

JULY 27, 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, July 27, 1970 at 7:00 p.m.

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

ABSENT: Aldermen Blair and Mercier;

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:
"That the Minutes of the Council Meeting of July 13th be adopted as written and confirmed."

CARRIED UNANIMOUSLY

HIS WORSHIP, THE MAYOR, announced that Mr. W. T. Collum had been appointed to the position of Deputy Fire Chief to replace Mr. Gordon Monk who had recently retired.

The Mayor advised the Council that he was providing this information at this time because a statement had been given to the Press to this effect.

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

CARRIED UNANIMOUSLY

DELEGATIONS

Mr. M. F. Bartlett re noise caused by Inter City Express (1955) Ltd. British Pacific Transport Ltd. and Overland Freight Lines Ltd. in Winlake Subdivision

Mr. Bartlett presented a petition signed by 64 residents of the Winlake Subdivision objecting to the noise and other nuisances created by the Inter City Express (1955) Ltd. and other freight lines operating from the same location.

The petitioners submitted that it was their expectation that the use of the land for MI purposes would involve industry of a less obnoxious nature and that adequate landscaping between the residential and industrial areas would have been provided. It was further pointed out that Piper Avenue presently used by the trucks was a route for children travelling to school and could become hazardous. It was further understood that additional property was being purchased to accommodate up to 19 trucks.

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The petitioners quoted Section 401.2(2) of the Zoning Regulations concerning the control of unsightliness, emission of odours, etc. The petitioners then asked that the operation be removed from its present location or alternatively that they be required to build an access road along the railway right-of-way to Brighton Street and that a suitable green belt between the two areas be provided. It was further suggested that the operation may have been improperly licenced and it was felt that this aspect should be checked.

Item 15 of the Manager's Report No. 43 dealing with this subject was then brought forward and read.

The report recapped the origin of the Inter City Express Business on this location which was described as a "cartage and express service" where trucks were dispatched to points within the City for delivery of goods to other locations in the area. Only infrequent handling of goods on the premises was to be undertaken.

Subsequently a telephone communication registering a complaint resulted in the visit which revealed the fact that two trucking firms dealing exclusively with highway hauling shared the property with Inter City Express. While there still seemed to be no violation of the licence and the principals of the Company were advised that a truck terminal could not be located within an M1 District, the appearance of the location had changed with the introduction of large trucks and there was the possibility that operating times were beyond the normal daily schedule of the City Express and Delivery Service.

The Manager advised that the M1 District regulations implied or specifically provided for the use of heavy trucks. Diesel fuel installations, retail building supply establishments, storage buildings and warehousing etc. were provided in the regulations, and all involved potential use of heavy trucks and transport vehicles. For instance, a warehouse for a department store or for building materials could be located in an M1 District. Similarly a repair garage specializing in tractors and trailers would have to be permitted in the same situation.

Notwithstanding these provisions, the concern of the residents in seeking to preserve the quality of the residential environment was shared and to minimize any possible nuisance from nearby permitted industrial users a landscaped front yard in excess of 50 feet is provided in the approved development layout for this firm. The trucking activity area is situated well to the rear of the firm's office and paving has been planned for a major portion of the area. The owners have agreed to provide new additional screen tree planting adjacent to the main driveway. Underground fuel storage tanks will be installed to replace the existing temporary elevated tanks and it is understood work was in progress to install these units.

The temporary use of Piper Avenue as a truck route is due to end upon completion of Winston Street as a major industrial collector route presently scheduled for some time in 1971.

Mr. Bartlett appeared and advised that in the opinion of the petitioners the Company should not be accommodating Overland Freight. Large trucks were entering and leaving the area during early morning and late evening hours and on Sundays. Homes in the area had cost up to \$40,000.00 and represented life savings of many of the residents and the fact that someone can profit at their expense was deplored. It was suggested there should be a road closer to Burnaby Lake to drain off traffic from industries of this kind.

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The residents looked forward to the installation of Winston Street in 1971 but feared for the safety of children in the meantime. It was also submitted that a park in the area had been ruined because of the coming and going of tanker-type trucks and because of the unsightliness caused by such trucks and by the operations in general. There have been discussions with Planning and Engineering personnel and while there have been expressions of sympathy there has been little that the Administrative staff can do and hence the petitioners were asking the Council for some action.

During the discussion which ensued the following points were made:

- (1) Is the licence which has been granted to Inter City Express (1955) Ltd. still valid taking into account the introduction of two new firms on the property? This aspect should be checked out by the staff.
- (2) Is the land zoned West of Loat Park the same Manufacturing (M1) zoning? If this is the case the Park would be completely surrounded by land zoned for manufacturing purposes.
- (3) Upon a question being raised about the extent of the screening along Winston Street to divide the residential area from the industrial area it was submitted by the Manager that this screening would be developed synonymously with the development of Winston Street as a collector road.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

"That the report be received and the Delegation thanked and that the licencing aspect of the Inter City Express (1955) Ltd. operation be investigated and enquiries be made into the apparent accommodation of additional trucking firms operating from this site and further that additional details be presented concerning the depth and extent of the screening to be developed along Winston Street between the residential and industrial areas."

CARRIED UNANIMOUSLY

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Rocklen Development Corporation Ltd. re Burnaby Mountain Subdivision

Mr. Rorke appeared and advised that Planning studies on a development in the area bounded by the Golf Course on the South, Curtis Street on the North, Phillips Avenue to the West and Arden Street to the East in D.L. 138 had been undertaken and it was the desire of their firm to bring them forward and have the area zoned so that development could be proceeded with.

Mr. Rorke advised that in 1968 he had approached the owners in the area about development and they had expressed the desire that they wished their land developed to the highest and best use. At that time, the Planner had been approached and was advised that their Department did not have any detailed plans for the area and suggested that if the development company could come up with a concept of the area, consideration would be given to such plans. The development company undertook a survey and came up with a submission involving 161.1 acres of land, 98 acres of which was private land and included in the area was 14 acres of municipal land. It was proposed to construct 395 residential units ranging in zoning from RM5 to Single Family.

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Good co-operation had been obtained from the Planning Department and the plan concept had been presented to financial parties who were willing to make available the sum of \$60,000,000.00 for the development. The development company was asking the Council to have the study considered at this time to enable them to proceed and to apply for rezoning.

The Planning Liaison Alderman, advised having discussed with the Planner the matter of priorities on a very long list of work items before the Department and that further studies in this direction were needed. It was realized that the development of the property in question was most important as it was considered to be some of the finest land in the Lower Mainland Area. However on the other hand, the development should not be rushed so that the chances of error in planning and development would be minimized. It was suggested by the Planning Liaison Alderman that he be empowered to bring forward a list of items of work before the Planning Department together with priorities and that the subject application should be considered high on the priority list.

During discussion it was submitted that the development of this area was premature. It was suggested that there are other very large problems before the Council in the matter of truck traffic and traffic generally and it was suggested that the development of the subject land was approximately five years away.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:

"That the Planning Liaison Alderman (Alderman Ladner) be empowered to work with the Municipal Planner with respect to the work load presently before the Department and that priorities be established and the possibility of any changes over the existing priorities be included and brought forward by way of a report to the Municipal Council."

CARRIED UNANIMOUSLY

The final suggestion was made that the Council has spent some \$40,000.00 on a development report for the North-East Burnaby area and that it should not be too difficult to bring in an updated report on this area. It was suggested that the developers should be given the benefit of this report and that they should return a submission to the Council which would match the development plan.

* * *

Mr. C. M. Wright re 8800 and 8900 Blocks 15th Avenue and 7600 Block Cariboo Road

Mr. Wright appeared and advised that the homes in this area were from 30 to 35 years old and the septic tanks were wearing out. There was raw sewage flowing in the ditches and this created an unsanitary situation particularly as the school children very often played in the ditches. The matter had been reported to the Health Department. It was understood that the Council was going to borrow funds for sewer developments and were waiting for a report from the Health Department.

Mr. Wright advised that the need for sewers in the area was great and asked that installations be made in the area as quickly as possible.

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The Manager referred to a report made recently wherein the Council had been advised of a number of smaller areas where sewer projects were needed and cost of the various areas were given and included in the list was the area in question.

The matter was in the hands of the Health Department to bring down a priority list from a Health standpoint to govern the installation of these sewers. It was pointed out to the Council that there was one nuisance in the subject area which was controllable. The cost of installing a sewer in the area was \$90,000.00 and this would accommodate only six to eight connections and consequently the per connection cost would be very high. Full information would be available from the Health Department for the Council at the next meeting on August 10th. Financing information should also be available at that time.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN CLARK:

"That the letter from Mr. Wright and report from the Municipal Manager be received."

CARRIED UNANIMOUSLY

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Burnaby Association for Retarded Children re Lots 7 to 12, Block 8, D.L. 89, Plan 1891 and Lots 28 to 35, Blocks 9 and 10, Plan 1891

The Burnaby Association for Retarded Children submitted a Brief to the Council asking that a portion of municipal property legally described as Lots 7 to 12, Block 8 and Lots 28 to 35, Block 9 and 10, D.L. 89, Plan 1891 be made available to their Association for the purpose of erecting a building complex consisting of an Occupational and Training Centre for adult mentally retarded of the municipality, plus the erection of a Short-Stay Hostel and permanent home for those who may require such a facility.

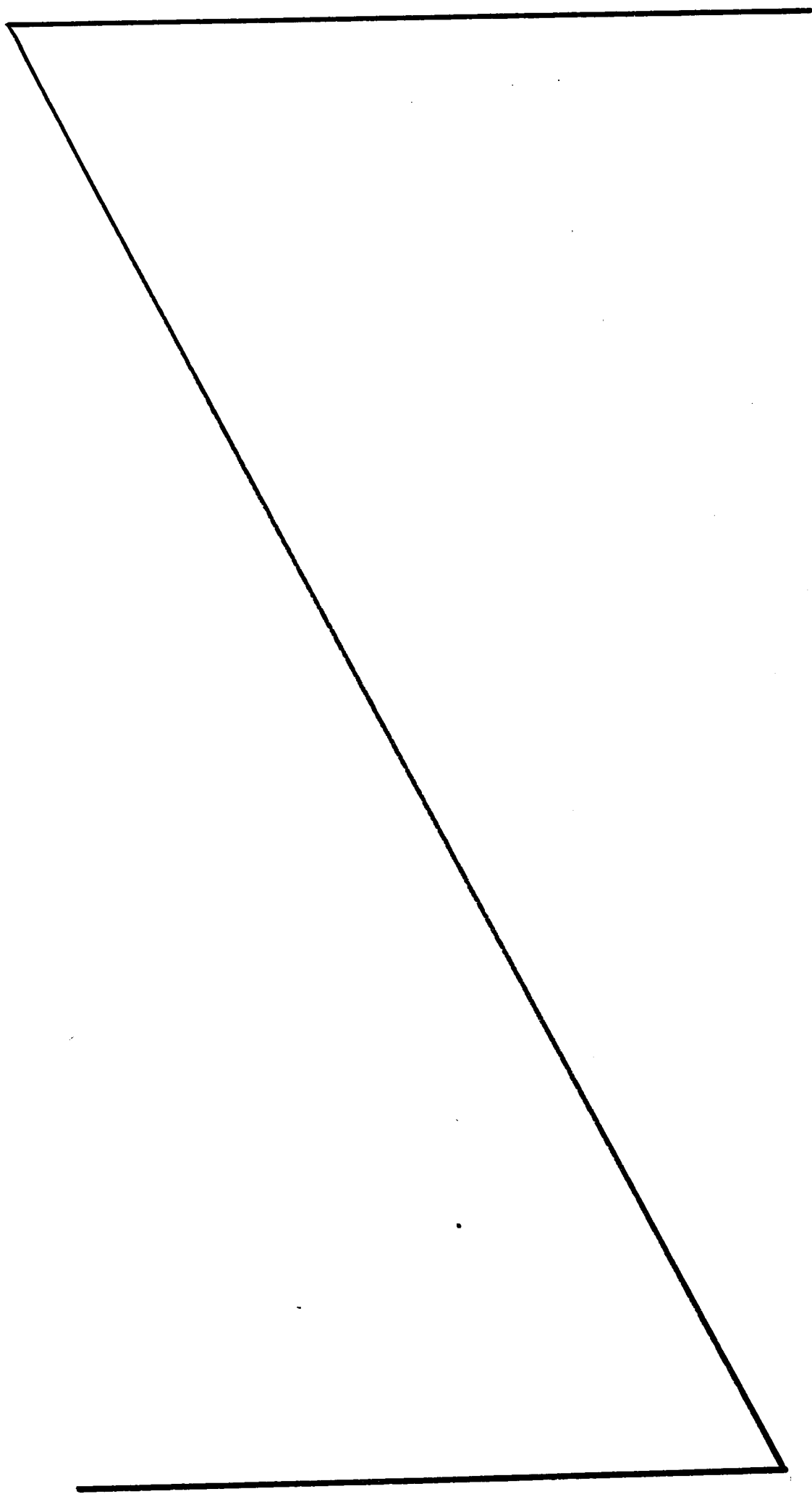
The Brief expressed the extreme urgency for the establishment of the Occupational and Training Centre and submitted that while placements have been made in the Beacon Services Workshop in New Westminster and the Varco Workshop in Vancouver and another in a Farm Training Centre in Ladner facilities of this type were running out and shortly the Association would have difficulty in finding locations for any more placements.

The Association submitted that their need to establish a Hostel stemmed from the fact that the building presently leased on Sussex Avenue from the United Church of Canada may not be available for too long a period as there are indications the present owners would require the property.

The establishment of a new Hostel on the subject property would have decided advantages in that there would be suitable land for a play area and because of the close proximity to the Donald Paterson School for the Retarded.

Capital grants would be available from the Provincial Government under "Bill 66" and loans are available from the Central Mortgage and Housing Authority for the erection of residential facilities. The landscaping of the property has been offered as a project by one of the Service Clubs in South Burnaby.

Per diem grants are receivable from the Department of Social Welfare in Victoria to cover maintenance and the operational costs including the repayment of loans incurred from the Central Mortgage and Housing Authority.



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For the Occupational Centre, funds are available from the Department of Social Welfare, which will be made in monthly grants covering the costs for each person employed.

All of these grants are contingent upon the Association having in their possession the necessary land to construct the complex.

Mr. M. Block, Chairman of the Association appeared and emphasized the high points of the Brief pointing out that the Association was a volunteer group and would need community support if their plans were to be worked out.

Upon being queried as to whether or not loans from the Central Mortgage and Housing Commission would be available upon a lease arrangement; Mr. Block advised that such arrangements would be quite acceptable.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN DAILLY:

"That the Manager be asked to meet with Mr. Block and other representatives of the Burnaby Association for Retarded Children and discuss the availability of municipal land for the purpose of the Association."

CARRIED UNANIMOUSLY

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ORIGINAL COMMUNICATIONS

The Greater Vancouver Water District submitted the Annual Report on operations of the District for the year 1969.

The Greater Vancouver Sewerage and Drainage District submitted the Annual Report on operations of their District for the year 1969.

The Deputy City Clerk, City of Vancouver wrote with reference to a resolution to be submitted to the U.B.C.M. Convention re Hydro Rates and Bus Fares.

The City had written earlier to the Council to seek the support of this Council to this resolution at the forthcoming Convention in September, 1970 and the Council had asked that the City supply a copy of the resolution prior to the Convention convening.

The City of Vancouver were now advising that this resolution was being withdrawn by resolution of the Council dated July 14, 1970.

The Administrative Assistant, Minister of Transport, Ottawa, wrote acknowledging a letter from the Burnaby Council of July 3rd indicating support to the letter of the International Longshoremen's and Warehousemen's Union relative to container handling facilities in the Port of Vancouver and the establishment of a Port Authority for the Greater Vancouver Area.

Mr. W. E. Reid, 5575 Oakglen Drive, Burnaby wrote complaining of the condition of the open storm drain in front of his property.

Mr. Reid drew attention to a newly subdivided area in the vicinity where roads were curbed and ready for blacktop. Mr. Reid mentioned that the new area contained new homes, the owners of which had not paid taxes while taxes had been paid for years in the block in which he lived.

Mr. Reid further mentioned there was a heavy infestation of slugs.

The Engineer submitted that the new area to which Mr. Reid had made reference was a new subdivision which had been developed under the Council policy for new subdivisions and the roads had been curbed and paved and the storm drains covered and that the particular block on Oakglen Drive had not received Local Improvement treatment and probably would not until the current financial crisis in the country had eased and the Council was able to proceed with Local Improvement Works.

The Manager was asked to check with the Health authorities with respect to the heavy infestation of slugs in Burnaby and to seek information on whether or not there was anything that the Health authorities could do to remedy the condition.

Mr. K. H. Pilcher of the 6800 Block Stride Avenue wrote with reference to the Stride Avenue development plan which had been under way since 1965 and sought information on the present status of the plan and whether or not the residents in the area could expect any early action on the plan.

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It was submitted that the residents were held in suspense and were reluctant to undertake any needed improvements to their homes in case the announced development plans were going to proceed.

Item (7) of the Municipal Manager's Report No. 43 re the Stride Area was brought forward for consideration at this time.

The Manager submitted a report of the Planning Department with respect to the Stride Area dated July 27, 1970. The report reviewed the past considerations of the development plan and referred to the four areas "A", "B", "C" and "D" together with their respective acreages and locations which were involved in the plan which extended from 19th - 20th Avenues to a point South of Marine Drive and between the Ravine East of Gilley Avenue on the West and Tenth Avenue on the East.

The Planner submitted that sub-areas "A" and "B" had been designated for industrial use in the original plan and this recommendation still remained.

The designation of sub-areas "C" and "D" had been recommended for industrial development conditional upon the following factors:

- (a) The existence of gravel suitable for terracing the whole hillside and in sufficient quantity and quality for economic use outside the area.
- (b) The existence of a sufficient market for good quality gravel, should it prove to be available in quantity, to ensure the economic preparation of the area for industrial use within a reasonable period of time.
- (c) The availability of a satisfactory method of removing the existing housing adjacent to Marine Drive in Sub-Area "C".

The designation of sub-areas "C" and "D" for residential purposes was proposed in the event that industrial development proved to be unfeasible.

The Planner submitted a considerable amount of industrial development had already occurred in Sub-Areas "A" and "B" and some work had been done in recent months within these areas on a proposed exchange of land with B. C. Hydro Involving Corporation properties within the area and Hydro holdings required by the municipality at other locations in the Municipality.

In examining the conditions under which industrial development was initially proposed for Sub-Areas "C" and "D" the Planner commented that the study of soil conditions had revealed that the material within these areas was not of sufficient quantity or quality to be utilized for municipal purposes and furthermore because of these factors the economics of development of the area for industrial purposes, which included terracing of the area became unrealistic.

Foundation conditions were suitable for industrial buildings. Another major development cost involved in the preparation of the area for industrial use was the removal of the existing improvements comprising 57 houses in Sub-Areas "C" and "D", most of which were situated in the vicinity of Marine Drive. In the light of all of these factors it was felt that the future industrial use of Areas "C" and "D" seemed questionable, particularly on the basis suggested in the report which envisaged the Corporation retaining ownership of the land and acting as the developer with the subdivided and serviced sites being subsequently sold or leased to individual industrial firms.

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In considering the alternatives it was submitted that a similar conclusion to that above was reached in a recent review of economic aspects of the possible industrial development of the two areas in connection with the 1970 - 1975 Capital Improvement Programme. Ideally the area would be developed if industrial development were to take place by one single developer who would take over the whole area and undertake development as an industrial park along the lines of the Lake City Industrial Area.

The second possibility for Sub-Area "C" was residential development. This was an alternative mentioned in the original report. In this case the resubdivision of the area and preparation of serviced lots for sale by the Corporation was proposed. Existing housing in the area would be retained and incorporated into an overall plan for residential use.

The Planner submitted that the South Slope of Burnaby is already developed residentially West of the Gilley Ravine and on the New Westminster side of Tenth Avenue. There is opposition by the existing residents to industrial development and only approximately 25% of the entire municipal land area is zoned for industrial use. Therefore all these factors tend to favour residential development. From a topographic point of view, the terrain is well drained, rolling, and lends itself to hillside sites for residential use. Any possible conflict with industrial development in the adjoining sub-areas "A" and "B" could be considerably reduced by the development of the garbage fill areas for park purposes, which in addition to their recreational advantages for the residents, would also provide an effective buffer between the two land uses. The lower part of Area "C" would remain in the "flats area", Industrial Area, however the remainder of Area "C" would lend itself from a dimension and location point of view to residential area. It would be preferable to establish the Southerly limit of residential development along property lines, wherever possible rather than the present 200 foot demarcation South of Marine Drive which often results in an irregular and difficult boundary.

The Planner submitted the following recommendations:

- (1) Reaffirm the recommendation of the Stride Avenue Area Study that Sub-Areas "A" and "B" be designated for industrial use, with future rezoning from R5 Residential to M2 Industrial to follow the development of detailed plans, based upon the staged programme as outlined in the report.
- (2) In reviewing the factors involved in determining the future use of the hillside between Mission Avenue and Marine Drive (Sub-Area "C") we believe the available information, and particularly that which has come to light since the Stride Avenue Area Study was prepared in 1967, would favour residential, rather than industrial development. It is, therefore proposed that this area be designated for residential use and that a plan be prepared, as a guide to future development.
- (3) The following proposals are advanced for the development of the sector between Marine Drive and the relocated route to the South (Sub-Area "D"):
 - (a) The designation of the Marine Drive frontage for residential use, based on the present R5 zoning with the boundary reflecting, wherever possible, the existing subdivision pattern.

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(b) The rezoning of the present M3 (Heavy Industrial) area within Sub-Area "D" to M1 Industrial.

(c) The maintenance of the existing A1 Agricultural zoning to the East of Fourteenth Avenue, with future development designated for residential on the Marine Drive frontage and M1 type industrial in the remaining area, with rezoning subject to the submission of suitable development plans.

During discussion the following points were made:

- (1) Upon being queried as to whether it was proposed that the plan be established as a Community Plan the Planner replied in the affirmative.
- (2) The cost involved in servicing the land for residential purposes should be developed and submitted to the Council.
- (3) The number of parcels of land which would become non-conforming if Areas "A" and "B" were to be rezoned for industrial purposes should be determined.
- (4) The possibility that the Corporation may be required to purchase any residential lands within Areas "A" and "B" should be investigated.
- (5) The Planning Department should enquire into the feasibility of establishing a truck route within the new residential area within Areas "C" and "D" as an alternate truck route to that operating on Gilley Avenue.
- (6) The creation of an industrial area adjacent to a residential area will establish a similar situation to that which currently exists in the Winston Street Area and careful plans should be made to avoid any possibility of creating the same type of nuisances as between the Industrial and Residential Areas. In this connection, a major buffer strip of some 300 to 400 feet should be developed in the form of green belt between the two zoned areas.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN LADNER:

"That the Council concur with the report of the Planner in principle and the Planner be instructed to bring down a further report when additional studies have been made into the uses proposed in areas "C" and "D" and the ramifications of formally rezoning Lots "A" and "B" for industrial purposes."

CARRIED UNANIMOUSLY

The Vancouver Heights Home Owners Association submitted to the Council a letter written to the General Manager of the Alberta Wheat Pool, Vancouver, complaining about the serious air pollution problem being created at the Pool Elevator on Burrard Inlet near Boundary Road.

The complaint to the Association indicated that dust from the Wheat Pool operation was infiltrating the homes in the Vancouver Heights Area and that the Wheat Pool should be willing to install an efficient dust control system to eliminate this problem.

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MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN LADNER:

"That this Council communicate with the Council of the City of Vancouver expressing concern over the dust pollution problem at the Alberta Wheat Pool Elevator on Burrard Inlet and ask that the City Council use whatever powers may be at its disposal to have the problem eliminated."

CARRIED UNANIMOUSLY

It was agreed also that a letter be sent to the Provincial Air Pollution Control Board to determine if that body had any jurisdiction over the problem and to seek their co-operation in eliminating the problem. It was also suggested that the Vancouver Heights Home Owners Association should also seek the co-operation of the Provincial Air Pollution Control Board and the City of Vancouver.

Mr. Mabel Hawley resident of the 8200 Block Wedgewood Street wrote expressing appreciation for the recent lane paving improvement serving their property and that of her neighbours.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That the Council resolve into a Committee of the Whole (8:30 p.m.)."

CARRIED UNANIMOUSLY

TABLED ITEMS

- (a) Reference RZ #58/68(a) re Lot 13, D.L. 2, Plan 35814 --
FROM A 2 TO C4(Service Commercial District) - Home Oil
Distributors

Mr. J. W. Melville, Home Oil Distributors Ltd. wrote enclosing a brief relative to this rezoning, outlining the plans of the Company for development of this property with a car wash as a complementary operation to thier service station on adjoining land.

Mr. Melville appeared and asked for an opportunity to be heard.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

"That the delegation be heard."

CARRIED UNANIMOUSLY

During his presentation, Mr. Melville made the following points:

- (1) The Home Oil Company has worked in good faith with Burnaby for some time to develop this property.
- (2) The Provincial Department of Highways has approved accesses to property for the establishment of a car wash on the property.
- (3) The property will be landscaped and the adjoining apartment properties will be screened from the car wash operation. The car wash will be approximately 100 feet from the apartment area.

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- (4) The land area dimensions measure 3,000 square feet, three times that required and the storage area for cars moving into the car wash is twice the size required for this purpose by the By-law.
- (5) The Company has spent \$67,000.00 to purchase the land. Burnaby required 13 feet for the widening of North Road and an additional 200 foot frontage on Loughheed Highway had been purchased to improve accesses to the property. The Company is satisfied there will be no problem with traffic because of the large storage area for cars.

Mr. Melville suggested that in view of all the preparations the Company has made for development of the property over a considerable length of time, it was felt the proposal should merit consideration from the Council.

HIS WORSHIP, THE MAYOR, reminded the spokesman and the Council that the Council and the Planning Department had been consistent in the past in turning this application down and referred to an application by the Beaver Lumber Company for a commercial zoning on property a short distance to the West, which had been refused.

Mr. Melville submitted that his Company was asking for a 35 foot extension to their existing service station. It was further submitted that service stations built in the future will be more comprehensive in the sales of goods and service. It was the feeling of the Company that the proposed plan for this service station did not encroach into the plans of the municipality for the surrounding area.

Mr. Melville produced plans showing the layout of the station and car wash as proposed and explained these plans to the Council.

A query was asked from Council as to the past record on this application and suggested that minutes of prior considerations should be available.

The Mayor Declared A Recess At 9:00 P.M.

The Council Reconvened at 9:15 P.M.

During the Council recess the Clerk has searched the file and submitted that the Rezoning By-law #5401 had received two readings on September 9th, 1968. and had been carried by a unanimous vote.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:
"That By-law #5401 be brought forward for further consideration by the Council at the next Council meeting."

CARRIED UNANIMOUSLY

(b) Lot 39 except Parcel "A", E.P. 16876, D.L. 86, Plan 1203 (Lesosky)

The Manager asked that this item be retabled to the next Council meeting and the Council so ordered.

(c) Section 43(3) of the Street and Traffic By-law

Item 10 of the Manager's Report #43, was brought forward for consideration at this time.

The Manager reviewed the reasons for bringing forward By-law #5740 being a By-law to amend Burnaby Street and Traffic By-law which reasons were that the wording of this Section varied from the wording contained in the Department of Commercial Transport Act which read as follows:

"No person shall receive permission under this Section on an habitual or consistent basis"

and the Burnaby By-law at present read:

"Such permission shall not be granted more than twice to any one person".

The Section had to do with the granting of permission by a Peace Officer to trucks travelling through the municipality where the weight of a vehicle was questioned. The Solicitor had given the opinion that both wordings were relatively useless as it provided for a permission only which would not be recorded. Therefore, unless the "person" happened to be stopped more than once by the same Peace Officer there would likely be no control, and this is most likely to be the case.

If the Section is to remain, the Solicitor has not advanced any better wording and in fact his Office questions whether there really is any point in retaining the Section, but rather to leave the matter of discretion strictly up to the Peace Officer.

The Manager ^{advised}, verbally that the permission to be granted merely was a permission to proceed. The Peace Officer has the right to charge a person if a truck is considered to be overweight. It is highly unlikely that a truck operator would be stopped by the same Constable more than once because of the shift variations of the Constables.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DRUMMOND:

"That the report be received and this matter be referred back to the Traffic Safety Committee in the light of the statements of the Solicitor and the remarks of the Municipal Manager."

CARRIED UNANIMOUSLY

* * *

QUESTION AND ANSWER
PERIOD

ALDERMAN DAILLY raised the question of the recent press reports concerning the epidemic of rubella and suggested that there should be an immunization programme carried out in Burnaby in the event the epidemic spreads.

It was suggested that grants were available for this purpose.

Alderman Dailly asked that a report be obtained from the Medical Health Officer on the costs of immunizing all children from the ages of one to twelve years old and the Council so ordered.

ALDERMAN LADNER WITHDREW FROM THE COUNCIL CHAMBER.

ALDERMAN DRUMMOND questioned when a meeting was to be held on the matter of the appointment of an Assistant Municipal Manager.

HIS WORSHIP, THE MAYOR, advised that he was ready to meet on the subject and had been waiting for a time when a light agenda was before the Council and some time could be allotted to this matter.

ALDERMAN HERD recommended that a grant be made to the Burnaby Junior Chamber of Commerce to sent the Burnaby Float and Miss Burnaby to the Kelowna Regatta at a cost of \$631.00 or alternatively that a grant to cover the expenses of Miss Burnaby be made and that the float not be entered in the Parade.

The latter cost would amount to \$309.00.

ALDERMAN McLEAN LEFT THE COUNCIL CHAMBER.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN HERD:

"That both the expenses of entering the float in the Kelowna Regatta Parade and the expenses of Miss Burnaby's attendance at the Regatta be approved and that an amount of \$631.00 be granted to the Burnaby Junior Chamber of Commerce for this purpose."

CARRIED UNANIMOUSLY

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R E P O R T S

The Municipal Clerk submitted Certificates of Sufficiency covering the following Local Improvement Works:

- (i) Barker Avenue - Carleton avenue lane from Fir Street to North Property Line of Lot 39, D.L. 38, Plan 31199
- (ii) Sea-Warwick lane from South Property Line Lot 23, Block 47, D.L. 218, Plan 4953 to Dundas Street
- (iii) Delta-Hythe lane from South Property Line Lot 17, Block 92, D.L. 127, Plan 4953 to Pandora Street
- (iv) Lane between Venables and Parker from Delta Avenue to West Property Line Lot 74, D.L. 127, Plan 31210
- (v) Carnegie-Dunnedin lane from Invergarry Avenue to West property line Lot 37, D.L. 206, Plan 26770
- (vi) Burke-Northview Court - Bond Lane between Elsom and Sussex except portion on lane South of Burek from Sussex Avenue to West Property Line Lot 57, D.L. 33, Plan 16622

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

"That the Certificates of Sufficiency of the Clerk be received and that the necessary Local Improvement Construction By-laws covering the works involved be brought before the Council."

CARRIED UNANIMOUSLY

TRAFFIC SAFETY COMMITTEE
REPORT

(1) Truck Traffic - Tenth Avenue

The Committee reported on a Joint Meeting with the City of New Westminster Traffic Safety Committee to discuss problems created by the use of Tenth Avenue from Kingsway to 20th Street as a scheduled truck route. Difficulties were encountered with trucks operating to and from the McDonald Consolidated Warehouse on 11th Avenue and the Chairman of the New Westminster Traffic Safety Committee advised that the New Westminster City Council had received many delegations petitions etc. and were prepared to take unilateral action to ban McDonald Consolidated Trucks on a 24 hour per day basis from 10th Avenue and other of the trucking industry during the late evening and early morning hours.

The Burnaby Planning Director and Municipal Engineer had recommended that no action be taken to change the present status as a scheduled truck route in view of the lack of suitable alternative routes.

The possibility of splitting the truck traffic into "in" and "out" movements had been considered and the New Westminster Committee Chairman agreed to recommend to his Council that no action be taken by this City for a minimum period of one month to permit Burnaby to conduct a more comprehensive study of the whole area at the next meeting to be held August 11, 1970.

ALDERMAN McLEAN RETURNED TO THE MEETING.

(2) Transit Service - P.N.E. Parking Lot

The Committee referred to a letter received from the B.C. Hydro and Power Authority concerning the use of the P.N.E. Parking Lot and Express Bus Service into Vancouver and advised that the Committee fully endorsed the comments offered by B. C. Hydro and Power Authority. The Traffic Safety Committee had no recommendations on the matter at this time.

(3) Hastings Street - Cliff Avenue - Inlet Drive

The Committee reported on a petition received representing 700 residents of the area surrounding this intersection, requesting unspecified changes be made to the intersection to improve the safety factor for both pedestrians and motorists.

The Municipal Engineer reported on investigations made into the problems connected with this intersection and presented views on the suggested rechannelization, the restriction of automobiles to certain turns, the alleged dangerous situation created by parked cars on the South side of Hastings Street immediately East of Cliff Avenue and provided information on steps taken by the school authorities at the Westridge School directed at the students and parents of the students regarding the dangers of crossing the main stream of traffic on Inlet Drive rather than using the pedestrian crosswalk across Hastings Street at Duncan Avenue.

The Engineer reported that to resolve the concern of the P.T.A. relative to parking on the South side of Hastings Street a restriction had been imposed on this South curb of Hastings Street for a distance of 35 feet East from the corner of Cliff Avenue.

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No other action had been taken on the requests of the P.T.A. or the Ratepayers as a result of their investigations as nothing further was deemed to be justified.

During discussions of the Engineer's Report, it was the opinion of the Committee that the recommendations of the Engineer did not go far enough and the Committee recommended the following action to the Council:

- (a) That the South leg of Cliff Avenue be barricaded at its intersection with Hastings Street for a trial period of six months. This, in effect, will prevent Eastbound vehicles on Hastings Street from making a right turn onto Cliff Avenue and will also prohibit Northbound Cliff Avenue traffic from exiting onto Hastings Street at this point. All Eastbound Hastings Street traffic would then be forced to use the Hastings Street extension at least as far as Duthie Avenue.
- (b) That the action already accomplished by the Engineer in posting of the parking prohibition along the South curb of Hastings Street to a point 35 feet East of Cliff Avenue be ratified.

(4) Gilpin Street and Royal Oak Avenue

The Traffic Safety Committee considered a referral of a complaint to Council concerning conditions at the intersection of Gilpin Street and Royal Oak Avenue where dust and flying gravel caused by motorists making right turns off Gilpin Street onto Royal Oak Avenue short-cutting across the unpaved North-East corner of the intersection.

The Engineer reviewed the changes in construction of this intersection since 1969 prior to which there was a very high accident rate at this intersection. Certain changes had been made and channelization which had not proved practical and had been removed because of the difficulty encountered by B. C. Hydro buses in negotiating right turns at the intersection.

The Engineer reported that in order to resolve the current complaint and to try and reduce the accident rate at the intersection which had again increased since removal of the original channelization, it was intended to install reflective concrete barricades about four feet North of the pavement to channelize traffic into a single lane approach while at the same time assuring ample room for right turning buses to make their move in safety. The Traffic Safety Committee did not concur with the proposed action of the Municipal Engineer and recommended the following action:

- (a) That a paved right turn slot for Westbound traffic on Gilpin Street turning North on Royal Oak Avenue be provided with adequate channelization and positioned in such a manner as to preclude a through movement from the right turn slot.
- (b) That Council investigate the possibility of obtaining a truncation on the North-West corner of this intersection from the present management of Forest Lawn Cemetery in order that further improvements may be made to this intersection at a future date.

(5) Lane Barricade - Lane South of Gibson Street,
7000 - 7100 Blocks

The Committee reported on a petition received for the installation of a barricade to restrict this lane to local use only and provided the results of investigations which indicated that the barricading of the lane would be detrimental and not in the public interest.

The Committee recommended that no action be taken on the request.

(6) Parking - East Side Kathleen Avenue, Maywood to Beresford Street

The Committee considered a suggestion from the Burnaby Fire Department that parking should be eliminated from at least one side of the captioned section of the street because of the narrowness, to facilitate the free movement of fire apparatus.

Investigation revealed that homes on the East side of Kathleen Avenue did have vehicle access whereas those on the West side of Kathleen Avenue had no visible means of access.

The Committee recommended that a "No Parking Anytime" restriction be imposed along the East side of Kathleen Avenue from Maywood to Beresford Street.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN McLEAN:
"That all items in the report of the Traffic Safety Committee except Item (3) be adopted."

CARRIED UNANIMOUSLY

During discussion on Item (3) of the Traffic Safety Committee report, the following points were made:

- (1) Perhaps as an alternative the Council should review the possibility of the early construction of the short stretch of road from Hastings Street designed to divert traffic along the new right-of-way which had been planned to carry traffic around the Southerly portion of Burnaby Mountain.

The opening of this section between Hastings Street and Curtis would no doubt be effective in solving some of the traffic problems about which complaints had been received.

- (2) It was suggested that the recommendations of the Committee be imposed for a trial period of six months and that a review be made at that time.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN McLEAN:
"That this matter be referred back to the Traffic Safety Committee for study of the effect which would be created by barricading Cliff Avenue at Hastings Street, on the traffic patterns within the area bounded by Duthie Avenue, Hastings Street, Sperling Avenue and Curtis Street."

CARRIED UNANIMOUSLY

The Manager presented a Special Report No. (5), 1970 re the Seton Academy and Universal Life Foundation Property.

The purpose of the report was to acquaint the Council with the current position of these properties in response to the request by the Council earlier that the Manager investigate the possibility of acquiring Seton Academy for municipal purposes and report on the condition of the Universal Life Foundation property and its suitability for municipal purposes.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That the Manager's Special Report No. 5, 1970 be tabled to the next Council meeting to be held Monday, August 10, 1970."

CARRIED UNANIMOUSLY

In addition to the report the Manager reported verbally having investigated further the building used by the Universal Life Foundation as a school building (old Mather Mansion) and pressure tests had been run on the heating system which held up and seemed to indicate that the system was in a fairly safe and workable condition.

The Manager further reported that it may be practical to remove the conversion boiler from the old Municipal Hall at Edmonds and some of the radiators for re-installation in the Universal Life building. These studies are being conducted to determine whether or not it would be possible to carry out these changes.

MUNICIPAL MANAGER'S
REPORT NO. 43,
1970

(1) Local Improvement Construction By-law #5697

The Manager reported that Item (16) in this By-law had been found to be incorrect in that the description of the lane was not as stated in the By-law and the By-law should therefore be amended to read:

"16th-17th lane from Sylvan Court to Humphries Avenue
(W.P.L. Lot 1, Block 39, D.L. 30, Plan 3973 to
Humphries)

The Manager recommended the amending By-law be passed.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

"That the recommendation of the Manager be adopted."

CARRIED UNANIMOUSLY

(2) Income Approach to Value

The Manager reported that owners of revenue-producing properties in Burnaby were contacted and asked to supply information about operating costs and income for the purposes of Business Tax.

Some owners have questioned reasons for requesting this information and most have been satisfied with the explanation given. Council members were being acquainted with the actions of the Assessment Department in case queries were directed to them.

The statutes require that assessments be related to the actual value of properties and there are three recognized ways of determining actual value:

- (1) By the cost of replacement of the buildings.
- (2) By the selling price of the land and the buildings.
- (3) By the income or rent which the land and buildings can be expected to produce.

The income approach is the most difficult to apply and can be used only in valuing types of properties which normally produce the revenue. The growth of the municipality indicated that there were enough revenue producing properties in the municipality now for the method to be useful in determining both assessed rental value for business tax and real property assessments.

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

CARRIED UNANIMOUSLY

(3) Purchase of New Vehicle - Burnaby Fire Department

The Manager reported that an additional apparatus will be required for the new Fire Hall under construction.

The Capital Improvement Programme for 1970-75 includes \$40,000.00 expenditure in 1971 and \$75,000.00 in 1972 for fire apparatus.

In the interests of having the first new piece of apparatus available at an early date it was recommended that Council approve a tender call for the supply of:

"One triple combination fire pumper of 1050 IGPM capacity of modern design and must meet all requirements as laid down in CSA specifications B89-3, 1962 edition. This unit would come fully equipped except for fire hose."

The Manager reported the estimated cost of the apparatus was \$40,000.00. Delivery will be in 1971 and would not conflict with the Capital Improvement Programme as payment would not be made until delivery and acceptance.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN McLEAN:
"That the recommendation of the Manager be concurred in."

CARRIED UNANIMOUSLY

(4) Storm Drainage Contract - Enclosure of 12th Avenue - 15th Street Watercourse

The Manager reported that Miller Cartage and Contracting have contracted the above storm sewer construction work, completion date

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of which was to be 15th July, 1970.

\$100.00 liquidated damages per day was imposed after the specified completion date if the work had not been completed.

The Contractor was unable to obtain the concrete pipe required for the contract due to the concrete workers strike and an application had been made for an extension and for relief of the \$100.00 per day liquidated damage provision as it applied to the 15th July, 1970 completion date.

The Manager recommended that the completion date be extended to 15th September, 1970 subject to review on that date to consider any further extension which may be warranted. It was further recommended that application of the \$100.00 per day liquidated damages provision be waived for the 15th of July deadline but remain in force for the new 15th September completion date.

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

CARRIED UNANIMOUSLY

(5) Broadway Road Closing - D.L. 59

The Manager referred to By-law No. 5701 which effected the closure of a portion of Broadway and the necessity had now arisen where the provision of an easement for the Greater Vancouver Sewerage and Drainage District were to undertake works on the area.

The Manager recommended that the Mayor and Clerk be authorized to execute an easement agreement accordingly.

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

CARRIED UNANIMOUSLY

(6) Rezoning Application #19/70

The Manager reported this By-law for rezoning had received two readings and these readings had been passed with less than the two-thirds majority of Council required to effect an amendment to the Zoning By-law.

Certain prerequisites to the rezoning were established by Council and these prerequisites were acceptable to the applicant but there would be considerable expense involved in fulfilling the prerequisites.

The Manager recommended that in view of the vote on the first two readings, the By-law be advanced to Third Reading to determine its acceptability with the required majority before the applicant is called upon to undertake the expense of meeting the prerequisites.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN CLARK:
"That any further consideration of this By-law be laid over to the next Council meeting."

CARRIED UNANIMOUSLY

(7) Stride Avenue Area

The Manager's report relative to this item was brought forward earlier in the meeting in connection with Correspondence received from Mrs. K. H. Pilcher.

(8) Sale of Municipal Property - D.L. 86

The Manager submitted information that Lots 205 to 208 and Lots 210 to 243 inclusive, D.L. 86, Plan 36959 were offered for sale by public tender in the Vancouver Sun Newspaper on June 26 th and 27th, 1970 with bids returnable up to 4:30 p.m., July 15th, 1970.

The Manager listed 48 bids received. The Manager further advised that the following bids were recommended for rejection for the reasons noted.

Bid #33 in the amount of \$9,000.00 for Lot 205 was not accompanied by the required certified cheque.

Bid #27 in the amount of \$5,875.00 for Lot 222 did not have a sufficiently large deposit cheque submitted.

Bid #22 in the amount of \$13,245.00 for Lot 229 was also short by \$10.00 on the deposit cheque.

Bid #46 in the amount of \$13,330.00 for Lot 234 was not accompanied by the required 5% certified cheque.

The estimated minimum selling price of the lots was \$150.00 for front foot, based on an average lot width of 80 feet being \$12,000.00 per lot.

On this basis the Manager recommended that the following bids be accepted:

- (a) Bid #35 for Lot 205 in the amount of \$12,125.00 submitted by Borden McLeod.
- (b) Bid #3 for Lot 207 in the amount of \$12,150.00 submitted by J. E. Kohnke.
- (c) Bid #21 for Lot 212 in the amount of \$18,550.00 submitted by Edward Chan.
- (d) Bid #37 for Lot 213 in the amount of \$15,550.00 submitted by Edward Chan.
- (e) Bid #2 for Lot 217 in the amount of \$14,100.00 submitted by L. V. Perry.
- (f) Bid #23 for Lot 218 in the amount of \$14,200.00 submitted by J. W. & Nancy Partridge.
- (g) Bid #45 for Lot 221 in the amount of \$12,600.00 submitted by R. W. & L. Spence.
- (h) Bid #34 for Lot 223 in the amount of \$15,000.00 submitted by George Stefanik,
- (i) Bid #39 for Lot 225 in the amount of \$14,601.00 submitted by L. Busse.
- (j) Bid #40 for Lot 226 in the amount of \$12,787.00 submitted by M. Krawchuk.

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- (k) Bid #25 for Lot 228 in the amount of \$18,162.00 submitted by W. D. Shoemay.
- (l) Bid #5 for Lot 234 in the amount of \$15,400.00 submitted by S. K. Chang.
- (m) Bid #16 for Lot 235 in the amount of \$12,600.00 submitted by J. D. Elander.
- (n) Bid #18 for Lot 237 in the amount of \$12,773.73 submitted by Kamo Construction Limited.
- (o) Bid #6 for Lot 242 in the amount of \$14,800.00 submitted by S.K. Chang.
- (p) Bid #47 for Lot 238 in the amount of \$13,182.00 submitted by D. W.Maskall.

The Manager further recommended that all other bids be rejected and that the Land Agent be authorized to negotiate the sale of those lots on which no bids were received and those lots on which unacceptable bids were made at a price equal to the average of the acceptable bids, namely \$14,300.00 per lot.

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

CARRIED

AGAINST -- ALDERMAN DAILLY

The question was raised about the adequacy of information in the advertisements for land sales and particularly regarding deposits, some complaints had been received that there was inadequate information about whether or not an individual in the event deposits were made on three lots he would have returned deposits on two lots if he was successful only on one lot.

It was submitted that the practices of the Land Agent in advertising the lots was considered to be adequate as full information was provided.

9. RE: Service Commercial Districts (C4)

The Manager submitted a further report for consideration of the Council on the above subject.

The Manager noted that the report did not complete the question of "Drive-In Restaurants." The Planning Department advised that a separate report on this subject will follow. This should be concluded and available for the next meeting of Council.

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

CARRIED UNANIMOUSLY

10. Re: By-Law No.5740

This By-Law was dealt with under Item 4(c) under Tabled Items of the Agenda for this meeting.

11. Re: 3911 Gravelly Street.

The Manager reported on a letter received from Mr. & Mrs. P. Myklebust which contained a complaint about the industrialization of the area near them and a suggestion had been advanced by them that the Corporation exchange their property for another property upon which their home could be moved.

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The complainants purchased Lots 18 and 19, Block 30, D.L. 117E½, Plan 1222 in 1947. A house was located on Lot 18. Lot 20 was acquired in 1949 from the Municipality and a new dwelling erected on Lot 19. Lot 20 was sold in 1955 and the new owner sold to Lockheed, Haggerty Manufacturing and Engineering Company in 1959. Lot 18 was subsequently sold in 1964.

So far as can be ascertained, the Myklebust properties and surrounding lots have always been zoned for industrial purposes, even though permits were allowed for the construction of homes in the area.

The problem appears to be originating from Lot 20 which is a lot the complainants bought from Burnaby and then sold.

The Manager reported it was not considered there was any Municipal responsibility in this case and no justification to comply with the complainants request for precedent reasons and the possible creation of real problems as there are several mixed-use areas in Burnaby.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:
"That the report be received and the submission by the Manager be concurred with."

CARRIED UNANIMOUSLY

(12) 1970 Audit Fee

The Manager reported that the Corporation's external auditors, Chadwick, Potts and Company, have given notice that the audit fee for 1970 will be \$7,300.00.

The Manager advised that the audit fees had risen from \$5,000.00 in 1963 to \$6,500.00 in 1968 and 1969 to the current fee for 1970 which it was considered was quite reasonable.

The Manager recommended approval by the Council and advised that if approved a new fee would be recognized in the Recast Budget.

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

CARRIED UNANIMOUSLY

(13) Subdivision Reference No. 41/70

The Manager recommended that the following easements be acquired in order to finalize the above subdivision of a parcel of land located on the East side of Sussex Avenue between Maitland and Shepherd Streets.

Tri-party easement required from Lot 131 and 133, D.L. 32, Plan number of be assigned on registration. (These new lots are part of the West 548 feet of Lot "B", Block 11, D.L. 32, Plan 5087). The easement was required for sewerage and drainage works for B. C. Hydro and B. C. Telephone installations and is to be provided at no cost to the Corporation.

The property was located at 5838 Sussex Avenue.

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Easement No. 2 - Parcel "B", except West 548 feet, except West 33 feet, Block 11, D.L. 32, Plan 5087.

This easement is required for sewerage and drainage works and is to be provided at no cost to the Corporation. The property is located at 5825 Nelson Avenue, Burnaby.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:
"That authority be granted to accept these easements and the Mayor and Clerk be authorized to execute the necessary documents."

CARRIED UNANIMOUSLY

(14) Rezoning Reference #11/70
R6 Development Norfolk and Douglas

The Manager reported that on May 19th Council received the Planning report on this rezoning and authorized the Department to work with the applicant. Since that time, a tentative subdivision plan had been devised in co-operation with the applicant allowing thirty row house units in three clusters of eight units and one cluster of six units, with Norfolk Street cul-de-sac. A portion of the most Westerly part of the site at the end of the Norfolk cul-de-sac would be dedicated as a public play area. A plan for the play area had been worked out by the applicant and the Parks Department and the applicant will develop the area in accordance with "Play Area Development Plan".

The Department feels it would be appropriate at this time to present the application to Council and ask that it be advanced to a Public Hearing with the following set as prerequisites:

- (1) The submission of a suitable subdivision plan.
- (2) The deposit of monies to cover full subdivision servicing costs.
- (3) The dedication of the Play-area as indicated in the "Play Area Development Plan" for park purposes.
- (4) The deposit of monies to construct the play area according to the "Play Area Development Plan" to be held in trust to guarantee this work.
- (5) The submission of a suitable plan of development.

The Manager so recommended.

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

CARRIED UNANIMOUSLY

(15) Inter-City Express (1955) Ltd.
7976 Winston Street - West 1/2 of Lot 2, D.L. 40, Plan 3048

This report was dealt with earlier in connection with the delegation which appeared before Council headed by Mr. M. F. Bartlett.

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(16) Community Plan for the Area extending from Gagliardi Way
Eastwards to Stoney Creek Ravine - Lake City East

At its meeting on July 13th, Council approved the following time schedule for dealing with the Community Plan.

(a) July 27, 1970 - Presentation of detailed report to Council and establishment of a Public Hearing Date.

(b) August 10 or 11, - Public Hearing.
1970

The Manager submitted a detailed report for consideration of the Council.

The Planner's report covered the Community Plan, provided an introduction and a concept of the proposed uses for the subject area, the road pattern densities, suite mix, the various housing forms, the relationship between the elements of the plan and the adjacent existing and anticipated developments, major servicing requirements and the location of the various clusters and buildings.

The area of residential development measures approximately 60 acres. The plan contains 485 high-rise units, 590 townhouses and 258 units in a variety of other housing forms, with a total of 1,333 units. The proposed suite mix is approximately 37.5% bachelor and 1-bedroom suites, 27% 2-bedroom units and 35.5% 3-bedroom units. The overall net density would be approximately 22 units per acre with the densities of the various sub-areas ranging from sixteen to 46 units per acre.

The revised park and school reports recommended a 24 acre site in this area to accommodate an elementary school adjacent to a secondary school facility. The land designated for park and school purposes had not yet been acquired but the School Board was recently negotiating with Western Pacific Projects Ltd., the present owner of the site.

A 7-8 acre park school site had been designated and a district play field was been proposed. In addition Western Pacific has agreed as a part of the original Lake City plan to dedicate a portion of Stoney Creek Ravine for park-trail purposes. The concept provides for two-three acres of park devoted to public use although such areas would not be dedicated for public park and would be open spaces accessible to the public and properly designed for public use.

The Council, the Traffic Safety Committee, and the Advisory Planning Commission had recently endorsed a plan for the major road pattern in North-East Burnaby and a proposed road pattern for this Community Plan is related to this overall road plan. The Department of Highways was studying a design of the Lougheed - Gagliardi interchange and the possibility of a future intersection of Lougheed Highway and the proposed East Lake Drive extension. In the first stage of development East Lake Drive will be extended and connected with Noel Drive. This road will cross the Stoney Creek park-trail system and a bridge will have to be constructed by the developers within a right-of-way to be acquired by the municipality.

With regard to services, the need for such is presently under investigation by the Engineering Department and servicing requirements for this development will be established shortly.

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No major commercial facilities are required in view of the close proximity of the area to existing and future commercial developments.

Relative to staging of the development and implementation, the developer has submitted tentative completion dates for the first three stages of development as follows:

- Area #6 - September 1971
- Area #4 - September 1972
- Area #1 - September 1973

The developer anticipates having the total scheme completed by 1979.

The Planner's report was accompanied by architectural drawings showing the layout of the proposed development.

It was recommended that the proposed plan described in this report the attached sketches and the detailed architect's submission be adopted as an official Community Plan under Section 696 and 697 of the Municipal Act, and that the Community Plan be implemented by CD Comprehensive Development zoning of the subsequent stages of development.

- (17) Application to rezone a portion of D.L. 4/6 lying within the proposed Lake City East Community Plan, from M3 Manufacturing and R2 Residential to CD Comprehensive Development
Reference RZ #37/70

The Manager submitted a further report of the Planner in accordance with a time schedule approved by Council with respect to this rezoning.

The Planner advised that the applicant had submitted the plan within the overall development plan showing 170 condominiums with accompanying amenities including a system of walkways which was recommended be the responsibility of the developer as to cost and insofar as any easements were required to accommodate such walkways.

It was further recommended the applicant be responsible for the cost of construction of a number of pedestrian underpasses that form part of the open space and walkway system.

Area #6 had been proposed for a condominium townhouse development under the auspices of the Federal Government, the objective being the provision of home ownership for lower income families.

The scheme showed 189 3-bedroom townhouses grouped in various clusters along private driveways and in cul-de-sacs. The clusters and groupings were separated by an open space system partially accessible to the public by means of walkway easements.

It was recognized however, that the proposed development is to a certain degree of an experimental nature and does not in fact satisfy the usual criteria for housing schemes intended for lower income groups particularly availability of public transportation.

The proposed units are very small (849 square feet and 864 square feet of floor area excluding basements) and in this respect the applicant has requested the Federal Government to waive some of the sections of the National Building Code regarding required minima.

The internal road pattern is of concern as well as conflicts between the through movements and parking movements would result with the pattern as presented.

In summary the Department recognizes that desirability of inovative low cost housing but does not fully agree with the particular concept and the development plan of area #6 and as mentioned in the report on the Lake City East Community Plan, Council direction in this matter is requested particularly on the matter of lowering standards in order to achieve cost savings.

Recommendations --

With respect to area #4 it is recommended that this application be forwarded to a Public Hearing to be held on August 10 or August 11, 1970 and the final readings of the amending zoning by-law be subject to the following prerequisites:

1. The adoption by Council of the Lake City East Community Plan.
2. The availability of an elementary school building.
3. The submission of a suitable subdivision plan.
4. The dedication of all right-of-ways deemed requisite and the granting of all required easements.
5. The deposit of sufficient monies to cover the costs of construction of the necessary roads including the bridge over Stoney Creek, walkways, and pedestrian underpasses.
6. An agreement between the applicant and the Municipality, whereby the applicant assumes all costs of maintenance of walkways and landscaped areas within the walkway easements.
7. The deposit of sufficient monies to cover the cost of providing water, sanitary sewer and storm sewer facilities as required.
8. The submission of a suitable plan of development.

With regard to area #6 no recommendation is made as a Council decision is required on the basic policy question of permitting lower development standards than contained in our current bylaws. If Council wishes to forward this proposal to a Public Hearing, the same conditions that apply to area #4 should be attached to the rezoning application covering area #6.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That the proposed community plan for the area extending from Gagliardi Way eastward to Stoney Creek ravine - Lake City East, as more particularly laid out in the Planner's report July 27th entitled; Application to rezone a portion of D.L. 4/6, lying within the proposed Lake City East community plan, from M3 Manufacturing and R2 Residential to CD Comprehensive Development (Rezoning reference #37/70) be referred to a Public Hearing to be held at 7:30 p.m. on August 11, 1970.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

"That the time limit for this Council meeting be extended beyond 10:00 p.m."

CARRIED

AGAINST: ALDERMAN CLARK

18. Lease - Blocks 4 to 7, inclusive
D.L. 212, Plan 3080.
Bestwood Industries Limited.

Burnaby Lease Authorization By-Law No. 1, 1970, authorizing a Lease of the above properties to Bestwood Industries Limited was declined final adoption by Council pending a report on the question of possible air pollution from the operation of this plant.

The operation was examined in January and February of this year at which time the Chief Public Health Inspector and the Fire Prevention Officer reported that the mill was operating satisfactorily and contained adequate air pollution control equipment. The two Inspectors had re-inspected the premises and found that:

- (1) in their opinion the operation was not in contravention of the Air Pollution By-Law;
- (2) the company has incorporated air pollution control equipment into their processing system and are prepared to increase or modernize as necessity demands and are, in fact, so doing;
- (3) repeated assurances of company officials have been given that they are prepared to meet future air pollution standards.

The Manager recommended that the Lease Authorization By-Law be now finally adopted.

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

CARRIED UNANIMOUSLY

19. Re: Municipal Rental House -
Cabin "B", 7310 East Hastings.

The Manager reported that this cabin was owned by the municipality and had recently become vacant.

A survey by the Building Department indicated the frame building contained an area of approximately 450 square feet with a heating system in a dug-out area under the back of the dwelling, of the "home-made" variety. The building for housing accommodation was substandard and in the opinion of the Department was not worthy of maintenance expense.

The Manager recommended that authority be given to demolish the cabin.

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

CARRIED UNANIMOUSLY

(20) Street Improvement Contract No. 2, 1970

The Manager reported that tenders were invited for the above contract returnable Wednesday, July 22, 1970 covering work of installing concrete curb and gutter with 46 feet roadway on Winston 2 - 23 foot roadways with curb and gutter, median, storm sewer and water main on Wayburne, sundry local improvement projects; and sidewalks on Canada Way.

The Manager recommended that the tender be awarded to the low bidder, J. Cewe Limited.

The Manager noted that the scope of work included some Local Improvement Projects to be initiated and which still require approval of the property-owners and Council.

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

CARRIED UNANIMOUSLY

(21) Estimates

The Manager submitted the Municipal Engineer's Special Estimates totalling \$16,600.00 and recommended approval.

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

CARRIED UNANIMOUSLY

(22) Financial Statements

Financial Statements prepared by the Municipal Treasurer were submitted to the Council for information.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN CLARK:
"That the report be received."

CARRIED UNANIMOUSLY

(23) Street Lights

The Manager submitted the Engineer's Report recommending a street light at the intersection of 11th Avenue and 18th Street involving one 300 watt mercury vapour lamp. The Manager recommended the installation be made.

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

CARRIED UNANIMOUSLY

(25) Building Department

The Manager submitted the Chief Building Inspector's report covering operations of his Department for the period 22nd June to 17th July, 1970.

(26) Fire Department

The Manager submitted the Fire Chief's Report covering activities of his department for the month of June.

(27) Medical Health

The Manager submitted the report of the Medical Health Officer covering activities of his Department for the month of June.

(28) Personnel Department

The Manager submitted the report of the Personnel Director covering activities of his Department up to 5th July, 1970.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN MCLEAN:
"That Items 25 to 28 inclusive be received."

CARRIED UNANIMOUSLY

(24) Miscellaneous Rezoning Applications

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

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN McLEAN:
"That these reports be received."

CARRIED UNANIMOUSLY

(1) Reference RZ #20/70

- (a) Block 27, Expl. Pl. 19908, D.L. 29, Plan 4215
- (b) Lot 1, Block 26, D.L. 29, Plan 4900
- (c) Block 26, D.L. 29, Sk. Plan 7868, Pl. 3035

(Located on the East side of Kingsway between 14th and 15th Avenues)

FROM SERVICE COMMERCIAL DISTRICT (C2) AND RESIDENTIAL DISTRICT FIVE (R5) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT THREE (RM3) AND COMMUNITY COMMERCIAL DISTRICT (C2)

The Planning Department recommended that this application not be favourably considered as it is contrary to Council policies for the development of multiple family housing in this area. It is further recommended that the Department be authorized to work with the applicant in the creation of a plan more in keeping with the above development and within the framework of the RMI designation provided in the Apartment Study.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN HERD:
"That the recommendation of the Planning Department that the Council authorize that Department to work with the applicant in the creation of a plan more in keeping with the above development and within the framework of the RMI designation provided in the Apartment Study be adopted."

CARRIED UNANIMOUSLY

(2) Reference RZ #24/70

North 165.5 feet of Lot 2, except North 123 feet, Block 5, D.L. 32, Plan 6123

(Located on the West side of Nelson Avenue approximately 417 feet North of Kingsway)

FROM RESIDENTIAL DISTRICT FIVE (R5) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT FIVE (RM5)

The Planning Department recommended that this application not be favourably considered at this time and that the Department be authorized to work with the applicant in the creation of a Comprehensive plan which incorporates surrounding properties and which is in harmony with the McMurray redevelopment plan.

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

IN FAVOUR -- HIS WORSHIP,
MAYOR PRITTIE, ALDERMEN
DAILLY AND McLEAN

AGAINST -- ALDERMEN HERD,
DRUMMOND AND CLARK

MOTION LOST

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:
"That this item be tabled to the next meeting of Council."

CARRIED UNANIMOUSLY

(3) Reference RZ #27/70

Lots 1, 2, 3 and 4, Block 8, D.L.'s 116/186, Plan 1236

(Located on the South side of Albert Street immediately
East of Boundary Road)

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

The Planning Department recommended that this application not
be favourably considered and that the Council reaffirm its
previous decision on this application and the decisions of the
Apartment Study and the Community Plan.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:
"That this item be tabled to the next meeting of Council."

CARRIED UNANIMOUSLY

(4) Reference RZ #28/70

Lots 1 and 8 Pt. North of Highway ex. Plan 21111, D.L. 4, Plan
845

(Located on the North side of the Lougheed Highway West of
its intersection with Austin Road)

FROM MANUFACTURING DISTRICT (M1) TO GENERAL COMMERCIAL
DISTRICT (C3)

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:

- (1) The submission of a suitable plan of development
which provides the Northward orientation and pedestrian
connection outlined above.

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- (2) The provision of the necessary legal agreements if necessary to achieve this form of development.

- (3) The deposit of monies to cover the cost of providing a new water main to the site.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN HERD:

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

CARRIED UNANIMOUSLY

(5) Reference RZ #29/70

Lot 27 exc. part on plan with By-law 31057, Block 7,
D.L. 151/3, Plan 1895

(Located on Kingsway between Olive Avenue and Barker Avenue)

FROM MULTIPLE FAMILY RESIDENTIAL DISTRICT FIVE (RM5) TO
SERVICE COMMERCIAL DISTRICT (C4)

The Planning Department recommended that the application to rezone the above described property not be approved and that the Council reaffirm the Community Plan for this area.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

(6) Reference RZ #35/70

(a) Lot 2, Except Expl. Pl. 8663, Block 5, D.L. 34, Plan 1355

(b) Lot 1, Block 5, D.L. 34, Plan 1355

(c) Lots 2 and 3, Sketch 8663, Block 5, D.L. 34, Plan 1355

(Located on the East side of Inman Avenue between Kingsway and Bond Street)

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

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:

- (1) The consolidation of the four lots into one site.
- (2) The submission of an undertaking to remove all existing improvements within six months of the rezoning being effected.
- (3) The submission of a suitable plan of development for the site.

It was also reported that further services may be required depending upon the outcome of the Engineering Department's review which is currently in progress.

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

CARRIED UNANIMOUSLY

(7) Reference RZ #36/70

Lot "B", Block 30, D.L. 186, Plan 5371

(Located West of Esmond Avenue between Trinity and McGill Streets)

FROM RESIDENTIAL DISTRICT FIVE (R5) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

The Planning Department recommended that the Council authorize the Department to work with the applicant in creating a Senior Citizen's scheme which by reflecting a lower density, would be more compatible with the physical criteria which prevail, could make recreational facilities available to the great number of senior citizens who reside in the surrounding area, and would lessen the disadvantages occasioned by distance to shopping and the inconvenient public transit service.

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

CARRIED UNANIMOUSLY

* * *

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

* * *

BY - L A W S

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:
"That:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 48, 1968" #5381
"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 9, 1969" #5481
be now reconsidered."

CARRIED UNANIMOUSLY

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BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 48, 1968 provides for the following proposed rezoning:

Reference RZ #59/68

From C2 to RM2

Lot 11, S.D. 1, Blocks 1 and 2, D.L. 207, Plan 4032
Parcel "A", Ref. Plan 11756 of Pcl. 1 of Lot "A", Plan
4141 and of Lot "D", Block 1, D.L. 207, Plan 5923

(7021 - 7031 Hastings Street -- Located on the North side
of Hastings Street from a point 195 feet East of Inlet
Drive Eastward a distance of approximately 150 feet)

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 9, 1969 provides for the following proposed rezoning:

Reference RZ #123/68

From R4 and C4 to C4

Lots 1 and 2, Lot "C", Blocks 2 and 3, D.L. 96N, Plan 1349

(6425 Kingsway - Located on the North-East corner of Kingsway
and Colborne Avenue and Extending through to Balmoral Street;
having a frontage of approximately 196 feet on Kingsway and
a width of approximately 186 feet on Balmoral Street)

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 DAILLY:

"That:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 48, 1968"

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 9, 1969"

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

CARRIED UNANIMOUSLY

HIS WORSHIP, MAYOR PRITTIE, LEFT THE MEETING AT 10:50 P.M.

ACTING MAYOR DRUMMOND ASSUMED THE CHAIR.

* * *

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

"That leave be given to introduce:

"BURNABY ROAD CLOSING BY-LAW NO. 10, 1970"

#5741

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 86, 1969"

#5640

and that they now be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 86, 1969 provides
for the following proposed rezoning:

Reference RZ #63/68(b)

Lot 57, D.L. 78, Plan 35994 From A2 to RMI

(Lougheed Highway and Sperling Avenue)

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DAILLY:
"That:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 86, 1969"
"BURNABY ROAD CLOSING BY-LAW NO. 10, 1970"
be now read a Third Time."

CARRIED UNANIMOUSLY

* * *

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:
"That:

"BURNABY ROAD CLOSING BY-LAW NO. 8, 1970"	#5731
"BURNABY ROAD CLOSING BY-LAW NO. 12, 1969, REPEAL BY-LAW 1970"	#5737
"BURNABY HIGHWAY EXCHANGE BY-LAW NO. 2, 1970"	#5719
"BURNABY BUSINESS TAX BY-LAW 1965, AMENDMENT BY-LAW 1970"	#5738
"BURNABY EXPROPRIATION BY-LAW NO. 2, 1970"	#5732
"BURNABY LEASE AUTHORIZATION BY-LAW NO. 1, 1970"	#5714
"BURNABY LOCAL IMPROVEMENT FINANCING BY-LAW 1970"	#5735
"BURNABY SECURITY ISSUING BY-LAW NO. 2, 1970"	#5723

be now reconsidered."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

"That:

- "BURNABY ROAD CLOSING BY-LAW NO. 8, 1970"
- "BURNABY ROAD CLOSING BY-LAW NO. 12, 1969, REPEAL BY-LAW 1970"
- "BURNABY HIGHWAY EXCHANGE BY-LAW NO. 2, 1970"
- "BURNABY BUSINESS TAX BY-LAW 1965, AMENDMENT BY-LAW 1970"
- "BURNABY EXPROPRIATION BY-LAW NO. 2, 1970"
- "BURNABY LEASE AUTHORIZATION BY-LAW NO. 1, 1970"
- "BURNABY LOCAL IMPROVEMENT FINANCING BY-LAW 1970"
- "BURNABY SECURITY ISSUING BY-LAW NO. 2, 1970"

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

CARRIED UNANIMOUSLY

* * *

BURNABY COUNCIL INDEMNITY BY-LAW 1970 #5736 was tabled until all members of Council were present.

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN McLEAN:

"That plans and specifications of the work or undertaking pursuant to By-law No. 5732 be filed with the Municipal Clerk pursuant to Section 483 of the Municipal Act."

CARRIED UNANIMOUSLY

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