 1970 LOCAL IMPROVEMENT PROGRAMME - Ornamental Street Lighting

In accordance with Section 589 of the Municipal Act, I beg to report that I have published in a newspaper circulating in the Municipality and also served upon the owners of property affected, Notice of Intention to construct, as a Local Improvement, Ornamental Street Lighting on the Streets described below:

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DESCRIPTION OF STREET	NO. OF OWNERS	51% REQUIRED TO DEFEAT PROJECT	NO. OF OBJECTIONS	TOTAL ASSESSED VALUE OF LAND	50% REQUIRED	TOTAL PETITIONERS' ASSESSMENT
Sapperton Avenue from Holmes Street to Klenner Drive ) Klenner Drive from Sapperton Avenue to the W.P.L. ) or Lot 101, P. 35990, D.L. 13 ) Mona Avenue from Sapperton Avenue to the W.P.L. of ) Lot 110, P. 35990, D.L. 13 )	13	7	1	\$86,870	\$43,435	\$5,835

*John H. Shaw*  
John H. Shaw,  
MUNICIPAL CLERK.

as follows:

- (a) Sapperton Avenue from Holmes Street to Klenner Drive
- (b) Klenner Drive from Sapperton Avenue to the W.P.L. of Lot 101, P. 35990, D.L. 13
- (c) Mona Avenue from Sapperton Avenue to the W.P.L. of Lot 110, P. 35990, D.L. 13

MUNICIPAL CLERK submitted a Certificate of Sufficiency covering the installation of ornamental street lights on:

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:  
"That the Certificate of Sufficiency be received and the Legal Department prepare a Local Improvement Construction By-law to authorize the works covered by the Certificate."

CARRIED UNANIMOUSLY

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QUESTION AND ANSWER  
PERIOD

When Alderman Herd enquired as to when the traffic island would be built at the Gilpin - Royal Oak Intersection, the Municipal Engineer replied that this project should be completed before Christmas.

Alderman Ladner served a Notice of Motion pertaining to zoning in the Big Bend Area and regulations governing industrial development.

It was understood by Council that the proposal advanced by Alderman Ladner would be considered by Council at its December 21st meeting.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:  
"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

ADVISORY PLANNING COMMISSION submitted a report advising as follows on the matters indicated:

(1) Government - Winston Industrial Collector Street

A detailed review was made of all submissions that Council received on the various alternative routes proposed for the Government - Winston Industrial Collector Street and the problems caused by the incompatibilities of abutting residential and industrial development in the area.

It was concluded that the marginal benefits which would accrue from the selection of Route "E" would not be sufficient to effectively alleviate the apparent problems of noise, odours and fumes that are presently being experienced by residents in the area North of Winston Street.

It was also considered that the cost of acquiring land for Route "E", which has been estimated by the Land Agent to be \$345,000.00, cannot be justified.

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The Commission was therefore recommending the retention of Route "A" as the Government - Winston Industrial Collector Route.

It was also being recommended that Council, in conjunction with the retention of Route "A", should initiate and contribute toward the construction of some type of noise and sight barriers that would screen the Collector Route from abutting residential properties. These barriers could take the form of:

- (a) Planting in the right-of-way of the Collector Route or on private property.
- (b) Construction of earthworks in the form of berms, mounds, etc. on the right-of-way or on private property, supplemented by appropriate planting.
- (c) Construction of screens, fences, or walls.

The Commission would be pleased to offer all possible assistance to the Planning Department in connection with the matter.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:  
"That Item (10) of the Municipal Manager's Report No. 76, 1970, which deals with the subject at hand, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The following is the substance of that report from the Manager:

(10) Government - Winston Industrial Collector Route

The Land Agent has reported as follows on the cost of acquiring land for Route "E":

- (a) 66 foot right-of-way through eleven properties - \$195,000.00
- (b) In view of the fact five of the properties would be severed by Route "E", there would be an additional cost of approximately -- \$150,000.00
- (c) If expropriation was required in some or all cases, the property owners concerned may have a legal right to claim injurious affection. This would be compounded in the event there was a rezoning of the land involved.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:  
"That the recommendation of the Advisory Planning Commission that Route "A" be selected as the Government - Winston Industrial Collector Street be adopted."

CARRIED

AGAINST -- ALDERMEN McLEAN, HERD  
AND DAILLY

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:

"That the Planning Department and all those who own land in the area bounded by Winston Street, Brighton Avenue, the railway tracks to the South of Winston Street and Sperling Avenue be informed that the municipality may be changing development standards for land in that area as a result of a review which is being made."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the second recommendation of the Advisory Planning Commission pertaining to noise and sight barriers be adopted."

CARRIED UNANIMOUSLY

(2) Conflicting Land Uses

It was being recommended that the Planning Department be asked to prepare a report for the Commission showing present development standards where differing land uses abut each other and the standard for roads servicing areas of multiple uses, the purpose of the report being to enable the Commission to recommend policies and standards to Council for the alleviation of adverse effects on the Community arising from conflicting adjacent land uses.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:

"That the recommendation of the Commission be adopted."

CARRIED UNANIMOUSLY

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TRAFFIC SAFETY COMMITTEE submitted reports on the matters listed below as Items (1) to (13) recommending the courses of action indicated for the reasons given:

(1) Bus Stop - Oxford Street and Gilmore Avenue

On September 25, 1970, the Council adopted a recommendation of the Committee that the bus stop which was at the above location be repositioned to an area immediately West of the driveway on Oxford Street, be designated as a bus zone, and the portion of Oxford Street from the Driveway East to Gilmore Avenue be posted with a "No Parking Anytime" prohibition.

Complaints were received from property owners abutting the area where the bus stop was relocated that the presence of the bus zone prevents on-street parking in front of their properties. These complainants suggested that either the bus stop be moved back to its original position or abandoned in favour of a bus stop at the West end of the 4200 Block Oxford Street.

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In considering the matter, it was concluded that:

- (a) To move the stop to a regulation position would place it in front of a commercial premise at the South-West corner of Oxford Street and Gilmore Avenue and the owner of this store would be opposed.
- (b) The removal of the bus stop altogether could bring complaints from bus patrons living to the North-East of the intersection because it would increase their walking distance to the next nearest bus stop by an additional 350 feet.
- (c) Returning the bus stop to its original position and erecting an advance stop sign to warn motorists of the need to stop at Gilmore Avenue was not considered adequate to provide motorists with the required protection should the stop sign itself be obstructed by a bus at the bus stop.

It was therefore being recommended that no action be taken to relocate the bus stop (zone) in question.

(2) 6th Street and 13th Avenue

It was being recommended that no action be taken on a request for the erection of playground signs on 6th Street to warn motorists of the proximity of the 13th Avenue Park and the installation of marked crosswalks on 6th Street at 13th Avenue because:

- (a) The park in question is classed as a small tot lot and, during the playground season, is posted along 13th Avenue with the standard playground signs and 20 m.p.h. tabs.
- (b) It is considered that additional signing on 6th Street to indicate the presence of the Park is not required
- (c) Statistics indicate an increase in injuries to pedestrians at marked crosswalks.

(3) Hastings Street and Delta Avenue

It was being recommended that no action be taken on a request to re-open the median on Hastings Street at Delta Avenue because:

- (a) Limited sight distance, together with the peculiar geometrics of the intersection, would create an accident potential.
- (b) There would be very light traffic movements through the opening.

(4) Dundas Street from Hythe Avenue to Fell Avenue

It was being recommended that no further action be taken on suggestions that:

- (a) A 20 m.p.h. speed limit be imposed on Dundas Street between Hythe Avenue and Fell Avenue.



(b) The police keep the street under close surveillance to curtail speeders.

(c) Sidewalks be provided on the street to accommodate pedestrians,

because:

- (i) The street in question is protected by stop signs at each intersecting avenue, and thus serves the function of a local collector street.
- (ii) Terminating at both its East and West ends as it does makes it doubtful the street is attractive to any traffic other than that with a local origin and destination.
- (iii) Limiting speed of traffic on the street to 20m.p.h. would be unrealistic and would only result in motorists showing disrespect for the limit.
- (iv) Checks by the R.C.M.P. on three different occasions, with the use of radar, revealed that the average speed of motorists on the street was 28 m.p.h.

(5) North Road from Lyndhurst Street to Sullivan Street

It was being recommended that no action be taken on a request to prohibit parking on the above portion of North Road from the corners of the streets intersecting it and a point 20 feet distant because:

- (a) In checking accident files for the past nine years, it was revealed that none have occurred at the intersections of North Road and David Drive, Casewell Street and Sullivan Street which involved a vehicle entering North Road from these streets.
- (b) Such a parking restriction could not be justified unless it was made a general policy for the entire municipality.

(6) Bus Service - Lougheed Highway

The B. C. Hydro and Power Authority has indicated the following on the question of bus service to the Lougheed Mall:

"Patronage was so light when the service was instituted that continuation of it could not be justified. A reinstitution of the service could not be considered until further residential or industrial development in the area offers some assurance of reasonable patronage."

In view of the Authority's latest remarks, it has been concluded that nothing can be done to restore bus service on Lougheed Highway between Boundary Road and the Lougheed Mall until future development along the Highway makes sufficient patronage at least a possibility.

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(7) Imperial Street and Nelson Avenue

It was being recommended that, as a result of considering a request for a red and amber flashing light at the above intersection, consideration of a traffic signal at the intersection be deferred because:

- (a) The installation of a signal at Royal Oak Avenue and Imperial Street will be creating larger gaps in the Imperial Street traffic stream, which should allow for longer gaps in the traffic flow on Imperial Street at Nelson Avenue.
- (b) Time will be required to study the signal requirement on Imperial Street from Boundary Road to Kingsway, and possibly North/South progressions to Kingsway and Rumble Street, to ensure that inter-connections are provided that will guarantee some form of progression in the traffic stream.

(8) Willington Avenue and Sardis Street

It was being recommended that a request for a patrol-operated traffic signal at the above intersection where a school crosswalk exists not be granted because of the lack of justification for such a device, as determined by investigations.

The situation will be reviewed after the Motor Vehicle Testing Station in the area is in operation.

(9) Hastings Street from Holdom Avenue West

It was being recommended that no action be taken on a request for a parking prohibition on the North side of Hastings Street from Holdom Avenue West because:

- (a) There is only about 18½ feet of pavement between the gutter and the centre line, which means that there would be insufficient width to accommodate two moving lanes of traffic.
- (b) The existing pavement is approximately one inch below the surface of the gutter, which would make it hazardous in the event moving vehicles were to use that part of the street adjacent to the curb.

(10) Broadway East of Gagliardi Way

It was being recommended that no action be taken on a suggestion that a connection be made between the Westerly end of Broadway and Gagliardi Way because:

- (a) The grade on Broadway and the angle of the connection presents a view problem between entering and Northbound traffic.

- (b) All entering traffic, due to an existing centre median, is restricted to a right turn upon entry to Gagliardi Way. Providing an opening in the median would be imprudent because of the limited sight distance around the bend to the North.
- (c) Vehicles wishing to go South on Gagliardi Way may attempt "U" turns around the upper end of the median, thus creating an accident potential.
- (d) Vehicles Southbound on Gagliardi Way wishing to enter Broadway must turn and cross four lanes of moving traffic to get into a position to turn into Broadway.
- (e) All vehicles entering Broadway from Gagliardi Way must make almost an 180 degree turn, a manoeuvre that could be extremely dangerous on a 50 m.p.h. facility.

(11) Douglas Road from Regent Street to Hardwick Street

It was being recommended that no action be taken on a request to prohibit truck traffic on the above portion of Douglas Road, and re-route it via Norland Avenue, Laurel Street, Ardingly Avenue, Sprott Street and Sperling Avenue, because:

- (a) This would not eliminate complaints about noise or place the trucks on a better route.
- (b) The suggested route is far less suited to heavy truck traffic because of its unstable base, narrow right-of-way and pavement, together with its numerous turns and sight distance problems.

(12) 4600 Block Hastings Street

It was being recommended that no action be taken on a request for a "One Hour" parking restriction, or a loading zone, on the South side of the 4600 Block Hastings Street because:

- (a) It is questionable whether a loading zone could be justified due to the small number of vehicles which would be using the zone.
- (b) The business establishment requesting the parking restriction has a driveway from Hastings Street through to the lane that could be used for unloading.

(13) Western Canada Traffic and Parking Association

A report from Mr. W. Scott of the Planning Department outlining the highlights of the 13th Annual Conference of the above Association in Brandon, Manitoba between November 4th and 6, 1970, which was attended by him and Mr. Woolley of the Committee, was being submitted.

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MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:  
"That the recommendations contained in the reports of the Committee be adopted, and the other items be received."

CARRIED UNANIMOUSLY

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MAYOR PRITTIE recommended that grants in lieu of taxes be made to the following organizations:

- (a) South Burnaby Golden Age Society
- (b) The Elizabeth Fry Society of British Columbia
- (c) The Royal Canadian Air Cadets, No. 637 Squadron

for the properties each owns or leases in the municipality.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:  
"That the recommendation of the Mayor be adopted."

CARRIED UNANIMOUSLY

At the request of the Mayor, the Municipal Manager reported verbally on the December 28th holiday Council granted employees of the municipality.

In that regard, the Manager stated that:

- (a) The Civic Employees Union, in a letter, indicated acceptance of the action taken by Council on the matter.
- (b) Burnaby was the first municipality in the Lower Mainland to grant its employees the day off.
- (c) Discussions were held with administrators in the other municipalities in the Lower Mainland and it was revealed that diverse actions were to be taken in each case as regards the matter of Boxing Day falling on Saturday.
- (d) The employees should instead be given December 24th as a holiday instead of December 28th. Though this was mentioned to the Union, it has not indicated its reaction to the proposal.

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MUNICIPAL MANAGER submitted Report No. 76, 1970 on the matters listed below as Items (1) to (17) either providing the information shown or recommending the courses of action indicated for the reasons given:

- (1) Symposium on Occupational Health and Hazards of the Fire Service

It was being recommended that Council authorize a contribution of 50% of the costs of Lieutenant Copeland of the Fire Department attending the above Symposium at Notre Dame University, South Bend, Indiana on January 11th, 12 and 13, 1971, up to a maximum cost of \$175.00.

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

CARRIED UNANIMOUSLY

(2) 1971 Business Tax Assessment Roll

Two changes were made in the 1971 Business Tax Assessment Roll as a result of appeals, they being:

	<u>No. of Account</u>	<u>Assessed Rental Value</u>	<u>Taxable Value Personal Property</u>
Before Court of Revision	2374	\$22,519.940.00	\$23,005,798.00
After Court of Revision	2344	\$22,400,060.00	\$23,005,798.00

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

CARRIED UNANIMOUSLY

- (3) (a) Lot 142, D.L. 129, Plan 1492  
(b) Lot 145, D.L. 129, Plan 24688  
SUBDIVISION REFERENCE NO. 69/70

It was being recommended that Council waive the provisions of Section 712(1) of the Municipal Act in respect of a subdivision involving the captioned property in order to exempt the subdivider of the parcel from being required to provide the amount of land prescribed by the Section as a highway.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:  
"That the owner of Lot 142 (Plan 1492) and Lot 145 (Plan 24688) D.L. 129 be exempted from the provisions of Section 712 of the Municipal Act, R.S.B.C. 1960, Chapter 255 in respect of a subdivision of the property described as shown on a survey plan prepared by Donald T. Simmons and sworn the 3rd day of December, 1970."

CARRIED UNANIMOUSLY

(4) "Corner Store"

There are presently 80 corner stores in the municipality, of which 65 have less than 1,000 square feet of selling area. Of the 15 which are oversize, most of these excesses are minimal. Only one of them exceeds 1,100 square feet.

Mac's Milk Limited has three of the fifteen, and they are about 1,090 square feet.

Disregarding other considerations, extending the floor area to 1,200 square feet (as requested by Mac's Milk Limited) is not too serious a matter.

The original intent of the corner store exemption was to assist small entrepreneurs.

Recently, chain operations such as Mac's Milk Limited and 7-11 have moved into the field to a great degree. By leasing and franchising to a family, they are able to qualify these stores for the corner store exemption.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:  
"That Council not proceed with a change in the definition of "corner store", as was requested by Mac's Milk Limited, because it is felt the municipality is presently adequately served by corner stores so there is no justification for allowing more of them to operate, which is what would happen by increasing the shopping area of floor space from 1,000 square feet to 1,200 square feet."

CARRIED UNANIMOUSLY

(5) Boundary Road from Kingsway to Imperial Street

The following answers are being supplied to the questions which were raised in Council on November 2, 1970 pertaining to the above portion of Boundary Road:

(a) Q. Is the median planned to be provided on the widened Boundary Road required, in part, for left-turn slots? If not, is the median needed at all?

A. A median is planned for Boundary Road and is in part required for left-turn slots.

(b) Q. Is it necessary to devote the curb lanes on the subject portion of Boundary Road for the parking of vehicles? It does not seem likely that such parking facilities will be in demand because there is ample off-street parking in the area.

A. It is expected that initially parking will be required and permitted in the curb lane. However, as the needs of moving traffic increases as expected, parking would be eliminated in favour of 3 moving lanes of traffic in each direction.

(c) Q. What is the full extent of the road planned, including the ultimate standard that is intended to be applied?

A. This is an inter-municipal road and the design of the road has been agreed upon by Burnaby and Vancouver Traffic and Planning Departments. The full extent of the road plan includes two 35 foot roadways with a 24 foot median. Total width curb to curb is 94 feet.

This portion of Boundary Road is 66 feet in width. The acquisition of a further 66 feet from Central Park between Kingsway and a point 450 feet North of Imperial Street plus a further acquisition 66 feet wide tapering down to zero at a point 105 feet North of Imperial Street, is required. From Imperial Street South the land required for widening Boundary Road would be obtained from the Vancouver side.

The lease dealing with Central Park contained a clause allowing the lessor to "take for highway improvement or relocation purposes parts of the (Park)".

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That the report of the Manager be received and be forwarded to the Central Park Committee for its information."

CARRIED UNANIMOUSLY

(6) Superannuation

For 1970, the Corporation's share of the cost of providing superannuation allowances for personnel currently on staff is estimated at \$288,834.00.

The municipality pays a further \$4,447.00 per annum to upgrade pensions for those who retired prior to 1957.

The financing of the proposed new benefits set out in the submission Council received from the U.B.C.M. is:

- (a) The employer will pay an additional one-half of one percent of payroll for the costs of the increased benefits for employees who retired prior to January 1, 1971.
- (b) The employer will pay an additional one-half of one percent of payroll, to be matched by the same amount by the employee.

The total amount of one percent of payroll plus the increase in the investment return by broadening the present range of securities of the fund will pay the cost of the increased benefits for employees who retire after December 31, 1970.

The 1970 payroll, subject to Superannuation requirements, is roughly \$6,000,000.00; therefore, the proposed new benefits would have cost \$60,000.00 if they had been in effect during 1970.

In the Terms of Reference of the Municipal Advisory Committee on Pensions, increases in pensions were to be financed within the limit of a 1% increase in contributions by both employees and employers.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That the report of the Manager be received and the recommendations in the report of the Municipal Advisory Committee on Pensions that Council received from the Union of British Columbia Municipalities on November 30, 1970 be endorsed."

CARRIED UNANIMOUSLY

(7) Easement - Portion of Lot 14, D.L. 73, Plan 31812  
SUBDIVISION REFERENCE NO. 143/70

It was being recommended that Council authorize the:

- (a) acceptance of an easement, for sewerage and drainage purposes, over a portion of the above described property, which is to be granted at no cost to the Corporation.
- (b) execution of the documents connected with the matter.

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

CARRIED UNANIMOUSLY

(8) Lot 39 except Parcel "A", Exp. Pl. 16876, D.L. 86, Plan 1203  
(Lesosky)  
REZONING REFERENCE NO. 23/70

The Planning Department has examined the proposal advanced to Council by Mr. E. Andersen of Simon Fraser Realty Ltd. that the above described property be rezoned to either R2 or R3 and has concluded that such an arrangement would be an acceptable compromise without adversely affecting the layout planned for Stage 3 of the adjacent Buckingham Heights Development.

It was therefore being recommended that the subject property be rezoned from R5 to R2 and that the other properties mentioned under RZ #23/70 be rezoned to R1.

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

CARRIED UNANIMOUSLY

(9) Government - Winston Industrial Collector Street

The alignment of the above street has been developed along existing rights-of-way and newly acquired ones. This has resulted in some confusion as to what each section of street should be named.

It was being recommended that Council determine the name to be used for the Collector Street in question.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:  
"That the Government - Winston Industrial Collector Street be named Winston Street."

CARRIED UNANIMOUSLY



(10) Government - Winston Industrial Collector Street

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

(11) Municipal Land - Acquisition, Development and Sales

The Municipal Treasurer has submitted a report on the above subject.

It was being recommended that the Tax Sale Monies By-law referred to in the report of the Treasurer be passed.

*Municipal Manager stated that his report was being withdrawn because it was proposed to recommend, from time to time, that Tax Sale Monies By-laws be presented to Council to appropriate the sums of money required for specific municipal land development schemes rather than have Council appropriate the sum mentioned in the Treasurer's report (\$900,000.00) at this time.*

(12) Lot 19, Block 2, D.L. 29, Plan 3035 (7595 Kingsway)  
REZONING REFERENCE #57/70

One of the prerequisites which Council established in connection with a proposal to rezone the above described property to P8 and C4 was that a sufficient sum of money be deposited to cover the cost of constructing a lane and necessary storm sewer facilities to the site.

The Engineering Department has indicated that a storm sewer to service the site would need to be brought a distance of 950 feet at a cost of \$19,000.00.

The developer has obtained building permits to construct a building on the part of the property that is presently zoned Commercial and can proceed without storm sewers.

In view of the fact the applicant only wishes to extend the Commercial zoning of his property by 20 feet, it is felt the storm sewer requirement is unreasonable.

It was being recommended that the prerequisite relating to the provision of storm sewers be withdrawn.

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

CARRIED UNANIMOUSLY

(13) Estimates

It was being recommended that the Special Estimates of Work of the Municipal Engineer, which total \$7,000.00, be approved.

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

CARRIED UNANIMOUSLY

Dec/14/1970

(14) Revenue and Expenditures

It was being recommended that the expenditures detailed in the report of the Treasurer for the period between January 1st and November 22, 1970 be approved.

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

CARRIED UNANIMOUSLY

(15) Building Department

A report of the Chief Building Inspector covering the operations of his Department for the period between November 9th and December 4, 1970 was being submitted.

(16) Health Department

A report of the Medical Health Officer covering the activities of his Department for the month of October, 1970 was being submitted.

(17) Personnel Department

A report of the Personnel Director covering the activities of his Department up to November 22, 1970 was being submitted.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:  
"That the above three reports be received."

CARRIED UNANIMOUSLY

MAYOR PRITTIE DECLARED A RECESS AT 8:55 P.M.

THE COMMITTEE RECONVENED AT 9:10 P.M.

ALDERMEN DAILLY AND MERCIER WERE ABSENT.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:  
"That Council not meet on December 28, 1970 but Mayor Prittie be authorized to call a meeting in the event there are some urgent items of business to be handled."

CARRIED UNANIMOUSLY

Dec/14/1970

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

\* \* \*

BY - LAWS

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:  
"That leave be given to introduce:

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 39, 1970" #5831  
"BURNABY TAX ABATEMENT BY-LAW NO. 2, 1970" #5832

and that they now be read a First Time."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

ALDERMAN MERCIER RETURNED TO THE MEETING.

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

Dec/14/1970

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

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 39, 1970"  
"BURNABY TAX ABATEMENT BY-LAW NO. 2, 1970"  
be now read a Third Time."

CARRIED UNANIMOUSLY

BURNABY SHOPS CLOSING BY-LAW 1958, AMENDMENT BY-LAW 1970 #5819, which dealt with a proposed new definition of "Corner Store", was withdrawn because of the action taken by Council earlier in the evening pertaining to the subject of the amendment.

ALDERMAN LADNER LEFT THE MEETING.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN CLARK:  
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 34, 1970" #5744 be now reconsidered."

CARRIED UNANIMOUSLY

This By-law provides for the following proposed rezoning:

Reference RZ #8/70

FROM RESIDENTIAL DISTRICT FIVE (R5) AND MULTIPLE FAMILY  
RESIDENTIAL DISTRICT ONE (RMI) TO COMPREHENSIVE DEVELOPMENT  
DISTRICT (CD)

- (a) Lot 75, D.L. 30, Plan 29773
- (b) Lots 14, 15 and 16, Block 13, D.L. 30, Plan 3036
- (c) Sketch 10972, Block 14, D.L. 30, Plan 3526
- (d) Lot "A" part on Sketch 11602, D.L. 30, Plan 4680

(7549 - 93, 7535, 7521, 7511, 7510 - 90 and 7604 - 48 Vista Crescent; Located on both sides of Vista Crescent East of Mary Avenue and the New Vista property East of and abutting onto Vista Crescent)

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN CLARK:  
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 34, 1970" be now finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY

ALDERMAN LADNER RETURNED TO THE MEETING.

Dec/14/1970

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:  
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 51, 1970"  
#5789 be now reconsidered."

CARRIED UNANIMOUSLY

This By-law provides for the following proposed rezoning:

Reference REZONING #36/70

FROM RESIDENTIAL DISTRICT FIVE (R5) AND RESIDENTIAL DISTRICT  
THREE (R3) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

- (a) Lot "B", Block 30, D.L. 186, Plan 5371
- (b) Lot 17, Block 30, D.L. 186, Plan 1124

( 401 North Esmond Avenue -- Located West of Esmond Avenue  
between Trinity and McGill Streets, Westward a distance of  
300 feet)

Mr. William J. Morrison of the Vancouver Heights Home Owners Association  
submitted a letter advising that the Association wishes to suggest  
that Council arrange to have the "High-rise" tower that is to  
be built on the above property placed in the centre of the property.

*As a result of a question, the Planning Director stated  
that this By-law should not be finally adopted yet because  
there are two prerequisites to be satisfied.*

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DRUMMOND:  
"That no action be taken on the suggestion of the Vancouver Heights  
Home Owners Association because it is felt the location which  
has been chosen for the "High-rise" Tower is the one that best suits  
the amenities of the area."

CARRIED

AGAINST -- ALDERMEN HERD AND  
MERCIER

\* \* \* \* \*

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:  
"That the following resolutions, which were passed by Council on  
November 23rd, be rescinded:

"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 55, 1970"  
#5810 be now read a Third Time."

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

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

CARRIED

AGAINST -- ALDERMAN McLean

Dec/14/1970

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:  
"That the Council now resolve itself into a Committee of the Whole to consider and report on Burnaby Zoning By-law 1965, Amendment By-law No. 55, 1970."

CARRIED  
AGAINST -- ALDERMAN McLEAN

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:  
"That Lot 39 except Parcel "A", Expl. Plan 16876, D.L. 86, Plan 1203 be deleted from Burnaby Zoning By-law 1965, Amendment By-law No. 55, 1970."

CARRIED  
AGAINST -- ALDERMAN McLEAN

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:  
"That the rezoning of Lot 39, except Parcel "A", Expl. Plan 16876, D.L. 86, Plan 1203 to Residential District Two (R2), be approved for further consideration and be advanced to a Public Hearing."

CARRIED UNANIMOUSLY

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

THE COUNCIL RECONVENED.

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:  
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 55, 1970" be now read a Third Time."

CARRIED UNANIMOUSLY

\* \* \*

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:  
"That the question of considering a grant to the Burnaby Chamber of Commerce, which the Chamber requested some time ago, be dealt with at this time."

CARRIED  
AGAINST -- ALDERMAN LADNER

Dec/14/1970

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:

"That the Burnaby Chamber of Commerce be granted the sum of \$2,500.00 for the purpose of assisting the Chamber in pursuing the common aims of the municipality and the Chamber."

CARRIED

AGAINST -- ALDERMEN LADNER  
AND MAYOR PRITTIE

MAYOR PRITTIE indicated that he had received a request from the leader of the New Democratic Party, through M.L.A. J. G. Lorimer, to meet, in Caucus, in the Council Chambers on Saturday, January 16, 1971.

He added that the public would be invited to this meeting, as far as he knew.

Mayor Prittie also mentioned that the proposed meeting of the N.D.P. was part of its programme of touring the province and holding meetings at various places.

Mayor Prittie was asked by Council to obtain, from the N.D.P., a format for its proposed meeting before a decision is made on the use of the Council Chambers by the N.D.P.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:

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

CARRIED UNANIMOUSLY