

MAY 19, 1970

A regular meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Tuesday, May 19, 1970 at 7:00 p.m.

PRESENT: His Worship, Mayor Prittie,
Aldermen Blair, Clark, Dailly,
Drummond, Herd (7:03 p.m.), Ladner,
Mercier and McLean;

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN BLAIR:
"That the Minutes of the meeting held on May 11, 1970 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

* * * * *

HIS WORSHIP, MAYOR PRITTIE drew attention to the "Council Trophy" which was on display, explaining that this was being donated by the municipality in recognition of the efforts of the Fire Department in connection with Muscular Dystrophy.

He added that the Trophy cost \$18.00 more than was originally anticipated.

ALDERMAN HERD ARRIVED AT THE MEETING.

ORIGINAL COMMUNICATIONS

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

CARRIED UNANIMOUSLY

Norburn Lacrosse Club submitted a letter requesting permission to hold a Walkathon on May 31st along the route outlined on an accompanying plan for the purpose of raising funds with which to finance a Burnaby Lacrosse Team travelling to Ontario in July.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That permission be granted to the Club to conduct its Walkathon on the date and along the route in question, subject to:

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

CARRIED UNANIMOUSLY

May/19/1970

Secretary-Treasurer, Cliff Avenue United Football Club, wrote to request permission to hold the Annual Tag Day on the evening of September 18th and all day of September 19, 1970 in the Northern part of the municipality.

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

CARRIED UNANIMOUSLY

Honorary Secretary, Burnaby Area Committee, Girl Guides of Canada, wrote to advise that, as a result of a very favourable response to the Divisions' Walkathons, it will not be necessary for the Committee to apply for a grant from the municipality this year to financially assist girls and guiders in attending National and International Camps.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN MERCIER:
"That the Burnaby Area Committee of the Girl Guides of Canada be congratulated on the efforts they have expended in attaining the financial position now enjoyed by the Committee."

CARRIED UNANIMOUSLY

Mr. L. A. William, M.L.A. for West Vancouver-Howe Sound, submitted a letter relating to the question of tax relief for Old Age Pensioners in which he:

- (a) offered his comments on a resolution the Burnaby Council has forwarded for the consideration of the 1970 Convention of the Union of B. C. Municipalities pertaining to the matter;
- (b) suggested that the principle inherent in the resolution would be enhanced if the Provincial Government made grants to qualifying individuals equal to the difference between the total amount of taxes and the amount of the Provincial Homeowners Grant (which sums would be recovered when the estates of the persons concerned were disposed of) because municipalities would not suffer the loss of tax revenue if it was done this way.

Mr. James G. Lorimer, M.L.A. for Burnaby-Willingdon, submitted a letter congratulating Council on its resolution relating to tax relief for Old Age Pensioners.

He also indicated that he fully endorsed the proposal which would provide Senior Citizens with relief from the payment of property taxes.

Advice was also received that the following M.L.A.'s had acknowledged the letter of April 1970 which the Clerk had written to them pertaining to the subject of tax relief for Old Age Pensioners:

Honorable L. R. Peterson, Attorney-General
Honorable Dan Campbell, Minister of Municipal Affairs
Honorable Ralph R. Loffmark, Minister of
Health Services and Hospital
Insurance

May/19/1970

Honorable Cyril M. Shelford, Minister of Agriculture
Honorable D. L. Brothers, Minister of Education
Honorable P. A. Gaglardi, Minister of Social Welfare
Honorable Isabel P. Dawson, Minister Without Portfolio
Honorable Patricia J. Jordan, Minister Without Portfolio
Honorable Grace M. McCarthy, Minister Without Portfolio
Mr. David Barrett, M.L.A., Leader of the Opposition
Mr. Evan Wolfe, M.L.A., Vancouver Centre
Mr. H. P. Capozzi, M.L.A., Vancouver Centre

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN HERD:

"That Mr. Williams be advised that his enlargement on the resolution in question will be taken into account when formal deliberation of the matter takes place at the 1970 Convention of the Union of B. C. Municipalities."

CARRIED UNANIMOUSLY

Mrs. K. Williams submitted a letter in which she described her plight as a result of not being able to obtain an adequate water supply to her property at 6625 Deer Lake Drive.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:

"That the subject of the letter from Mrs. Williams be tabled until the May 25th meeting to allow for the submission of a detailed report from the Municipal Engineer on the matter."

CARRIED UNANIMOUSLY

Mr. Allan M. Van de Bogart wrote to question the grounds for naming The James Cowan Centre after Mr. Cowan.

Mr. D. Weston wrote to enquire as to the progress which has been made in connection with a complaint lodged last year regarding noise emanating from the Dominion Glass Company Ltd. operations.

Mr. Weston asked the following questions:

- (1) Has there been any further correspondence from the Company since November 13, 1969?
- (2) Has the Corporation considered a new Noise Abatement By-Law which would effectively control a situation such as the one at hand?
- (3) Have employees of the municipality made a recent assessment of the particular nuisance?

MUNICIPAL MANAGER stated that a letter dated December 24, 1969 had been sent to the municipality by the Dominion Glass Company Ltd. indicating that the silencers mentioned at the Council Meeting in late November, 1969 were being installed.

Alderman Drummond, as Chairman of the Special Committee investigating the matter of regulating noise, stated that the Committee had been working diligently in an attempt to prepare a by-law that will effectively establish regulations to control noise emissions.

May/19/1970

He added that the equipment mentioned by the Municipal Manager has, so far as he knows, been installed.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That Mr. Weston be advised as follows in connection with the subject of his letter:

- (a) The Dominion Glass Company Ltd. has advised that the silencers referred to above are being installed, as per the report this evening.
- (b) The Special Committee of Council is in the process of preparing a Noise Abatement By-Law to control situations such as that relating to the Dominion Glass Company Ltd. operation.
- (c) Employees of the municipality have been investigating the situation with respect to the noise from the Company's operations.
- (d) If the noise situation at the Company's plant persists and the Noise Abatement By-Law being prepared is not yet in effect, complainants contact the Chief Public Health Inspector so that he can attend to the matter immediately."

CARRIED UNANIMOUSLY

Mrs. B. Nergaard and others submitted a petition suggesting that smoking not be allowed in the movie theatres in the Lougheed Mall for a variety of reasons.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That Item I of the Municipal Manager's Report No. 34, 1970, which deals with the subject of the petition, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

The report of the Manager indicated the following:

I. Lougheed Mall Theatres

The Chief Fire Prevention Officer has reported that smoking in the rear portion of three Lougheed Mall Theatres was approved by both the Provincial Fire Marshal and the Burnaby Fire Department.

There has been no infraction of the regulations under which authority exists to grant such permission.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:

"That the substance of the report from the Manager pertaining to the complaint from Mrs. Nergaard and others be conveyed to her."

CARRIED

AGAINST -- ALDERMAN MCLE...

May/19/1970

Manager, Courtesy Cabs Ltd., submitted a letter suggesting that the operation of a telephone and radio room for the Company's taxi service should be allowed to continue at 4388 Imperial Street.

In response to a question, the Planning Director stated that the matter concerning Courtesy Cabs Ltd. arose when the Company applied for a Trades Licence to operate the telephone and radio room at 4388 Imperial Street.

He explained that the Chief Licence Inspector refused to issue the Licence because the type of activity proposed by the Company is not permitted under the zoning regulations for the property in question.

He also remarked that both the Municipal Solicitor and the Board of Variance have agreed with this decision of the Chief Licence Inspector.

The Planning Director also remarked that a telephone answering service, per se, is an acceptable use under the zoning regulations for the property but not when it is connected with taxi services.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN MERCIER:

"That Courtesy Cabs Ltd. be granted a Trades Licence on the basis of its telephone and radio room operation being classified under Section 302.1 of the Zoning By-Law as a "business office" instead of a "taxi office", subject to review when application is made to renew the said licence in order to determine whether the Company has abided by those stipulations set out in its letter this evening in regard to its proposed modus operandi."

IN FAVOUR -- ALDERMEN CLARK, MERCIER,
DRUMMOND AND HERD

AGAINST -- ALDERMEN LADNER,
BLAIR, MCLEAN, DAILLY
AND HIS WORSHIP,
MAYOR PRITTE

MOTION LOST

MUNICIPAL MANAGER pointed out that, though the Board of Variance did not grant the appeal of Courtesy Cabs Ltd., the Board gave the Company until July 31, 1970 to relocate its planned telephone and radio room.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the Municipal Solicitor submit a report indicating whether the activity being conducted in the building at 4388 Imperial Street can be classified under Section 302.1 of the Zoning By-Law as a "business office" instead of a "taxi office"."

CARRIED

AGAINST -- ALDERMEN MERCIER,
DRUMMOND AND CLARK

Vice-President, Burnaby Tenants' Association, submitted a letter drawing attention to a situation where a landlord has apparently illegally increased rents in an apartment building on Albert Street and requesting that Council use its Office to rectify the matter.

The Vice-President also mentioned that the Burnaby Detachment of the R.C.M.P. seems rather reluctant to enforce the provisions of the Provincial Landlord and Tenant Act.

MUNICIPAL MANAGER pointed out that the R.C.M.P. is perfectly aware of the provisions of the Landlord and Tenant Act and will enforce it whenever formal complaints are lodged.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN CLARK:

"That the attention of the Burnaby Tenants' Association be drawn to the provisions of the new Landlord and Tenant Act wherein it is indicated ^{that} in the absence of a municipal by-law, the onus is placed on persons aggrieved by a matter covered by the Act to lay a complaint with the Police so that the matter can be resolved in a formal way."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MCLEAN:

"That the particular situation described in the letter from the Burnaby Tenants' Association involving an apartment on Albert Street be referred to the Landlord/Tenant Grievance Committee to investigate the authenticity of the complaint and to report to Council accordingly."

CARRIED

AGAINST -- ALDERMEN MERCIER,
LADNER AND CLARK

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN HERD:

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

CARRIED UNANIMOUSLY

* * * * *

TABLED ITEMS

The following matters were then lifted from the table:

- (a) Submissions from The X-Kalay Foundation Society

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:

"That Item 17 of the Municipal Manager's Report No. 34, 1970, which deals with the matter at hand, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

May/19/1970

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

(17) The X-Kalay Foundation Society

The Municipal Solicitor has provided the following opinion on the legality or propriety of discussions between the municipality and the Society regarding accommodation in view of the pending court action taken by the Society:

- (a) The Council should not become involved in any discussions with The Society respecting the Seton Academy property since there is an action pending in the Supreme Court.
- (b) There can be no objection on that ground to discussions with respect to the Universal Life property.
- (c) Since Council acquired the Universal Life Foundation property for park purposes, it should not now be considering using it for another purpose.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DAILLY:
"That all correspondence which has been submitted by The X-Kalay Foundation Society during the past three weeks or so relating to the Universal Life Foundation property be brought forward for consideration at the May 25th Council meeting, with it being understood that the Municipal Manager will furnish Council with the views of the various Departments on the proposal that the Universal Life Foundation property be leased to The Society."

CARRIED UNANIMOUSLY

(b) Request from Mr. H. Bromley for Curbs and Storm Sewers on Gatenby Avenue

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:
"That Item 13 of the Municipal Manager's Report No. 34, 1970, which deals with the matter at hand, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

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

(13) Local Improvements - Gatenby Avenue

The Municipal Engineer has indicated that his Office has been in touch with the Bromleys regarding the extent of road improvements desired.

The Bromleys are to canvass other residents on the Street in regard to the matter.

When the acceptable amount of work is known, the Engineer will prepare and submit actual estimates for this and any requisite works.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That Council defer action on the question of improvements being made to Gatenby Avenue until after the Municipal Engineer reports on the matter, which is expected will be fairly soon."

CARRIED UNANIMOUSLY

* * * * *

QUESTION AND ANSWER
PERIOD

ALDERMAN MCLEAN stated that he had learned the municipality was employing men, on an overtime basis, to perform certain paving work preparatory to J. Cewe Ltd. applying the strip pavement to lanes which have recently been authorized to receive such treatment as Local Improvements.

Upon being questioned, the Deputy Municipal Engineer explained that the reason for the municipality doing the preparatory work mentioned was to keep ahead of the schedule for the strip paving so as to not delay J. Cewe Ltd. in performing its work by the deadline of July 31, 1970 under the contract the Company has with the municipality.

Alderman McLean suggested that, as an alternative, perhaps the completion date of July 31st could be extended so that municipal crews could do their work during normal hours.

The Municipal Engineer was asked to recognize the concern expressed in regard to the subject introduced by Alderman McLean, and to report to Council on the matter at the May 25th meeting.

ALDERMAN LADNER made reference to a paint and oil "spill" in Still Creek recently.

As a result of being asked, the Municipal Manager introduced a report that had been received from the Medical Health Officer in connection with the matter, which indicated the following:

- (a) On May 18, 1970, at 7:20 p.m., the Chief Public Health Inspector received a telephone call from an Official of the Parks and Recreation Commission regarding a major pollution of Still Creek. This Official, Mr. J. Naylor, stated that his information came firstly from a radio news release and later as a result of a telephone call to the Parks Board Dispatch Office.

May/19/1970

- (b) The Chief Public Health Inspector immediately alerted the Greater Vancouver Sewerage and Drainage District authorities, and then proceeded to check Still Creek at Sperling Avenue.
- (c) By 8:00 p.m., the following Officials were on the scene:
- Mr. G. H. Armson - Chief Public Health Inspector
 - Mr. A. C. Broomfield - Member of the Burnaby Health Department
 - Mr. H. Krause - Greater Vancouver Sewerage and Drainage District
 - Mr. K. Baker - Greater Vancouver Sewerage and Drainage District
 - Mr. J. Naylor - Burnaby Parks Board
 - Mr. R. Tipton - Burnaby Parks Board
- (d) Inspection of the boom at Still Creek and Sperling Avenue revealed a build-up of debris, algae, moss and a small amount, in isolation, of a red substance. This substance had the appearance of plastic but was subsequently discovered to be paint.
- (e) The boom area had been cleared on May 15th by the Sewerage and Drainage District authorities so the build-up was in all probability caused by the rain on Saturday evening, May 16, 1970.
- (f) As the Sperling Avenue boom was holding well and as the time before darkness was short, it was decided that the area would be cleaned the following morning by authorities from the Sewerage and Drainage District.
- (g) Mr. Armson and Mr. Naylor then inspected the boom at Still Creek and Sprout Street. This area was satisfactory. Mr. Broomfield and Mr. Naylor had inspected the boom at Still Creek and Douglas Road where there was no evidence of paint.
- (h) At the rear of premises licenced as Ace Heavy Equipment Repairs Company Ltd., 2810 Norland Avenue, there was some evidence of red paint on the grass adjacent to Still Creek. In the Creek on the far side were two cans, a one gallon can that appeared black and one pint can that was red in colour.
- (i) At 8:50 a.m. on May 19th, Mr. Armson called on the co-owner of Ace Equipment Company. The Greater Vancouver Sewerage and Drainage District employees were working on the Creek at the rear of the Company's premises and had lifted, with a pike pole, a one gallon can containing red paint.

May/19/1970

(j) The Ace Equipment Company Ltd. premises had been closed on Saturday, Sunday and Monday. Some time during the long weekend, the structure containing paints had been broken into and two one gallon and one one pint cans of paint had been removed. The Company stated that two of the cans contained some paint and one (the gallon of black paint) was full. The R.C.M.P. was informed of the break-in and is conducting an investigation.

(k) The conclusions reached are that:

- (i) the three paint cans were deposited in Still Creek by vandals;
- (ii) the Creek has been cleaned by the Greater Vancouver Sewerage and Drainage District authorities;
- (iii) the news releases were in gross exaggeration of the actuality of the pollution;
- (iv) the entire matter was handled with dispatch by the concerned authorities.

ALDERMAN LADNER stated that those who noted the paint pollution which was the subject of the report from the Medical Health Officer would have done a greater public service had they contacted appropriate authorities from the municipality before reporting the matter to the press media.

ALDERMAN CLARK enquired as to where the ornamental tubs which were placed on Hastings Street a few years ago as a part of a beautification programme had been moved.

He mentioned that the municipality was supposed ^{have} to/maintained these tubs.

It was understood by Council that an answer to Alderman Clark's enquiry would be provided.

ALDERMAN CLARK asked when Hastings Street was to be widened.

MUNICIPAL MANAGER stated that he was not in a position to provide an answer to this question.

He remarked that the Mayor had written to the Provincial Government regarding the matter and, he understood, a meeting would be arranged soon to discuss that and other matters.

ALDERMAN DAILLY indicated that the run-off from the newly paved lanes would be accelerated in some cases because of the smoother surface and fact that grades were such as to encourage a faster run-off.

He suggested that perhaps a better grade should be established to prevent this possibility.

DEPUTY MUNICIPAL ENGINEER stated that the lanes being paved were, at the same time, being reshaped and, in some instances, a low asphalt curb was being provided where it was considered necessary to alleviate a drainage condition.

ALDERMAN MERCIER asked whether the Planning Department was conducting a Rapid Transit Study.

The Planning Director replied that his Department was not performing such a Study but he, as a member of a Technical Committee from the Regional District, was aware of the Study being conducted by the District.

When ALDERMAN MERCIER asked that Council be provided with a list of the duties performed by all members of the Planning Department Staff, plus an organizational chart showing the interrelationship between the Staff, it was understood the Planning Director would furnish Council with the information desired.

ALDERMAN DRUMMOND noted that no apparent attempt was being made to replace Mr. E. A. Fountain, the Assistant Municipal Manager who retired recently.

He suggested that this perhaps indicated that Mr. Fountain's past position was either redundant or the Municipal Manager was being overworked.

It was stated to Council that the Special Committee consisting of His Worship, Mayor Prittie and Alderman Mercier would be meeting the Municipal Manager shortly to discuss the matter broached by Alderman Drummond, and would be reporting afterwards to Council.

ALDERMEN DRUMMOND AND DAILLY LEFT THE MEETING.

* * * * *

REPORTS

MUNICIPAL CLERK submitted his Certificate of Sufficiency relating to Phase VII of the Local Improvement Lane Paving Initiative Programme, as follows:

THE CORPORATION OF THE DISTRICT OF BURNABY

CERTIFICATE OF SUFFICIENCY

Section 589(1) of the Municipal Act provides, in part, that:

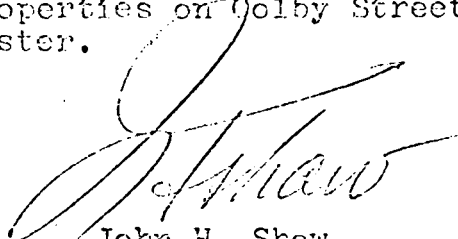
"589(1) -- -- unless within one month after the publication of the (required) notice a majority of the owners representing at least one-half of the value of the parcels which are liable to be specially charged, petition the Council not to proceed with it, the work may be undertaken as a Local Improvement."

This Certificate of Sufficiency covers Lane Paving Local Improvement Projects included in Phase Seven of Seven Phases of the Local Improvements Programme for Lane Paving approved by Council.

Petitions have been received against Local Improvement Projects numbered 16-1, 17-4, 17-5, 17-13, 17-19, 17-22, 17-60, and are certified as sufficient, as these petitions represent a majority of the owners who represent at least one-half of the value of the parcels liable to be specially charged.

I HEREBY CERTIFY THAT sufficient petitions have not been received covering the Local Improvement works recorded herein, with the exception of Project Numbers 16-1, 17-4, 17-5, 17-13, 17-19, 17-22 and 17-60.

In view of the recent change in the boundary between New Westminster and this municipality, Lane Paving Project No. 17-074, "The Colby Street-Craig Street lane between Mervyn Road and Holmes Street," has been withdrawn. The properties on Colby Street now fall within the City of New Westminster.



John H. Shaw,
MUNICIPAL CLERK

DATED -- MAY 15, 1970.

JHS/fl

HIS HONORABLE, THE MAYOR,
AND MEMBERS OF THE MUNICIPAL COUNCIL:

Gentlemen: RE: 1970 LOCAL IMPROVEMENT PROGRAMME - LANES

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, pavement to a maximum width of 14 feet and to a depth of not more than 2 inches, on the lanes described below:

PROJECT NUMBER	DESCRIPTION OF LANE	NO. OF OWNERS	51% REQUIRED TO DEFEAT Project	NO. OF OBJECTIONS	TOTAL ASSESSED VALUE OF LAND	50% REQUIRED	TOTAL PETITIONERS' ASSESSMENT
15-1	Keith St.-Marine Dr. lane from E.P.L.Lt.26, Pl.32761, to E.F.L.Lt.4, S.D."A", Plk.2W1/2, D.L. 162, Pl. 19709	11	6	N11	\$ 82,680	\$ 41,340	N13
15-2	Keith St.-Marine Dr. lane from Royal Oak Ave. W.F.L.Lt.6, S.D.1, Plk.2E1/2, D.L.162, Pl.12728	5	3	N11	41,000	20,500	N11
15-3	Keith St.-Marine Dr. lane east from Royal Oak Ave. to E.F.L.Lt.13, D.L.162, Pl. 29406	14	8	2	91,675	45,837	\$ 13,100
15-4	Keith St.-Eleanor St. lane from Eleanor St. to W.F.L.Lt."A", R.Pl.15378, R.S.D.4, S.D.1, Plk. 4, D.L. 162, Pl. 4099	14	8	N11	95,075	47,537	N11
15-5	Keith St.-Gilley Ave. lane from Gilley Ave. to W.F.L.Lt."P", S.D. 17&R, Plk. 4/5, D.L. 159, Pl. 15454	10	6	N11	71,215	35,607	N11
16-1	Edmonds St.-18th Ave. "T" lane from 18th Ave. to 16th St.	27	14	14	171,070	85,535	99,975
16-2	Edmonds St.-18th Ave. lane from 16th Ave. to Kingsway	15	8	2	290,035	145,017	15,300
16-3	18th Ave.-17th Ave. lane from S.F.L.Lt.52, Ex SE10', S.D.34&38, Plks.1&3, D.L.95N, Pl. 1152 to 16th St.	20	11	5	127,240	63,620	31,855

940

PROJECT NUMBER	DESCRIPTION OF LANE	NO. OF OWNERS	51% REQUIRED TO DEFEAT PROJECT	NO. OF OBJEC-TIONS	TOTAL ASSESSED VALUE OF LAND	50% REQUIRED	TOTAL PETITIONERS' ASSESSMENT
16-4	18th Ave.-17th Ave. lane from S.P.L.Lt.20, S.D.31/33, Plks.1&3, D.L.95N, Fl.1915, to Fritton St.	20	11	1	\$114,855	\$ 57,427	\$ 5,765
16-5	17th Ave.-16th Ave. lane from S.P.L.Lot 91, D.L. 95, Il. 24134, to 16th St.	22	12	N11	112,365	56,182	N11
16-6	17th Ave.-16th Ave. "T" lane from S.P.L.Lt. 69, E.F.13284, S.D.34238, Plks.1&3, D.L.95N, Fl.1152	17	9	4	97,615	48,807	23,310
16-10	14th Ave.-Ethel Ave. "T" lane from Kingsway to S.P.L.Lt.45, Plk.3, D.L.29, Fl.3035	14	8	N11	101,650	50,825	N11
16-12	19th Ave.-Stride Ave. lane from 19th St. to W.F.L.Lt.12, S.D."A", Plk.31, D.L.53, Fl.14776	4	3	1	20,700	10,350	5,275
16-13	11th Ave.-10th Ave. lane from 16th St. to 15th St.	21	11	2	99,030	49,515	9,445
17-1	Ramsay Ave.-Canada Way lane from Rosewood St. to S.P.L.Lt.2, Plks.15 to 18, D.L.30, Fl.19593	7	4	1	57,135	28,567	10,095
17-2	18th Ave.-17th Ave. lane from Humphries Ave. to Mary Ave.	24	13	2	128,520	64,260	10,710
17-3	17th Ave.-16th Ave. lane from Sylvan Dr. to Humphries Ave.	13	7	2	439,520	219,760	11,470
17-4	16th Ave.-15th Ave. "T" lane from Kingsway to Humphries Ave.	20	11	11	125,610	62,805	70,190
17-5	Humphries Ave.-Mary Ave. "T" lane from 16th Ave. to 14th Ave.	17	9	12	145,305	72,652	75,305
17-6	Mary Ave.-Davies St. lane from 16th Ave. to 14th Ave.	22	12	N11	142,225	71,112	N11
17-7	Graham Ave.-15th Ave. "T" lane from Canada Way to E.P.L.Lt.1, Plk.13, D.L.28C, Pl. 4546	13	7	N11	90,320	45,160	N11

250

Initiative Programme

PROJECT NUMBER	DESCRIPTION OF LANE	NO. OF OWNERS	51% REQUIRED TO DEFEAT PROJECT	NO. OF OBJECTIONS	TOTAL ASSESSED VALUE OF LAND	50% BENEFITED	TOTAL PROPERTY OWNERS' ASSESSMENT
17-8	Graves Ave.-15th Ave. "T" lane from 7th St. to 6th St.	19	10	1	\$140,780	\$ 70,390	\$ 6,215
17-9	Mary Ave.-Davies St. "T" lane from 14th Ave. to 13th Ave.	17	9	1	93,885	46,942	6,105
17-10	Davies St.-Hilda St. "T" lane from 14th Ave. to 12th Ave.	34	18	14	201,240	100,620	85,310
17-11	Hilda St.-Furgess St. "T" lane from 14th Ave. to 12th Ave.	35	18	N11	200,785	100,392	N11
17-12	Furgess St.-Canada Way lane from 14th Ave. to 12th Ave.	28	15	N11	161,360	80,680	N11
17-13	Mary Ave.-Davies St. lane from 13th Ave. to 12th Ave.	10	6	6	71,590	35,795	43,045
17-14	Line west of Mary Ave. from 13th Ave. to 12th Ave.	8	5	1	79,245	39,622	25,470
17-15	14th Ave.-13th Ave. "T" lane from Canada Way to 7th St.	18	10	N11	115,375	57,687	N11
17-16	12th Ave.-11th Ave. "L" lane from 12th Ave. to W.P.L.Lt. 20, Blk. 12, D.L. 29, Pl. 16339	6	4	N11	46,940	23,470	N11
17-18	Line east of Canada Way from 12th Ave. to 11th Ave.	6	4	N11	34,295	17,147	N11
17-19	Line west of 6th St. from 12th Ave. to 11th Ave.	5	3	4	74,365	37,182	41,530
17-20	11th Ave.-10th Ave. "H" lane from Canada Way to 6th St.	42	22	12	333,740	166,870	113,950
17-21	12th Ave.-11th Ave. "I" lane from 11th Ave. to 4th St.	28	15	13	191,715	95,857	78,395
17-22	11th Ave.-10th Ave. lane from E.P.L.Lot "D", 25, 26, Pl. 20867 to 4th St.	20	11	11	127,630	63,815	72,115

251

PROJECT NUMBER	DESCRIPTION OF LANE	NO. OF OWNERS	51% REQUIRED TO DEFEAT PROJECT	NO. OF OBJECTIONS	TOTAL ASSESSED VALUE OF LAND	40% REQUIRED	TOTAL PETITIONERS' ASSESSMENT
17-23	Lane east of 6th St. from 19th Ave. to 18th Ave.	3	2	N11	\$ 31,490	\$ 15,745	N11
17-24	18th Ave.-17th Ave. "T" lane from 6th St. to 4th St.	30	16	N11	205,360	102,680	N11
17-25	17th Ave.-16th Ave. lane from 6th St. to 4th St.	27	14	N11	199,570	99,785	N11
17-26	"I" lane east of 4th St. from 19th Ave. to E.F.L.Lt.8, S.D.1, Blk.30, D.L.27, Fl. 16882	5	3	N11	31,000	15,500	N11
17-27	19th Ave.-18th Ave. "H" lane from 4th St. to 2nd St.	32	17	1	221,795	110,897	\$ 6,735
17-28	18th Ave.-17th Ave. lane from 4th St. to 2nd St.	35	18	N11	223,255	111,627	N11
17-29	17th Ave.-16th Ave. lane from 4th St. to 2nd St.	42	22	N11	224,165	112,082	N11
17-30	16th Ave.-15th Ave. lane from 4th St. to 2nd St.	32	17	N11	200,760	100,380	N11
17-31	15th Ave.-14th Ave. lane from 4th St. to 2nd St.	36	19	4	249,255	124,625	26,430
17-32	14th Ave.-13th Ave. lane from 4th St. to 2nd St.	35	18	2	245,285	122,642	13,490
17-33	13th Ave.-12th Ave. lane from 4th St. to 2nd St.	35	18	1	235,575	117,787	6,745
17-34	12th Ave.-11th Ave. lane from 4th St. to 2nd St.	36	19	N11	238,645	119,322	N11
17-35	11th Ave.-10th Ave. lane from 4th St. to 2nd St.	37	19	N11	224,780	112,390	N11
17-36	Wedgewood St.-19th Ave. "H" lane from 2nd St. to 1st St.	20	11	1	139,215	69,607	7,420
17-37	19th Ave.-18th Ave. "H" lane from 2nd St. to 1st St.	20	11	N11	136,685	68,342	N11
17-38	18th Ave.-17th Ave. "H" lane from 2nd St. to 1st St.	22	12	5	143,125	71,562	32,415
17-40	16th Ave.-15th Ave. "H" lane from 2nd St. to 1st St.	20	11	N11	127,000	63,500	N11
17-41	15th Ave.-14th Ave. "H" lane from 2nd St. to 1st St.	20	11	N11	132,030	66,015	N11

252

1703807
1703808

DESCRIPTION OF LANE

NO. OF
OWNERS

17-42	14th Ave.-13th Ave. lane from 2nd St. to 1st St.	21
17-43	13th Ave.-12th Ave. lane from 2nd St. to 1st St.	17
17-44	12th Ave.-11th Ave. lane from 2nd St. to 1st St.	20
17-45	11th Ave.-10th Ave. lane from 2nd St. to 1st St.	19
17-46	Wedgewood St.-19th Ave. "H" lane from 1st St. to Newcombe St.	27
17-47	19th Ave.-18th Ave. "H" lane from 1st St. to Newcombe St.	29
17-48	18th Ave.-17th Ave. "H" lane from 1st St. to Newcombe St.	28
17-49	17th Ave.-16th Ave. "T" lane from 1st St. to Newcombe St.	22
17-50	16th Ave.-15th Ave.-14th Ave. "H" lane from 1st St. to Newcombe St.	48
17-51	17th Ave.-16th Ave. "H" lane from Newcombe St. to Wright St.	25
17-53	16th Ave.-15th Ave. lane from Newcombe St. to Wright St.	20
17-54	16th Ave.-15th Ave. "H" lane from Wright St. to Cumberland St.	20
17-55	15th Ave.-14th Ave. "L" lane from Newcombe St. to 15th Ave.	19
17-56	15th Ave.-14th Ave. "L" lane from 14th Ave. to Cumberland St.	24

253

Page -5-
 1970 Local Improvement
 Initiative Programs

51% REQUIRED TO DEFEAT PROJECT	NO. OF OBJEC- TIONS	TOTAL ASSESSED VALUE OF LAND	50% REQUIRED	HOME OWNERS' ASSESSMENT
11	1	\$139,360	\$ 69,680	\$ 6,680
9	Nil	130,420	65,210	Nil
11	Nil	135,125	67,562	Nil
10	Nil	126,260	63,130	Nil
14	1	193,395	96,697	5,940
15	1	178,770	89,385	6,395
15	2	166,150	83,075	14,870
12	Nil	142,975	71,487	Nil
25	Nil	315,790	157,895	Nil
13	Nil	145,970	72,985	Nil
11	Nil	132,760	66,380	Nil
11	1	129,070	64,535	6,255
10	Nil	137,140	68,570	Nil
13	1	155,455	77,727	6,285

PROJECT NUMBER	DESCRIPTION OF LANE	NO. OF OWNERS	51% REQUIRED TO DEFEAT PROJECT	NO. OF OBJECTIONS	TOTAL ASSESSED VALUE OF LAND	50% REQUIRED	TOTAL PETITIONERS' ASSESSMENT
17-57	14th Ave.-13th Ave. lane from Newcombe St. to Wright St.	21	11	Nil	\$140,905	\$ 70,452	Nil
17-58	14th Ave.-13th Ave. lane from Wright St. to Cumberland St.	26	14	Nil	178,040	89,020	Nil
17-59	14th Ave.-12th Ave. lane from Wright St. to Cumberland St.	19	10	Nil	136,970	68,485	Nil
17-60	Cumberland St.-Enderby St. "T" lane from 16th Ave. to Armstrong Ave.	29	15	15	188,195	94,097	100,295
17-63	Karrman Ave.-11th Ave. lane from Cumberland St. to Coquitlam St.	28	15	Nil	180,355	90,177	Nil
17-64	Armstrong Ave.-12th Ave. lane from Coquitlam St. to Langley St.	37	19	Nil	271,465	135,732	Nil
17-65	12th Ave.-11th Ave. lane from Coquitlam St. to Langley St.	36	19	Nil	266,405	133,202	Nil
17-66	"T" lane north of Armstrong Ave. from W.P.L. Lot 1, to E.P.L. Lot 3, Blk.7, D.L.11, Fl.12989	5	3	1	37,115	18,557	6,545
17-67	Crest Dr. perimeter lanes from E.P.L. Lot "B", F.23717, D.L. 13 to Crest Dr.	48	25	Nil	366,305	183,152	Nil
17-68	Crofton St.-Wilberforce St. lane from Cariboo Rd. to Elford St.	10	6	Nil	60,605	30,302	Nil
17-69	Elford St.-Lee St. lane from Holmes St. to 10th Ave.	28	15	2	113,025	56,012	12,250
17-70	Wilberforce St.-Holmes St. lane from W.P.L. Lot 13, Blk.13, D.L.13, Fl.3046 to W.P.L. Lot D, S.D.10&12, Blk.13, D.L.13, Fl. 14992	5	3	Nil	30,325	15,162	Nil

PROJECT NUMBER	DESCRIPTION OF LANE	NO. OF OWNERS	51% REQUIRED TO DEFEAT PROJECT	NO. OF OBJECTIONS	TOTAL ASSESSED VALUE OF LAND	50% REQUIRED	TOTAL PETITIONERS' ASSESSMENT
17-71	Lane north of Holmes St. from Sapperton St. to E.P.L. Lot 22, D.L. 1, Pl. 28585	10	6	N11	\$ 74,995	\$ 37,497	N11
17-72	Lane east of Lee St. from Holmes St. to 10th Ave.	8	5	N11	55,330	27,665	N11
17-73	Glencoe St.-Mervyn Rd. lane from Craig St. to E.P.L. Lot 6, Blk. 11, D.L. 1, Pl. 3043	5	3	1	8,390	4,195	1,780

255

DATED THIS DAY OF , 1970.

GK/fl

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That the Certificate of Sufficiency from the Municipal Clerk be received and appropriate By-Laws be prepared to authorize the construction of the Projects which survived the Initiative Programme, as indicated by the Clerk in his Certificate."

CARRIED UNANIMOUSLY

* * * *

ALDERMAN HERD submitted a report indicating that it had been brought to his attention that, in an interview on a local radio station last week, Mr. Ralph Loffmark, the Minister of Health Services and Hospital Insurance, indicated the Burnaby General Hospital had no Intensive Care and Emergency services.

Alderman Herd advised that this is totally incorrect, and provided the following information that proves such services are available:

- (1) A five-bed intensive care unit was established in Burnaby General Hospital in July, 1968.
- (2) Each bed has a monitoring unit.
- (3) 397 patients were handled in this unit in 1969.
- (4) 296 patients were monitored in that unit.
- (5) The number of "overdose" patients in 1969 was 35.
- (6) The number of deaths in 1969 was 42.
- (7) The average number of persons occupying the beds in the Intensive Care unit in 1969 were 3.69.
- (8) The average day stay of patients in such beds was 3.5.
- (9) The Emergency section of the Hospital handled 18,131 people in 1969 - an average of 50 per day.
- (10) In 1969, the maximum number handled in one day was 82.
- (11) On May 2, 1970, 110 persons were handled by the Emergency section of the Hospital.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MCLEAN:
"That the report of Alderman Herd be received."

CARRIED UNANIMOUSLY

May/19/1970

ALDERMAN DRUMMOND RETURNED TO THE MEETING.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN CLARK:
"That the information contained in the report of Alderman Herd be forwarded to the Minister of Health Services and Hospital Insurance."

* * * *

CARRIED UNANIMOUSLY

POLLUTION COMMITTEE submitted a report pertaining to a complaint from Mr. K. Stewart Shearman concerning burning on the Standard Oil Company property, advising as follows:

- (a) The bright flame referred to by Mr. Shearman in his letter to Council was the refinery flare, which was larger than normal on March 25, 1970.
- (b) The Standard Oil Company was not aware that there was any smoke from this flare.
- (c) Combustion was controlled and should not have resulted in emissions of a smokey nature. Weather data shows that, at the time of the complaint, the area was blanketed by a cloud cover. On a foggy night, the flare appears much more pronounced.
- (d) Mr. Shearman's reference to the flare illuminating a huge cloud emanating from a tall smoke stack related to the Catalytic Cracker regenerator, which is 300 feet high. The visible emission from this stack is a steam plume, and it is much more noticeable in the cooler weather. It can appear black, just as a white cloud can appear white or black.
- (e) The Catalytic Cracker was closed down for overhaul on February 21st and recommenced operating on March 18, 1970. At that time, \$190,000.00 was spent on installation of new stainless steel cyclones in the regenerator and the electro static precipitator was overhauled. The result of this is that recovery of particulate matter is extremely efficient. At the same time, \$15,000.00 was spent on improvements in the gas recovery plant to reduce flaring, and \$4,000.00 was spent on the overhaul of the flare stack.
- (f) Combustion was controlled on the flare, producing no smoke. The steam plume from the Catalytic Cracker stack may appear to be dark or black, depending on weather conditions, although it is steam which is white.
- (g) The Municipal Solicitor indicated that the type of combustion described by the Company does not contravene the Burnaby Fire Prevention By-Law.

- (h) So far as is known, no outside burning of any kind, other than the refinery flare, takes place on the Standard Oil Company property. Investigations have failed to reveal any source of smoke emissions from the refinery on March 25th, or any other recent date within the past year. Firefighting training for refinery staff is closely monitored by the Burnaby Fire Department.

The Committee concluded by recommending that no action be taken on the complaint from Mr. Shearman, in view of the foregoing.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:
"That the report of the Committee be received and the substance of it be conveyed to Mr. Shearman."

CARRIED UNANIMOUSLY

ALDERMAN DAILLY RETURNED TO THE MEETING.

* * * *

TRAFFIC SAFETY COMMITTEE SUBMITTED reports on the matters listed below as Items (1) to (6) recommending the courses of action indicated for the reasons given:

(1) Fairlawn Drive and Midlawn Drive

As a result of considering a request for stop signs on Fairlawn Drive at Midlawn Drive to remedy what was considered to be a hazardous traffic situation caused mainly by a view obstruction at the North-East corner, it was being recommended that the request be denied because:

- (a) The geometrics of the intersection, the low traffic volumes, and a relatively light accident history indicate the lack of a serious problem.
- (b) The annual accident records show a decrease in the rate.
- (c) The obstruction at the North-East corner (a grass bank) is not felt to cause a problem if the intersection is approached with proper caution.

(2) Drag Racing

The R.C.M.P. has drawn attention to the problems involved in stringently enforcing existing regulations dealing with drag racing.

The Police pointed out that there are three main locations where semi-organized Drag Races take place, they being:

- (a) Gagliardi Way
- (b) 8000 Block Broadway
- (c) 5600 Block Marshland Avenue

In the case of Gagliardi Way, successful observations were made, and sufficient evidence obtained, to lay 245 charges against the drivers and owners of the vehicles participating and those of spectators.

The R.C.M.P. has made suggestions to the Provincial Department of Highways for certain improvements to Gagliardi Way that would make the street unsuited for drag racing.

The City of Vancouver, to combat a similar situation on Kent Street, installed specially engineered speed bumps.

The R.C.M.P. recommended that the 8000 Block Broadway and the 5600 Block Marshland Avenue be given similar treatment.

The Engineer has indicated that, when considering requests for speed bumps, one of the first questions that must be answered is whether this treatment will cure the problem or merely relocate it to another suitable street. As an example, the City of Vancouver placing speed bumps on Kent Street (which is the only such installation) eliminated the problem but may have been responsible for the increased use of the 5600 Block Marshland Avenue in Burnaby.

Both the Police and Engineering Departments from the City have indicated that the drag racers would continue doing so wherever they could find suitable roads.

Officials from the City were asked why a place could not be provided for drag racers and they replied that there were too many obstacles in the way, such as supervision, insurance, accepted responsibility, vehicle standards, etc.

Privately-operated drag strips also present obstacles to the type of person creating problems, such as entrance fees, the standard of the vehicle, the schedule of races, etc.

Another important factor is that many drag races begin on the spur of the moment.

In checking with the Municipal Solicitor regarding the liability aspect of speed bumps, it was ascertained that even if such bumps were signed, a court could find the municipality negligent in installing control devices whose purpose was to throw a violator out of control and inflict possible injury.

It was concluded that the application of speed bumps does not cure the problem- it only transfers it to other streets.

It was therefore being recommended that no action be taken on the requests for speed bumps on the portions of Broadway and Marshland Avenue indicated above and that should such violations continue, they be controlled by increased enforcement.

(3) Lane South of Portland Street Between Bradley Avenue and McKay Avenue

It was being recommended that no action be taken on a request for some form of traffic control in the above lane because investigation revealed that during the times of inspection, either no vehicles were observed entering or leaving the lane, or very few, which indicated that there was no real problem.

(4) View Obstruction - 490 Duthie Avenue

In March this year, it was recommended that a By-law be enacted to have a view obstruction, in the form of an overgrown evergreen hedge, trimmed back to the property line.

The Municipal Solicitor has advised that:

- (a) The Council may pass such a By-law if, in the opinion of Council, the hedge is dangerous, or the safety or convenience of the public so requires. It is doubted that the hedge in itself is dangerous so it must be that the safety or convenience of the public requires the trimming of the hedge.
- (b) The hedge is on property lying in the middle of a block and apparently the action of Council was precipitated by a person next to the subject property who finds the hedge presents a view obstruction when he is exiting from his property onto Duthie Avenue. In these circumstances, it is doubted that the safety or convenience of the public requires the hedge to be trimmed.
- (c) Under Section 872 of the Municipal Act, the owner of the property which is involved has the right of appeal to a County Court Judge who will only allow Council to exercise the powers under Section 872 of the Municipal Act if the circumstances warrant.
- (d) The Motor Vehicle Act places a heavy burden on the drivers of motor vehicles entering a highway from a driveway. In that regard, Section 166 provides that the driver shall stop his vehicle immediately before driving onto the sidewalk and shall yield the right-of-way to a pedestrian on the sidewalk. The driver shall also yield the right-of-way to traffic approaching on the highway so closely that it constitutes a hazard. If a driver backs his vehicle onto the street, Section 184 provides that he shall not cause the vehicle to move backwards unless such movement can be made in safety.
- (e) The report the Committee submitted to Council stated that numerous complaints have been received concerning the hedge. It would appear that the hedge is of concern only to the occupants of the adjacent property.

In view of the foregoing report from the Municipal Solicitor, it was being recommended that Council rescind its previous decision to enact a by-law under Section 872 of the Municipal Act regarding the removal of a view obstruction from property at 490 Duthie Avenue.

If Council accepts this recommendation, the complainant will be advised of his responsibilities with regard to Sections 166 and 184 of the Motor Vehicle Act.

(5) Griffiths Avenue and Arcola Street

It was being recommended that no action be taken on a request for stop signs at the above intersection because investigation disclosed that:

- (a) The intersection is presently controlled by yield signs on Griffiths Avenue, which are clearly visible to traffic on Griffiths Avenue.
- (b) In checking accident records over the last two years, it was noted that four motorists involved failed to yield because they claimed to not see the signs; three said they did stop, then proceeded but misjudged the approaching vehicles speed, while the last contended that he had slowed down for the sign. If these statements are to be believed, then replacing yield signs with stop signs would be of little help as half never saw the present signs and the majority of the rest stopped but still were involved in an accident.
- (c) Griffiths Avenue is proposed as a through street at some time in the future and it will be protected by stop signs. To so classify the street at this time would be premature and it would most certainly be reflected in an increased accident rate at other uncontrolled intersections along Griffiths Avenue.

(6) Hastings Street and Kensington Avenue

It was being recommended that no action be taken on a request for a traffic signal at the above intersection because investigation revealed that:

- (a) There are relatively light approach volumes on the minor "legs" of the intersection, and most of those vehicles were making right turns which can be done safely without the use of a traffic signal.
- (b) No undue delays were noted to traffic on the minor "legs".
- (c) Pedestrians crossings of Hastings Street were not considered to be exceptionally high.
- (d) The majority of accidents which have occurred at the intersection over the past nine years were "rear-enders", a type that invariably increases when a signal is installed.
- (e) Any difficulties being experienced by motorists on Kensington Avenue at Hastings Street, or pedestrians crossing there, should be alleviated after the new traffic signal is installed on Hastings Street at Holdom Avenue. This, combined with the signal at Hastings Street and Sperling Avenue, will provide added gaps in the stream of traffic on Hastings Street.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:
"That all of the recommendations of the Traffic Safety Committee
be adopted."

CARRIED UNANIMOUSLY

* * *

MUNICIPAL MANAGER submitted Report No. 34, 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) Lougheed Mall Theatres

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

(2) Lot 141, D.L. 33, Plan 26891
(Montemurro - 4562 Charlotte Court)

The Corporation obtained an easement over the West 7.5 feet of
the above property, for sewer purposes, in 1964.

This, together with a 7.5 foot easement over the Easterly 7.5
feet of the adjoining property, made a total easement of 15 feet.

After installation of the sewer, it was found possible to relinquish
the easement over the Montemurro property and the owner requested
such a release in 1967.

Though this was recommended by the Municipal Engineer then, the
matter became confused with another easement over the Montemurro
property and no action was taken to release the 7.5 foot easement
mentioned above.

It was therefore now being recommended that Council authorize
the abandonment of the easement over the Easterly 7.5 feet of
Lot 141, D.L. 33, Plan 26891.

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

CARRIED UNANIMOUSLY

(3) Juvenile Detention Home

It was being recommended that authority be granted to renew the
contract with the City of Vancouver for the use of the Juvenile
Detention Home between May 1, 1970 and April 30, 1971 at the
rate of \$15.80 per inmate per day.

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

CARRIED UNANIMOUSLY

(4) Per Capita Assessment - Social Service

The per capita billing by the Province for the month of April 1970 was \$1.06 as compared to \$.90 up to March 31, 1970. This is a very substantial increase and it reflects increased Social Assistance rates, Boarding and Nursing Home rates effective April 1, 1970, as well as greater numbers of persons requiring assistance.

The Municipality's 1970 Budget anticipated a per capita rate of \$1.00 from January 1, 1970. As the Province billed for the first three months at \$.90 per capita, the undercharge is reduced from \$60,484.00 to \$26,882.00.

It would be overly optimistic at this time to believe that even the new \$1.06 rate will carry the total programme costs for the balance of the 1970 year.

No adjustment billing for the fiscal year ending March 31, 1970 has been received as yet.

Burnaby's 1969 deficit was recovered by the Province by a special increment on the per capita basis during January, February and March 1970.

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

CARRIED UNANIMOUSLY

(5) Witness Fees

It was being recommended that:

- (a) As of June 1, 1970, the Municipality cease paying witness fees.
- (b) In the case of witnesses who need to be brought a long distance, their travel and accommodation expenses be paid.
- (c) The Attorney-General be advised of the foregoing.
- (d) The Court Clerk also be so advised.

As a result of a question, the Municipal Manager stated that the Police do not favour ceasing the payment of witness fees because this could tend to discourage witnesses from offering their services.

He added that the Attorney-General could make it compulsory for municipalities to either pay witness fees or not.

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

CARRIED UNANIMOUSLY

(6) Garden Sprays

The Municipal Solicitor has advised that the idea of commercial garden sprayers being required to supply a bond to ensure financial ability to compensate any injury to a third party as a result of spraying is not practicable because there would invariably be the need to commence an action before a person could recover on the bond.

He has suggested that the same protection could be afforded the public if the requirement was that a specified amount of liability insurance be carried at all times by the licence holder.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN MERCIER:
"That liability insurance in the amount of \$500,000.00 be carried at all times by those licenced for commercial garden spraying in order to afford protection in the event of any injury to a third party as a result of such spraying."

CARRIED

AGAINST -- ALDERMAN McLEAN

(7) Lyndhurst-Cameron Park Site
BURNABY EXPROPRIATION BY-LAW NO. 7, 1968

The above By-law expropriated certain properties for pleasure, recreation and community uses of the public.

There was some misunderstanding on the part of the Legal Department as to the exact needs of the municipality and, as a result, the whole of certain lots were expropriated whereas the intention was to only expropriate part of the lots.

The expropriation was never proceeded with and a new Expropriation By-law has been prepared to remove that portion of the land which was never intended to be expropriated.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN BLAIR:
"That the report of the Manager be received."

CARRIED UNANIMOUSLY

(8) Remainder of Lot 285, D.L. 87, Plan 35983
SUBDIVISION REFERENCE NO. 38/70

It was being recommended that Council waive the provisions of Section 712(1) of the Municipal Act in respect of a subdivision involving the above 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 LADNER, SECONDED BY ALDERMAN MERCIER:
"That the owner of Remainder of Lot 285, D.L. 87, Plan 35983 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 Ronald G. Scobbie and sworn the 5th day of March, 1970."

CARRIED UNANIMOUSLY

(9) Easements - Portions of Lots 231, 236,237 and 285, D.L. 87
SUBDIVISION REFERENCE NO. 38/70

It was being recommended that Council authorize the:

- (a) acquisition of easements, for sewerage and drainage purposes, over the above described properties in order to finalize a subdivision.
- (b) execution of the documents required in connection therewith.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DRUMMOND:
"That the recommendations of the Manager be adopted."

CARRIED UNANIMOUSLY

(10) Storm Drainage - 12th and 13th Avenue Watercourses

It was being recommended that Council accept the tender of Miller Cartage and Construction Ltd. in the amount of \$47,484.33 for the supply and installation of storm drainage materials for the above project, with the final payment to be based on the unit prices tendered.

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

CARRIED UNANIMOUSLY

(11) Portion of Lot "C" and the Northerly 80 feet of Lot "C",
Block 4, D.L. 136, Plan 8977 (Grieve and Thompson)
SUBDIVISION REFERENCE NO. 182/69

There is a twenty-foot sewer easement over the above properties, which are now being subdivided under the above reference number, and on adjoining land.

The easement relating to the subdivision is being replaced by a lane.

It was being recommended that Council authorize the release of any ancillary rights held by the Corporation within the terms of the easement agreement respecting the subject properties.

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

CARRIED UNANIMOUSLY

(12) Portion of Crofton Street and the lane North of Wilberforce Street from Elford Avenue to Sapperton Street

On October 20, 1969, the Council authorized the preparation of a By-law to effect the cancellation of the above road and lane allowances.

Subsequently, one of the private owners refused his consent to the cancellation of the lane adjacent to his lot so it was decided to reduce the amount of lane to be cancelled. This means that, instead of closing the entire 622.83 feet of lane, it is now proposed to close only the Easterly 349.83 feet.

It is necessary that Council approve this revision, in which case the necessary new by-law or amending by-law will be prepared for submission to Council.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:
"That Council concur with the approach outlined in the report."

CARRIED UNANIMOUSLY

(13) Local Improvements - Gatenby Avenue

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

(14) Estimates

The Municipal Engineer's report covering special estimates of work in the total amount of \$168,400.00 were being submitted for approval.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:
"That all items listed in the Municipal Engineer's report, except those under Job Numbers 22-050 and 32-781 to 32-789 inclusive, be approved; and further, with regard to Job Number 22-050, a report be submitted by the Municipal Engineer containing details of the work proposed to be done on the four lanes listed under that Job Number, including the reasons why the work is planned; and further, he submit a report indicating the difference in costs if the lanes covered by Job Numbers 32-781 to 32-789 were constructed to a gravel standard first and then, at a subsequent time, paved separately from the initial construction."

CARRIED UNANIMOUSLY

(15) Miscellaneous Rezoning Applications

The Planning Department has submitted reports on a number of rezoning applications.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN LADNER:
"That these reports be received and be considered later in the evening."

CARRIED UNANIMOUSLY

(16) Advisory Planning Commission

The Municipal Solicitor and Municipal Clerk have offered suggestions in response to a directive of Council that an amendment to Burnaby Advisory Planning Commission By-law 1963 be prepared.

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

CARRIED UNANIMOUSLY

(17) The X-Kalay Foundation Society

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

HIS WORSHIP, MAYOR PRITTIE, DECLARED A RECESS AT 9:00 PM.

THE COMMITTEE RECONVENED AT 9:15 P.M.

(15) Miscellaneous Rezoning Applications

The Planning Department has reported on the following rezoning applications and has recommended the courses of action indicated for the reasons provided:

(1) Reference RZ #10/70

Lot 12, D.L. 2, Plan 33637

FROM GASOLINE SERVICE STATION DISTRICT (C6) TO SERVICE
COMMERCIAL DISTRICT (C4)

It was being recommended that Council reaffirm its basic decision in regard to the "town centre" concept for the area in which the lot is located and therefore not approve this application to rezone the property in question, which is located at 4191 North Road, to the C4 category because the proposal is completely contrary to the goals and objectives for the area.

It was drawn to the attention of Council that Mr. B. J. Harrington, Market Development Manager for Shell Canada Ltd. (the applicant) had written to request an audience with Council.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN LADNER:
"That Mr. Harrington be heard."

CARRIED UNANIMOUSLY

Mr. Harrington then spoke and made reference to portions of the letter dated April 16, 1970 which he had written in connection with the rezoning application, as follows:

- (a) The Council, on November 20, 1969, resolved to not approve the same type of application but authorized the Planning Department to work with the Company toward the provision of a more comprehensive and intensive use of the site than currently planned.
- (b) In accordance with Council's instructions, the Company has, over the past four months, contacted various business operations who cater to "walk-in" trade and they are not prepared to establish on the site as they feel they could not be competitive with the merchants in the Lougheed Mall.
- (c) Many enquiries were received from the drive-in type of businesses (e.g. convenience food outlets, paint outlets and similar automobile-oriented businesses) who were anxious to purchase, lease, or in some manner participate in the development of the site.
- (d) The following other factors influence the type of development which would be viable on the property:
 - (i) The irregular shape of the parcel.
 - (ii) The severe grade separation with the property along the North side.
 - (iii) The type of development which is on adjacent property.
 - (iv) The noise created by traffic on two major arteries. (North Road and Lougheed Highway).
- (e) The Company has therefore been unsuccessful in attracting the type of development to the site that is envisaged by the Planning Department.
- (f) C4 zoning does not conflict with existing zoning in the immediate area. The property occupied by the White Spot is zoned C4 and this parcel isolates the Company's land from all other surrounding properties regardless of what future development or rezoning takes place on property North and West of the White Spot development.
- (g) Developments adjacent to, or North of, the Company's property all are automobile-oriented businesses.
- (h) Shell Canada Ltd. is not requesting a zoning incompatible with existing development in the area, or proposing a development which would be incompatible with those recently developed or agreed to by Council.
- (i) At the present time, there is a two-bay service station on the South-East corner of the site. An old, two-storey, concrete block house and wood-frame garage is on the North-West portion. It is proposed to remove the existing service station, house and garage, and to construct a thirty by seventy foot building, together with completely covered gasoline facilities.

- (j) The proposed car wash will be attractive and compatible with surrounding developments. Included will be a sales area, offices and washrooms. The exterior finish will incorporate cut stone, glazed block and large window areas. Three pump islands for gasoline dispensing equipment will be undercover of a large canopy, designed to complement the proposed building. The building and gasoline facility will be on the North-West side of the property. This will permit maximum car stacking (it is estimated that forty-five cars can be accommodated), thus preventing congestion on the street.

This is a valid reason to not over-intensify the use of the property and thereby ensure that all traffic entering the site can be maintained within the property boundaries.

- (k) Extensive landscaping will be incorporated to enhance the overall appearance. Low shrubs, etc., will be used to permit maximum visibility across the corner of the property at the intersection.
- (l) The proposed car wash incorporates modern efficient equipment which washes, waxes and dries the car automatically, including the tires and the undercarriage. The driver will not need to leave his vehicle. No hand drying is done outside the building, thus eliminating the parking area required by conventional interior-exterior car washes. A cross-merchandising programme will be incorporated so that a customer will receive a discount on the car wash with the purchase of gasoline. This programme has proven very acceptable, enabling a motorist to keep his car clean and to protect the finish from damaging salt, etc. the year-round at a minimum cost.
- (m) The proposed development will incorporate a re-cycling system. Included is an underground settling reservoir, which traps the heavy solids, rather than letting them run-off into the sewers. Bio-degradable detergents will be used and recycled. This system reduces the burden on existing sewers and reduces pollution caused by standard detergents.
- (n) The decision to develop the property as a gasoline-car wash facility was arrived at after an indepth survey of the trading area. Consideration was given to the recent development by competitors, the new Loughheed Shopping Centre, and the projected construction of a number of apartment blocks.
- (o) There are presently 86 service bays in 11 service stations and four service centres within one mile of the site, plus six service bays in the Loughheed Shopping Centre and additional bays to be built in the proposed car dealership located North-West of the site. Existing facilities include specialty facilities for tire, front end, diagnostic services, and body repairs and painting.

- (p) The combined facilities should adequately serve the motoring public and it has been concluded that a car wash of the magnitude and quality described will be in the best interests of all concerned.
- (q) In the event the area South of the site is zoned for apartments, the Company's proposed development would alleviate the problem of residents washing their vehicles on the streets.
- (r) Introduction of a car wash would therefore offer a service not now available and would not introduce just another automotive centre in an area already well supplied with this type of facility.
- (s) The other alternatives open to the Company at this time are:

- (i) Leave the property "as is".

- (ii) Construct a new three-bay service station.

neither of which are felt to be in the best interests of the municipality, the residents or the company.

Mr. Harrington and his colleagues displayed a number of slides illustrating the Company's proposal and the current development situation in the area.

He stressed that all the stacking referred in his submission would be done on the Company's property and that every attempt would be made to minimize any traffic problems which could arise from the use planned by the Company.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That the application to rezone Lot 12, D.L. 2, Plan 33637 to Service Commercial District (C4) be approved for further consideration and be advanced to a Public Hearing."

CARRIED

AGAINST -- ALDERMAN DAILLY

(2) Reference RZ #11/70

- (a) Lot 1, except Explanatory Plan 16043 and except Plan 28800, S.D. "C", Block 2, D.L. 75, Plan 6877
- (b) Lot 2, S.D. "C", Block 2, D.L. 75, Plan 6877
- (c) Lot "D", Block 2, D.L. 75, Plan 3219

(Located between Douglas Road and Highway 401, North of Hyde Street)

FROM RESIDENTIAL DISTRICT FIVE (R5) TO RESIDENTIAL DISTRICT SIX (R6)

The Planning Department recommended that the Council approve this proposal in principle and authorize the Department to work with the applicant in the preparation of a suitable plan of development and subdivision, and to establish detailed prerequisites to the rezoning.

May/19/1970

The Department added that the prerequisites will be the subject of a further report to Council.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN DAILLY:
"That the recommendation of the Planning Department be adopted."

CARRIED UNANIMOUSLY

(3) Reference RZ #12/70

E. part of E. part, Sketch 1628, D.L. 85½

(Located on the West side of North Road 132 feet South of Lyndhurst Street)

FROM RESIDENTIAL DISTRICT TWO (R2) TO NEIGHBOURHOOD COMMERCIAL DISTRICT (C1)

The Planning Department recommended that the application to rezone the above described property not be approved because commercial zoning of the lot could have the following detrimental effects:

- (a) It would adversely affect the amenities of the adjacent residential district.
- (b) It could be the beginnings of a commercial strip along North Road.
- (c) It could create traffic problems at an already awkward intersection.
- (d) It could dilute the potential of the commercial "cores" which the municipality is trying to establish.

It was mentioned to Council that the Solicitor for the applicant had written to request an audience on the rezoning proposal at hand.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:
"That the Solicitor in question, Mr. W. A. Owen McQuarrie, be heard."

CARRIED UNANIMOUSLY

Mr. McQuarrie then spoke and explained that the purpose of the application was to have the lot rezoned to C2 so that the parcel could be consolidated with an adjoining one (which is already zoned C1) so that the owner can mitigate the loss experienced as a result of the municipality expropriating the Easterly 34 feet of both parcels for the widening of North Road.

He offered the following remarks in connection with the rezoning proposal:

May/19/1970

- (a) The adjacent property to which he referred was purchased in 1944 and the subject lot in 1946 by the current owner, Mrs. L. F. Eden.
- (b) The municipality had no Zoning By-law at either time, and therefore the property could have been developed for any purpose.
- (c) Mrs. Eden had planned to use the parcels for commercial purposes and, in that regard, erected a store and a service station on the adjoining lot many years ago.
- (d) In 1948, a Town Planning By-law was enacted which zoned the properties residential. No notice was given to the owner that this By-law was to be introduced. The owner knew nothing of the fact her land was zoned residential until recently when portions of the two parcels were expropriated for the widening of North Road.
- (e) It is unlikely the current owner will develop the lots herself, and therefore will sell them.
- (f) The two parcels were, separately, too small to experience a reasonable commercial development, and therefore will be consolidated prior to any such development.
- (g) A firm of architects have indicated, in writing, that it is not practical to develop the two lots separately.
- (h) It has been suggested that a medical building or a two storey office building would be suitable on the lots.
- (i) As regards the points made in the report of the Planning Department in opposition to the proposed rezoning, the following points were being made in rebuttal:
 - (i) There are many commercial facilities nearby so it is difficult to understand how the development of the subject properties for commercial purposes would adversely affect the amenities of the surrounding residential district.
 - (ii) It is unlikely that commercialization of the lots would be the beginning of a commercial "strip" along North road because existing commercial development is, in many places, to a considerable depth.
 - (iii) The development of the lots for commercial purposes would include the provision of off-street parking facilities, which will not aggravate any traffic problem either on North Road or at the intersection mentioned in the report.
 - (iv) The establishment of a medical centre on the property would not dilute the potential of the commercial cores the Planning Department is endeavoring to establish in the area.
- (j) There is no specific development plan on hand at this time for the property.

May/19/1970

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:

"That the application to rezone Lot E part sketch 1628 of D.L. 85½ to Neighbourhood Commercial District (C1) be approved for further consideration and be advanced to a Public Hearing, on the understanding that an attempt will be made by the applicant to produce a development plan for the property along the lines indicated this evening."

IN FAVOUR -- ALDERMEN HERD,
MERCIER, DRUMMOND AND DAILLY

AGAINST -- HIS WORSHIP, MAYOR
PRITTIE, ALDERMEN McLEAN, BLAIR,
LADNER AND CLARK

MOTION LOST

(4) Reference RZ #14/70

Lot 4, D.L. 136, Plan 23019

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

FROM RESIDENTIAL DISTRICT TWO (R2) TO MULTIPLE FAMILY
RESIDENTIAL DISTRICT THREE (RM3)

The Planning Department recommended that the application to rezone the above described property not be approved because the area in which the parcel is located is predominantly single family in character or is being developed in that manner.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN LADNER:

"That the recommendation of the Planning Department be adopted."

CARRIED UNANIMOUSLY

(5) Reference RZ #15/70

Lots 3, 5 and 6, S.D. "A", Block 60, D.L. 98, Plan 6965

(Located on the North side of Victory Street approximately 100 feet West of Royal Oak)

FROM RESIDENTIAL DISTRICT FIVE (R5) TO NEIGHBOURHOOD
INSTITUTIONAL DISTRICT (PI)

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

- (a) The three lots and the existing church site on adjacent property to the East be consolidated into one parcel.

(b) A sum be deposited with the municipality to cover the cost of paving the lane at the rear of the site.

(c) A suitable plan of development be presented.

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

CARRIED UNANIMOUSLY

ALDERMAN McLEAN LEFT THE MEETING.

(6) Reference RZ #16/70

Lots 1 and 2, except part on Plan with By-law 30078, Block 2, East Part, D.L.'s 151/153, Plan 5457

(Located between Kingsway and Grange Street, East of Chaffey Avenue)

FROM GENERAL COMMERCIAL DISTRICT (C3) AND RESIDENTIAL DISTRICT FIVE (R5) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

The Planning Department recommended that the Council approve this proposal in principle and authorize the Department to work with the applicant in preparing suitable plans of development reflecting the broad conceptual objectives outlined in the report.

The Department added that, as discussions with the applicant proceed, a detailed report on the proposal will be submitted to Council, together with an indication as to the prerequisites which should be established in connection with the proposal.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DRUMMOND:
"That the recommendation of the Planning Department be adopted and a report on the proposal outlined therein be provided by that Department at the June 15th meeting of Council indicating the progress which has been made in connection with the matter and, partly in that regard, reflecting the scheme as it affects adjacent land."

CARRIED UNANIMOUSLY

ALDERMAN McLEAN RETURNED TO THE MEETING.

(7) Reference RZ #17/70

Lots "A" & "B", Block 25, D.L. 80N½, Plan 16273

(Located on the South side of Kincaid Street 400 feet West of its intersection with Canada Way)

FROM NEIGHBORHOOD INSTITUTIONAL DISTRICT (P1) TO SPECIAL INSTITUTIONAL DISTRICT (P7)

The Planning Department recommended that the application to rezone the above described property not be approved because it was felt the site is not a suitable location for an institutional use such as the applicant proposes.

His Worship, Mayor Prittie, introduced a letter he had received from the Mayor of Mission in which the proposal that is the subject of the Planning Department's report was supported.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the application to rezone Lots "A" and "B", Block 25, D.L. 80N½, Plan 16273 to Special Institutional District (P7) be approved for further consideration and be advanced to a Public Hearing."

IN FAVOUR -- ALDERMEN LADNER,
MERCIER, HIS WORSHIP, MAYOR
PRITTIE AND ALDERMAN DRUMMOND

AGAINST -- ALDERMEN BLAIR, CLARK,
DAILLY, HERD, McLEAN

MOTION LOST

(8) Reference RZ #18/70

Lot 3, S.D. 1, Block 80, D.L. 124, Plan 16288

(Located on the South-East corner of the Loughheed Highway and Beta Avenue)

FROM GENERAL INDUSTRIAL DISTRICT (M2) AND RESIDENTIAL DISTRICT THREE (R3) TO GASOLINE SERVICE STATION DISTRICT (C6)

The Planning Department recommended that the application to rezone the above described property not be approved because it is considered that:

- (a) The Manufacturing District zoning in the area should be preserved so that other uses are not allowed to "out-bid" industrial users.
- (b) The area in which the site is located is well served with service stations, eight being located within a mile along Loughheed Highway.
- (c) The arterial function of Loughheed Highway is impaired by the introduction of highway-oriented types of uses such as that proposed.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN LADNER:
"That the recommendation of the Planning Department be adopted."

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:
"That the previous motion be tabled for one week in order that the Planning Department can have an opportunity to indicate, at that time, the type of M1 or M2 uses which can be made of the property which is the subject of the Department's report this evening."

IN FAVOUR - ALDERMEN MERCIER, McLEAN,
AND DRUMMOND
AGAINST -- ALDERMEN HERD, DAILLY, BLAIR,
LADNER AND HERD

MOTION LOST

A vote was then taken on the original motion, and it was carried unanimously.

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

CARRIED

AGAINST -- ALDERMEN CLARK AND
DRUMMOND

(9) Reference RZ #19/70

Lots 13 to 16 incl., Block 8, D.L.'s 151/3, Plan 2135

(Located on the South-East corner of Kingsway and Olive Avenue)

FROM MULTIPLE FAMILY RESIDENTIAL DISTRICT FIVE (RM5) TO
GENERAL COMMERCIAL DISTRICT (C3)

The Planning Department recommended that the application to rezone the above described properties, ^{not} be approved for further consideration because ^{the proposal does not} reflect the Corporation's aims for the development of an intense urban core in the area.

It was drawn to the attention of Council that the applicant for the rezoning which is the subject of the Planning Department's report had written to request an opportunity to address Council on the matter.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DAILLY:
"That the applicant be heard."

CARRIED UNANIMOUSLY

The applicant, Mr. Peter F. Matthews of A. and W. Food Services of Canada Ltd., then spoke and distributed a number of photographs illustrating the land use situation in the area.

He made the following points in his submission:

- (a) A. & W. Food Services of Canada Ltd. wishes to build a "sit-down" restaurant on the site which will seat 140 persons and will have a maitre d' plus waitresses serving customers at their tables.
- (b) Take-out services will not be offered nor will service be provided to people in parked cars.
- (c) The Company has made a firm offer to purchase the properties, subject to them being rezoned and building permits being approved. These offers have been accepted by the vendors.
- (d) Rezoning of the site to C3 would appear to be reasonable because all property fronting Kingsway adjacent to the site is either zoned commercial or manufacturing.

May/19/1970

- (e) It is known that the site has just recently been rezoned to RM5. However, after discussions with a number of mortgage lending institutions, the consensus of opinion was that an apartment development on Kingsway would be a poor investment and these institutions would therefore not entertain mortgage funds for such development. This situation, plus the fact the site is on the fringe of the commercial area adjacent to a "town centre", means that a less intense commercial use would appear to be in order.
- (f) The development envisages the provision of 48 parking spaces; the building will be 82 feet by 76 feet; 140 persons can be accommodated; \$210,000.00 will be spent in constructing the building; approximately \$80,000.00 will be spent on equipment.
- (g) Architecturally, the building design and exterior and interior decor will be rustic in appearance, with the interior being decorated in "rust" tones set off by swag lamps and the tasteful use of wallpaper and carpeting.
- (h) An area between 2,000 and 4,000 square feet will be landscaped.
- (i) Because of the "family" concept of the restaurant, the Company will not seek to obtain a liquor licence. Its sole purpose is to offer fast efficient service and excellent quality food at family prices.
- (j) In the initial stages, advice was sought from the Planning Department as to suitable sites for the type of restaurant envisaged. Three different locations were suggested.
- (k) Intense commercial development in the area precludes the construction of high-rise apartments on the subject property.
- (l) Low-rise commercial development is compatible with "high-rise" apartments.
- (m) The general area in which the lots are located is underserved insofar as restaurants are concerned.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN CLARK:
"That the application to rezone Lots 13 to 16 inclusive, Block 8, D.L.'s 151/3, Plan 2155 to General Commercial District (C3) be approved for further consideration and be advanced to a Public Hearing."

CARRIED

AGAINST -- ALDERMEN BLAIR, LADNER
AND DAILLY, AND HIS WORSHIP,
MAYOR PRITTE

ALDERMAN DAILLY LEFT THE MEETING.

(10) Reference RZ #21/70

- (a) Lot "C", Block 1, D.L. 25
- (b) Lot 58, Block 2, D.L. 25, Plan 27253
- (c) Lot "C", Block 2, D.L. 25, Plan 19669

(Located on the East side of Newcombe Street at its intersection with 10th and 11th Avenues)

FROM RESIDENTIAL DISTRICT THREE (R3) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT ONE (RMI)

The Planning Department recommended that the application to rezone the above described properties be approved for further consideration.

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

CARRIED UNANIMOUSLY

(11) Reference RZ #22/70

Portion of Lot 32, D.L. 40, Plan 28710

(Located on the South side of Government Road and extending West from Brighton Avenue 655.8 feet)

FROM RESIDENTIAL DISTRICT ONE (R1) TO PARKING DISTRICT (P8)

The Planning Department recommended that the application to rezone the above described property be approved for further consideration and, as prerequisite to the rezoning being effected, a more detailed landscape drawing and planting schedule be submitted.

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

CARRIED UNANIMOUSLY

ALDERMAN DAILLY RETURNED TO THE MEETING.

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

ALDERMAN CLARK LEFT THE MEETING.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That leave be given to introduce:

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 17, 1970" #5695

"BURNABY HIGHWAY EXPROPRIATION BY-LAW NO. 1, 1970" #5712

"BURNABY EXPROPRIATION ABANDONMENT BY-LAW NO. 1, 1970" #5713

and that they now be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the By-laws be now read a Second Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the Council do now resolve into a Committee of the Whole to consider and report on the By-laws."

CARRIED UNANIMOUSLY

ALDERMAN CLARK RETURNED TO THE MEETING.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That:

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 17, 1970"

"BURNABY HIGHWAY EXPROPRIATION BY-LAW NO. 1, 1970"

"BURNABY EXPROPRIATION ABANDONMENT BY-LAW NO. 1, 1970"

be now read a Third Time."

CARRIED UNANIMOUSLY

* * *

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 ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 12, 1970" #5683

This By-law provides for the following proposed rezoning:

Reference RZ #2/70

The South portion of Lot 1, Except Plan 12728, Block 2E½, D.L. 162, Plan 5176

(5133 South-East Marine Drive; - Located on the North side of Marine crive from a point approximately 160 feet West of Royal Oak Avenue Westerly a distance of 153 feet and to a depth of approximately 107 feet)

FROM RESIDENTIAL DISTRICT TWO (R2) TO RESIDENTIAL DISTRICT THREE (R3)

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

CARRIED

AGAINST -- MAYOR PRITTIE AND
ALDERMAN DAILLY

THE COUNCIL RECONVENED.

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

CARRIED

AGAINST -- MAYOR PRITTIE AND
ALDERMAN DAILLY

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:
"That "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 12, 1970" be now read a Third Time."

CARRIED

AGAINST -- MAYOR PRITTIE AND
ALDERMAN DAILLY

* * *

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 16, 1970 #5694 be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:
"That "BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 16, 1970 be now finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY

* * *

May/19/1970

A meeting was then held with Commissioners Mrs. D. Lawson, Mr. H. Pride, Mr. R. Hull and Mr. E. Buckingham of the Parks and Recreation Commission.

The public and press were excluded from this meeting.

A letter from the Chairman of the Commission, Mrs. D. Lawson, was then read.

In that letter, the Commission advised as follows:

- (a) The Commission is endeavoring to arrange its budget over the next two years so that it may finance a major facility, such as a heated indoor swimming pool.
- (b) The C.G. Brown Memorial Pool, this past year, provided 201,206 swims, which is more than five times the use of Vancouver's busiest pool.
- (c) Burnaby's need for an additional indoor heated pool is extremely high on the priority list.
- (d) The Commission plans to place an item of close to \$200,000.00 in reserve in the Capital Improvement Programme Budget for each of 1970 and 1971, which would cover two-thirds of the cost of a pool.
- (e) The Commission would like to explore the possibility of ensuring, at this time, the existence of sufficient funds in its budget by 1971 that, with the possible addition of a Centennial grant (approximately \$160,000.00) a swimming pool could be considered as Burnaby's 1971 Centennial Project. The Commission is aware that this may place Council in the position of having an influence on next year's Parks and Recreation Commission Budget but it is felt there should be some way that the municipality, during the "tight money" times, can undertake a plan which would allow it to build a much needed facility that can be of value to all citizens.
- (f) If the arrangement proposed proves feasible to Council, then the Commission will submit the indoor heated swimming pool proposal to the Burnaby Centennial Committee as Burnaby's Centennial Project.

As a result of a discussion on the subject of the letter from the Parks and Recreation Commission, the following comments were made by various members of the Commission who were present:

- (1) May 31, 1970 is the final date for the submission of projects for the consideration of the Burnaby Centennial Committee.
- (2) The Parks and Recreation Commission is meeting tomorrow night and would like to be in a position, at that time, to know whether the indoor heated swimming pool project can be considered as a Centennial Project.

- (3) The deadline of May 31st is not that rigid and could be extended a little longer.
- (4) The Commission is not certain how the financing for the swimming pool project can be arranged but it would like some method used whereby the pool could be built within two or three years.
- (5) The Commission has considered a number of locations for the pool, although one has not yet been selected.
- (6) A survey has shown that swimming facilities are the number one need of the citizens.
- (7) The pool envisaged could cost \$661,000.00 to build and it is planned that this sum be made available over a period of three years.
- (8) The Commission is willing to postpone some of its major planned projects under the Capital Improvement Programme in order to provide the swimming pool because they are lower on the priority list. For example, this year the sum of \$200,000.00 in the Commission's Budget would be set aside for the swimming pool.
- (9) Examples of things which would be deferred are:
 - Some tennis court development
 - Improvements to Harborview Park
 - Renovations to the Golf Course
 - Delaying the purchase of various equipment
 - A number of minor development projects
- (10) The Commission would be quite prepared to provide an elaboration on these proposed deferrments.
- (11) Perhaps a By-law could be presented to the public in December on the question of the indoor heated swimming pool.

Remarks were also expressed by persons present other than those who are members of the Parks and Recreation Commission, as follows:

- (a) Perhaps it should be recommended to the 1971 Council that one-half mill be provided in the mill rate to raise-sufficient funds for the swimming pool in question.
- (b) In the future, Council should designate a mill rate to cover items in the Parks and Recreation Commission Budget each year.
- (c) The Council would still need to raise approximately \$551,000.00 over two years to satisfy the request of the Commission.

May/19/1970

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN MERCIER:
"That a meeting be held with the Parks and Recreation Commission,
in the future, to discuss the means whereby the municipality
can provide capital projects, for recreational purposes, to
be financed on a "pay as you go" basis."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY