

FEBRUARY 23, 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, February 23, 1970 at 7:00 p.m.

PRESENT:

Mayor R. W. Prittie;
Aldermen Blair (7:15 p.m.); Clark,
Dailly (7:05 p.m.), Drummond, Herd,
Mercier and McLean;

ABSENT:

Alderman Ladner;

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:

"That Alderman Ladner be granted leave of absence from this meeting."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN MERCIER:

"That the Minutes of the meeting held on February 16, 1970 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

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D E L E G A T I O N S

The following wrote requesting an audience with Council:

- (a) Vancouver and Lower Mainland Industrial Development Commission re: grant
- (b) Greater Vancouver Visitors and Convention Bureau re: grant
- (c) Major John A. E. Hasell re: Bursary Assistance for Outward Bound British Columbia
- (d) Chivers Realty Ltd. re: development of Lots 1 and 2W½, Block 13, D.L. 158E½, Plan 1908 (7724 Royal Oak Avenue and 5216 Neville Street) Reference RZ #63/69

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:
"That the delegations be heard."

CARRIED UNANIMOUSLY

ALDERMAN DAILLY ARRIVED AT THE MEETING.

(a) Mr. John McKeown, Industrial Commissioner for the Vancouver and Lower Mainland Industrial Development Commission, then spoke and provided the following information in support of the application of the Commission for a 5¢ per capita grant:

- (i) The Commission was established in 1951 to promote industrial development in the Lower Mainland Area.
- (ii) Burnaby is a founding member of the Commission.
- (iii) The budget of the Commission for the year 1970 is approximately \$54,000.00.
- (iv) The request is for the same contribution as was made last year.
- (v) All member municipalities, except the City of Vancouver, pay the prescribed per capita rate. It is not felt fair to increase this rate for the member municipalities unless and until the City of Vancouver agrees to first pay on the basis of the current per capita rate.
- (vi) The Commission endeavors to encourage industrial development and expansion in the entire Lower Mainland area.
- (vii) No other agency performs this same kind of service.
- (viii) The Commission is a viable organization.
- (ix) There is no direct relationship with the Industrial Relations Department of the Provincial Government, although there is sometimes an exchange of information.
- (x) Until 1969, the Commission received \$1,000.00 per year from the Provincial Government. This has now ceased following the action of the Government last year to increase the per capita grant to municipalities so that they could have funds with which to promote tourism, industrial development, etc.
- (xi) The Commission receives, on an average, thirty to forty enquiries per month regarding the prospects of locating industry and commerce in the Lower Mainland Area.
- (xii) The Commission does a very limited amount of advertising, due principally to the lack of funds.
- (xiii) The action of the Federal Government last year to offer incentives to industry to locate in certain parts of Canada helped attract industry to these areas. Though the Lower Mainland Area did not benefit from this, industry was attracted to British Columbia.

ALDERMAN BLAIR ARRIVED AT THE MEETING.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:

"That the application of the Vancouver and Lower Mainland Industrial Development Commission for a five cent per capita grant be referred to the Grants and Publicity Committee for consideration and recommendation."

CARRIED UNANIMOUSLY

(b) Mr. A. H. Emmott, President of the Greater Vancouver Visitors and Convention Bureau, then appeared and, after introducing three of his colleagues from the Bureau and recognizing the contribution made by Council's representative on the Bureau, Alderman Clark, offered the following in support of a request of the Bureau for a grant in the amount of \$25,000.00:

- (i) The Bureau is not a profit-making organization, although perhaps the Captain Vancouver Club (which is a subsidiary of the Bureau) does realize some profit through its activities.
- (ii) The tourist industry is the second largest in the Lower Mainland area.
- (iii) The more funds the Bureau can obtain, the greater the service which can be rendered, and vice-versa.
- (iv) It is far better to centralize an activity such as tourist promotion rather than have each of those directly concerned with the benefits of tourism promoting their facilities separately.
- (v) In order to merely perform the same service as last year it will cost the Bureau approximately 15% more this year. The Bureau naturally wishes to increase its services and hence the reason for the request for the \$25,000.00 contribution.
- (vi) It is intended to add a new employee to the staff of the Board and to do more advertising, including the promotion of winter sports.
- (vii) Travel editors throughout the world are sent tourist information for dissemination.
- (viii) All the airlines extend courtesy treatment as a part of the programme of the Bureau.
- (ix) Though it appears the total contributions from municipalities is proportionately higher than that from the private sector, many private businesses spend a great deal of money on their own to promote tourism, all of which accrues to the benefit of the total area. Some municipalities do not make as sizable a contribution as Burnaby to the Bureau.

Pictures were then displayed illustrating some of the activities of the Bureau and the tourist attractions in the Lower Mainland Area.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN HERD:

"That the request of the Greater Vancouver Visitors and Convention Bureau be referred to the Grants and Publicity Committee for consideration and recommendation."

CARRIED UNANIMOUSLY

(c) Major John A. E. Hasell next appeared and drew attention to his written submission supporting the request of Outward Bound British Columbia for a contribution to its Bursary Fund to assist those who are unable to pay the full fee for participating in the programme.

He elaborated on the objectives of Outward Bound British Columbia, as follows:

- (1) The programme is designed to encourage young men to discover themselves and to make them more appreciative of their fellow man.
- (2) The arduous activities expected to be performed by the participants not only physically develop the man but the challenges with which he is confronted while performing stimulate his ingenuity and intuitiveness while, at the same time, make him conscious of the need to assist and rely upon others in order to achieve a healthy and meaningful purpose in life.
- (3) Overtures have been made to the Burnaby School Board for its financial participation in the programme. The Board is also being asked to arrange for the release of some of the students wishing to participate during the school term.
- (4) The participants enrol themselves.
- (5) They come from all walks of life so that the unit consists of a wide spectrum of people. This is the arrangement desired by the Outward Bound Organization because the benefits which accrue, as indicated under (2) above, are more meaningful.
- (6) All enrollees are expected to pay something toward the programme in order that they can have a richer sense of involvement.
- (7) The programme envisaged for the current year will involve 360 participants, half of which are expected will require financial assistance.

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Major Hassell then displayed slides illustrating the activities performed by the participants in the Outward Bound British Columbia programme which indicated the rigors and philosophies about which he spoke.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:

"That the request of Outward Bound British Columbia be referred to the Grants and Publicity Committee for consideration and recommendation, with it being understood that particulars relating to the financial position of the Organization will be forwarded to the Committee."

CARRIED UNANIMOUSLY

(d) Mr. James Chivers of Chivers Realty Ltd. then appeared and stated that he was asking to be relieved of a requirement of the Planning Department that a concrete roof be provided over the underground parking lot that is to be built as a part of the Comprehensive Development planned for the property in question.

Mr. Chivers distributed a plan illustrating the development envisaged and made the following points in support of his request:

- (1) The cost of providing the concrete roof is approximately \$30,000.00 whereas the total cost of the project is only \$100,000.00. This former figure makes the project economically unfeasible.
- (2) The size of the concrete roof is 50 feet by 90 feet.
- (3) It is planned to charge \$130.00 per month for the one-bedroom units and \$150.00 a month for the two-bedroom units in the apartments that are to be built over the commercial premises. These latter premises are proposed to be rented at the rate of \$2.00 per square foot. Though the Planning Department contends that the concrete roof is required to screen the view of the underground parking lot from nearby residents, including those in the apartments above, the fact vehicles will be parked beneath the ground level means they will not be able to be seen too readily.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DAILLY:

"That the request of Chivers Realty Limited, as detailed above, be referred to the Planning Department for a report to Council at its March 9th meeting on the precise deficiencies of the development scheme in question, as it relates to the requirements of the Zoning By-law and to the criteria which have been established for other similar developments in the municipality."

CARRIED UNANIMOUSLY

ORIGINAL COMMUNICATIONS

Secretary, Norburn Lacrosse and Soccer Club, submitted a letter requesting permission to hold a Tag Day on either of two weekends for the purpose of raising funds with which to purchase equipment for the Lacrosse and Soccer teams.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN BLAIR:
"That permission be granted to the Club to conduct its campaign on the weekend of May 1 - 2, 1970."

CARRIED UNANIMOUSLY

Racing Secretary, Vancouver Bicycle Club, wrote to request permission to hold the Annual Syd Mortimer 25-mile Time Trial commencing at 10:00 a.m. on Sunday, March 15, 1970 along Barnet Highway from the Texaco Refinery and returning via the same route.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:
"That permission be granted to the Club to conduct its Time Trial at the time mentioned and along the route indicated, subject to:

- (a) The approval of the R.C.M.P.
- (b) The Provincial Department of Highways having no objection to the use of Barnet Highway."

CARRIED UNANIMOUSLY

Secretary-Manager, British Columbia Society for the Prevention of Cruelty to Animals, submitted a letter requesting permission to hold Tag Days on the evening of November 13th and all day of November 14th, 1970.

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

CARRIED UNANIMOUSLY

Commissioner, Greater Vancouver Sewerage and Drainage District, forwarded a submission providing information pertaining to a preliminary examination that was made in regard to the disposal of flammable and toxic liquid trade wastes, particularly as it relates to a facility the City of Seattle was considering for the handling of oily wastes.

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Mr. James G. Lorimer, M.L.A. for Burnaby- Willingdon, submitted a letter advising of the position which has been taken by the Minister of Municipal Affairs in regard to a revision in the boundary between Burnaby and New Westminster.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN BLAIR:

"That the Municipal Manager produce a report containing information pertaining to the value of the properties affected by the change in the boundary between Burnaby and New Westminster, the value of the services involved, and other similarly pertinent facts."

CARRIED

AGAINST -- HIS WORSHIP, MAYOR
PRITTIE, ALDERMEN CLARK
AND DRUMMOND

Executive Director, Union of British Columbia Municipalities, submitted a letter forwarding a submission from the President of the U.B.C.M. in which the Premier of the Province was urged to recommend to the Provincial Government that, before any decision is made unilaterally on electric power rates, the B. C. Hydro and Power Authority present its case in public before an independent tribunal.

Mayor Campbell of the City of Vancouver submitted a letter advising that his Council is:

- (a) Requesting the British Columbia Executive Council to pass an Order-in-Council directing the Public Utilities Commission to hold a hearing to determine the extent and justification of any increases in electric power rates or transit fares by the B. C. Hydro and Power Authority.
- (b) Appointing a Special Committee to investigate what experts and legal counsel should be engaged to prepare a Brief for submission to the Public Utilities Commission, including the estimated cost thereof.
- (c) Authorizing the Committee to consult other municipalities for the purpose of inviting them to share in the cost and preparation of the Brief.

Mayor Campbell also requested that the Burnaby Council support the position taken by the City of Vancouver in connection with all ramifications of the matter at hand.

A statement was made in Council that the Provincial Government had, during the day, enacted legislation promulgating increases in the electric power rates.

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MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN BLAIR:

"That, in view of the action taken by the Provincial Government today concerning an increase in electric power rates, the Council reserve its decision on the question of Burnaby participating in the cost and preparation of the Brief mentioned in the submission from Mayor Campbell but the Special Committee established by the City of Vancouver be asked to inform the Burnaby Council as to the estimated cost of preparing the Brief."

CARRIED UNANIMOUSLY

Mr. Robert N. Towle submitted a letter in which he set forth his position in regard to a recent action of the municipality to remove earth from the boulevard fronting his property at 4334 Halley Avenue.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

"That no further action be taken on the matter of concern to Mr. Towle for the reasons provided at the Council meeting on February 9, 1970."

CARRIED UNANIMOUSLY

HIS WORSHIP, MAYOR PRITTIE, DECLARED A RECESS AT 9:15 P.M.

THE COUNCIL RECONVENED AT 9:25 P.M.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

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TABLED ITEMS

The following matters were then lifted from the Table:

- (a) Submissions from the Advisory, Planning Commission, Pitpar Factors Ltd. and the Burnaby Chamber of Commerce re: Mobile Homes

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN HERD:

"That Council only be prepared to consider Mobile Home Park Development on an interim land use basis if a suitable scheme is presented, with the mechanics in connection with the matter being that the Planning Department is to report its receipt of any Mobile Home Development Proposal, including its considerations of the matter, to Council for a decision and, in the event Council is prepared to entertain such proposal, an amendment be made to the Zoning By-law to permit the Mobile Home Development; it being understood that the report will make reference to the taxing of Mobile Units as well."

CARRIED

AGAINST -- HIS WORSHIP, MAYOR
PRITTIE

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MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN BLAIR:

"That the Planning Department produce a report containing specific recommendations aimed at ensuring that trailer transients will be assured of accommodation while staying for a short time in the municipality."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:

"That a By-law be prepared to provide for the taxing of existing mobile units pursuant to the provisions of Section 458 LL of the Municipal Act."

CARRIED UNANIMOUSLY

(a)(i) Disposition of Surplus Municipal Lands

(ii) Housing

(iii) Proposed Sale of Municipal Lands

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN DRUMMOND:

"That the reports on the above three items be tabled for a further week to allow the members of Council an additional opportunity to study the matters."

CARRIED

AGAINST -- ALDERMEN MERCIER AND
BLAIR

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:

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

CARRIED

AGAINST -- ALDERMEN DRUMMOND
AND CLARK

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R E P O R T S

HIS WORSHIP, MAYOR PRITTIE, submitted a report recommending that Alderman D. M. Mercier be appointed Acting Mayor for the months of March and April, 1970.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:
"That the recommendation of His Worship be adopted."

CARRIED UNANIMOUSLY

* * *

TRAFFIC SAFETY COMMITTEE submitted a report on the matters listed below recommending the courses of action indicated for the reasons given:

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

On September 15, 1969, the Council concurred with a recommendation of the Committee that the Northbound bus stop which was located on Royal Oak Avenue farside Clinton Street be repositioned to Westbound Clinton Street nearside Royal Oak Avenue.

Since that time, repeated representations have been received in opposition to the relocated bus stop.

As a result, the matter has been reviewed by both the Engineering Department and the B. C. Hydro and Power Authority but the conclusion has been reached that the new position of the bus stop on Clinton Street nearside Royal Oak Avenue is the most advantageous for all concerned, except the person who wishes the stop removed.

It was therefore being recommended that Council reaffirm its decision of September 15, 1969 and thereby take no action to relocate the bus stop in question or consider changing the bus route involved.

(2) Douglas Road and Gilmore Avenue

An investigation of a suggestion that four-way stop signs be erected at the above intersection revealed that there were no conditions which would warrant such an installation so it was being recommended that no action be taken on the proposal.

(3) Lozells Avenue between Government Street and Kentwood Street

As a result of investigating a request for the institution of a 20 m.p.h. speed limit on the above portion of Lozells Avenue, it was determined that there was no justification for such action so it was being recommended that the request not be entertained.

(4) Truck Traffic - Lozells Avenue

As a result of receiving complaints from residents of Lozells Avenue concerning the large volumes of trucks on the street and the attendant noise, vibration and speeding problems, the Municipal Engineer indicated that nothing could be done to alleviate the problem until such time as the Winston Street Collector Route is built.

He outlined the following proposal in connection with this Collector Street:

- (a) At the present time, the 1970 Capital Improvement Programme includes an item for the installation of utilities, etc. on the Winston Collector Street between Bainbridge Avenue and the Brighton-Government Street intersection.
- (b) The paving of the route just outlined, to its ultimate standard, is included in the 1971 Capital Improvement Programme.
- (c) It is now proposed that the Winston Collector be improved to its ultimate standard from Bainbridge Avenue to Lozells Avenue in the 1970 Capital Improvement Programme and that the balance of the route be included in the 1971 Programme.

As the proposal outlined by the Engineer would result in direct access being provided to the industrial area at the South end of Lozells Avenue and would also remove truck traffic from the area of concern at least one year sooner than presently planned, the Council was being urged to strongly endorse the Engineer's proposal and amend the 1970 and 1971 Capital Improvement Programmes accordingly.

(5) Willingdon Avenue South of Kingsway

As a result of reviewing the matter of providing an opening in the median on Willingdon Avenue South of Kingsway to allow Southbound motorists on Willingdon Avenue to turn left sooner than they can now, the conclusion was reached that, though the opening could be provided for a limited time until Willingdon Avenue is extended Southward or when other traffic conditions warrant such action, the question of establishing a precedent was regarded as being sufficiently important to outweigh any temporary benefits that might accrue from providing such an opening.

It was therefore being recommended that no action be taken on the request for the opening in the median mentioned.

(6) Crosswalk - North Road at Cameron Street

It was being recommended that no action be taken on a request for a pedestrian crosswalk on North Road at Cameron Street because:

- (a) The establishment of marked crosswalks invariably increases both the pedestrian accident rate and the vehicular accident rate.

- (b) North Road, though a multi-lane facility, is very well illuminated.
- (c) There is also a 15-foot wide painted median in the centre of the pavement where a pedestrian can find refuge until an adequate gap appears in the traffic stream.

(7) Stride Avenue and 19th Street

It was concluded, following consideration of a suggestion that traffic controls be instituted at the above intersection, that no such action was warranted because:

- (a) Stop signs are presently in place on Stride Avenue, thus giving the right-of-way to the 19th Street movement.
- (b) No sight problems exist, and the stop signs can be seen from a distance of at least one block.
- (c) There are marked and signed school patrolled crosswalks on the East and South legs of the intersection.
- (d) There have been very few accidents during the past three years, and it seems all of them were the result of driver inattention rather than the geometrics of the intersection.
- (e) There is about three times the volume of traffic on 19th Street as there is on Stride Avenue.

(8) Crosswalk - Marine Drive and 12th Avenue

It was being recommended that no action be taken on a request for a school crosswalk at the above location for the following reasons:

- (a) The subject at hand has been considered many times over the past years.
- (b) At one time, school pentagon signs were erected on Marine Drive approximately 150 feet in advance of 12th Avenue to indicate to motorists that there were school children crossing.
- (c) In 1968, a "No Parking" restriction was instituted on the South side of Marine Drive from 12th Avenue 230 feet East in an effort to provide better sight distance for the South to Northbound pedestrian and the Westbound vehicles approaching the curve in Marine Drive. The North-South ditch was culverted and gravelled in order to provide children crossing with access to a gravel walk. The road shoulder on the South side of Marine Drive was also widened to provide a reasonably safe area on which to wait for a safe gap in the Marine Drive traffic. This widening increased the sight distance to more than 400 feet.

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If a crossing warrant can be met, marked school crosswalks must be provided and they must be patrolled. As the intersection is about one half mile from the school, the Principal will not assume the responsibility of ensuring that a well-disciplined patrol will always be available.

It was being suggested that the concerned mothers involved act in concert to provide supervision for their children's crossing at the location in question.

(9) Barnet Highway

As a result of a request from Council, a survey was made by the Engineering Department and the Department of Highways relative to the condition of Barnet Highway.

The conclusion reached was that, although the Highway is tortuous and the lighting is not of a high standard, it should not present a problem to those who drive the posted speed limits and obey the centre line markings. The only additional signing which could be justified would be the "winding road" symbol, with the mileage tag beneath, at both ends of the Highway.

The installation of "cats-eyes" on the centre line of Barnet Highway was felt would be of great assistance to motorists during the hours of darkness.

The Engineer was instructed to discuss this matter with the Department of Highways.

(10) Cariboo Road

A request was received recently for the construction of sidewalks on Cariboo Road from Highway 401 South.

This specific request was not recommended because of the "tight money" situation.

The Engineer was requested to re-examine the matter to determine whether an alternative solution could be found to overcome the hazardous situation at this point.

He has reported that:

- (a) The enclosing of the ditch by means of installing a storm sewer on one side would result in the provision of a wider gravel shoulder. This would cost \$16,500.00.
- (b) Clearing the brush from the West boulevard of Cariboo Road, and providing a gravel walk for pedestrians which does not involve a ditch enclosure, would cost \$4,400.00.

It was being recommended that Council approve the second proposal of the Municipal Engineer because the situation warrants some improvement.

(11) Royal Oak Avenue and Rumble Street

It was being recommended that a "No Parking - 4:00 p.m. to 6:00 p.m." prohibition be instituted along the West side of Royal Oak Avenue from Rumble Street approximately 250 feet North in order to eliminate the delay being experienced by the Southbound traffic movement because of left-turning vehicles.

(12) Crosswalk - Austin Avenue

As a result of considering a request for a pedestrian crosswalk on Austin Avenue approximately midway between Loughheed Highway and North Road, it was being recommended that no action be taken on the proposal but that the employees at the Loughheed Mall be requested to use the signalized crossing at North Road in order to cross at Austin Avenue because the provision of a crosswalk at the requested location would create an extremely hazardous situation for both pedestrians and motorists.

(13) Gilley Avenue and Rumble Street

It was being recommended that no action be taken on a request for four-way stop signs at the above intersection because it has been determined that warrants for such an installation cannot be met.

(14) Smith Avenue North of Kingsway

It was being recommended that the action of the Municipal Engineer in extending the parking restriction on the East side of Smith Avenue from its present point of termination to one 33 feet North of the South property line of 5676 Smith Avenue, be ratified.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:
"That Items (1) and (8) of the Traffic Safety Committee report be referred back to the Committee for review because of additional information which is expected will be presented to the Committee on the two matters."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DAILLY:
"That the Committee request the opinion of the Department of Highways on a proposal to reduce the speed limit on the portion of Barnet Highway where the present limit is 50 m.p.h. as a means of possibly making it safer for motorists."

CARRIED

AGAINST -- ALDERMAN BLAIR

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MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:

"That the recommendations covering all items in the report of the Traffic Safety Committee, except for Nos. 1, 8 and 9, be adopted or the views expressed therein be endorsed, as the case may be."

CARRIED UNANIMOUSLY

* * *

MUNICIPAL MANAGER submitted Report No. 12, 1970 on the matters listed below as Items (1) to (8), either providing the information shown or recommending the courses of action indicated for the reasons given:

(1) (a) Watercourses

(b) Lot 1, S.D. 2, Block 2, D.L.'s 57/58, Plan 19973

SUBDIVISION REFERENCE #102/69

As far as a request from Alley Estates Limited that it be allowed to subdivide the property described under (b) above into one 70-foot lot and a 110-foot lot is concerned, the Approving Officer has no alternative but to demand that the minimum lot width for the property being subdivided be no less than 80 feet because this is what is required under the R1 category of the Zoning By-law.

As regards the question of enclosing the watercourse traversing the property, at an estimated cost of \$11,000.00, as a prerequisite to the approval of the subdivision, the following is being offered in support of the policy that this requirement of enclosing watercourses be maintained:

- (a) The properties involved in subdivisions almost invariably change hands after the subdivision so the municipality is compelled to deal with a new owner rather than the subdivider.
- (b) Any adverse affects resulting from problems in a watercourse can be felt by people far removed from the actual source of the problem.
- (c) Past experience has shown that, when the current policy did not exist and flooding occurred due to the fact watercourses were not inclosed, the Corporation was obliged to rectify the situations at a cost of about \$350,000.00.
- (d) It is difficult to predict exactly what can happen in a watercourse with increased volumes of water.
- (e) Most watercourses are enclosed at street crossings and every culvert entrance becomes an additional problem because of blockage.

With respect to the subject watercourse, the following considerations were given:

- (i) The question of whether a watercourse is an amenity is always a matter of opinion.
- (ii) What a developer may claim as an amenity to escape costs of enclosure could later be considered by the ultimate owner as a problem and a source of expense, depending upon the amount of difficulty he experiences with the watercourse.
- (iii) The watercourse, being well defined and deep, is unlikely to overflow its banks. However, the culvert under Government Street which receives the watercourse was blocked as a result of fill being placed by a property owner on the South side of the street approximately two years ago, with the result Government Street was washed out and had to be restored at a cost of approximately \$350,000.00.
- (iv) Bank protection to prevent erosion is a possibility but the concrete lining of such a watercourse would probably be as expensive as piping and would still leave the problems of possible overflow and culvert blockage. A great deal of the natural appeal of the watercourse would also be lost.
- (v) The adequate maintenance of a watercourse as an alternate to piping is dependent upon the attitude of the owner. Some take very good care of a watercourse while others create problems.

Another factor to be considered in connection with the general subject is that, if the requirement that watercourses be enclosed existed before, the cost of piping could have been distributed amongst many lots which were created by the subdivision but, since that did not happen, the municipality is now confronted with applications to subdivide the remnants of the original parcels, with the result the cost of enclosing the watercourse appears excessive when related to the number of lots that can be created by the subdivision.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN BLAIR:

"That the views expressed in the report of the Manager be endorsed and a copy of the report be forwarded to Alley Estates Ltd. so that it can have full reasons in support of the conclusions."

CARRIED UNANIMOUSLY

(2) Hastings Street and Holdom Avenue

The Department of Highways has advised that it is hoping to commence the installation of the traffic signal at the above intersection around the middle of April, 1970.

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

CARRIED UNANIMOUSLY

(3) Easement - Lot "H", Expl. Plan 13780, Block 2 E, D.L. 87,
Plan 6404

It was being recommended that Council authorize the:

- (a) acquisition of an easement over a portion of the above described property, for storm sewer purposes, for a consideration of \$1.00.
- (b) execution of the documents attending the transaction.

(4) Easement - Lot 7, Block 19, D.L. 34, Plan 1355
SUBDIVISION REFERENCE #165/69

It was being recommended that Council authorize the:

- (a) acquisition of an easement, which is required for drainage and sewerage works as a prerequisite to finalizing a subdivision of the above described property, over a portion of the lot concerned for a nil consideration.
- (b) execution of the documents connected with the matter.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:
"That the recommendations of the Manager covering the above two items be adopted."

CARRIED UNANIMOUSLY

(5) 1969 Annual Report of the Burnaby Fire Department

The annual report of the Fire Chief covering the activities of his Department for the year 1969 was being submitted.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:
"That the report be received."

CARRIED UNANIMOUSLY

(6) Estimates

It was being recommended that the Special Estimates of Work set out in the accompanying report of the Municipal Engineer, totalling \$5,600.00, be approved.

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

CARRIED UNANIMOUSLY

(7) Allowances

A report of the Municipal Treasurer covering applications received under Section 411 of the Municipal Act, totalling \$38.05, was being submitted for approval.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN HERD:
"That the allowances detailed in the report of the Treasurer be approved."

CARRIED UNANIMOUSLY

(8) Monthly Report of R.C.M.P.

A report of the R.C.M.P. covering policing activities in the municipality during the month of January, 1970 was being submitted.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:
"That the report be received."

CARRIED UNANIMOUSLY

ALDERMAN HERD stated that he had learned the reception area of Oakalla was in the process of being renovated.

He pointed out that Council had earlier been given to understand that it was to be informed of any applications which may be made for permits to install or alter any facilities in Oakalla.

It was understood by Council that the Municipal Manager would advise of the situation described by Alderman Herd.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN McLEAN:
"Whereas people on fixed incomes find it extremely difficult to meet their tax assessment, particularly old age pensioners; and

WHEREAS it is desirable to keep these people in their homes as long as possible for two reasons: - to keep them out of tax supported institutions and to keep them in familiar surroundings; and

WHEREAS people have strived all of their lives to establish a piece of property as their home for the very purpose of living out their remaining years;

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THEREFORE BE IT RESOLVED that we request the Provincial Government, through the Union of British Columbia Municipalities and whatever means at our disposal, to amend the Act so that those receiving the old age pension, if they wish, may elect to opt out of paying taxes, in whole or in part, which will then become a charge against the property payable on disposal, or against the estate."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

* * *

BY - L A W S

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:
"That leave be given to introduce "BURNABY ROAD ACQUISITION AND DEDICATION BY-LAW NO. 2, 1970" #5669 and that it now be read a First Time."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

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THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MERCIER:
"That "BURNABY ROAD ACQUISITION AND DEDICATION BY-LAW NO. 2, 1970"
be now read a Third Time."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:
"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. 7, 1970"
"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 10, 1970"
"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 6, 1970"

CARRIED UNANIMOUSLY

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 7, 1970 provides
for the following proposed rezoning:

Reference RZ #83/69

Lots 10 and 11, Block 12, D.L. 122, Plan 1308

(4890 Hastings Street -- Located on the South side of Hastings
Street at the intersection of Pender Street)

FROM RESIDENTIAL DISTRICT FIVE (R5) TO SERVICE COMMERCIAL
DISTRICT (C4)

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 10, 1970 provides
for the following proposed rezoning:

Reference RZ #87/69

FROM RESIDENTIAL DISTRICT TWO (R2) TO COMPREHENSIVE
DEVELOPMENT DISTRICT (CD)

Lots 131 and 132, D.L.'s 136 and 137, Plan 34438 (Portion of
Lot 132)

(Located in the area bounded on the North by Halifax Street,
on the East by the Municipal Golf Course, Montecito Drive
on the South, and on the West by the Swedish Canadian Rest
Home, the Easterly properties of the 7200 Block Sutcliffe
Street and the proposed park and school site for the area)

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Municipal Clerk stated that the Planning Department had reported that the prerequisites established by Council in connection with this rezoning proposal have been satisfied.

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 6, 1970 provides for the following proposed rezoning:

Reference RZ #89/69

North 36.83 feet, Lot 32, Block 24, D.L. 152, Plan 2001

(Located on the West side of Lily Avenue approximately 66 feet South of the intersection with Nelson Avenue)

FROM RESIDENTIAL DISTRICT FIVE (R5) TO COMMUNITY COMMERCIAL DISTRICT (C2)

Municipal Clerk stated that the Planning Department had reported that the prerequisites established by Council in connection with this rezoning proposal have been satisfied.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

"That:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 7, 1970"

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 10, 1970"

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 6, 1970"

be now read a Third Time."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

"That:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 9, 1970" #5666

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 43, 1969" #5550

be now reconsidered."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

"That:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 9, 1970" RZ 57/69

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 43, 1969" RZ 93/68
be now finally adopted, signed by the Mayor and Clerk and the
Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY

* * *

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:

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

CARRIED UNANIMOUSLY