

SEPTEMBER 28, 1970

An adjourned meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Monday, September 28, 1970 at 7:00 p.m.

PRESENT: His Worship, Mayor Prittle, in the Chair;  
Aldermen Blair, Clark, Dailly, Drummond,  
Herd, Ladner, Mercier (7:12 p.m.), and  
McLean;

A Public Hearing was held relative to Burnaby Highway Exchange By-law No. 3, 1970.

The Municipal Clerk explained that the purpose of this By-law was to authorize the exchange of a portion of Beaverbrook Drive in D.L.'s 6 and 10, Plan 31569 for a portion of Lot 69, D.L.'s 4 and 6, Plan 31569, as was stipulated by Council when establishing a prerequisite connected with a rezoning under Reference No. 37/70.

No one appeared to speak on the By-law in question.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:  
"That the Minutes of the meeting held on September 21, 1970 be adopted as written and confirmed."

CARRIED UNANIMOUSLY

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ORIGINAL COMMUNICATIONS

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

CARRIED UNANIMOUSLY

Chairman, Burnaby Centennial '71 Committee, submitted a letter indicating that the Committee is not yet in a position to present a complete report on its plans to use the Universal Life Foundation property and buildings as a Heritage Park and Museum for Burnaby's Permanent Commemorative Project.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN LADNER:  
"That the reserve which Council has placed on the property that is the subject of the letter from the Committee be extended until October 31, 1970."

CARRIED UNANIMOUSLY

Executive Secretary, Royal Canadian Legion, South Burnaby Branch  
No. 83, wrote to request:

- (a) permission to sell wreaths between November 2nd and November 10, 1970.
- (b) that His Worship, Mayor Prittie, proclaim the period between November 2nd and November 10, 1970 as Poppy Week.
- (c) permission to hold a tag day on the evenings of November 5th, 6th and all day on November 7, 1970.
- (d) permission to hold a Remembrance Day Parade on November 11th commencing at 10:30 a.m. from the Simpsons-Sears parking lot, thence Easterly along Kingsway to the premises of the Branch.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That all the requests contained in the letter from the Legion be granted, with the one relating to the Parade being subject to the approval of the R.C.M.P. and to the Department of Highways having no objection to this proposal."

CARRIED UNANIMOUSLY

Area Commissioner, Burnaby Girl Guides, submitted a letter enquiring as to whether:

- (a) The Burnaby Girl Guides could purchase large plastic garbage bags through the offices of the municipality in order to get the bags for a more reasonable price.
- (b) The Corporation would donate some bags to the Burnaby Girl Guides.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN McLEAN:

"That the Municipality purchase the garbage bags which are the subject of the letter from the Burnaby Girl Guides, up to a maximum value of \$100.00, for use by the Guides in their litter chase."

CARRIED UNANIMOUSLY

City Clerk, City of New Westminster, submitted a letter indicating that the communication from the Burnaby Council, including an accompanying report from the Traffic Safety Committee, pertaining to truck traffic on 10th Avenue were received by the Council of New Westminster on September 21st when the item in the report concerning a study involving the possible expansion of industrial use in the 10th Avenue - 15th Street - 14th Avenue - Kingsway area was referred to the Planning Department of the City for comment.

ALDERMAN MERCIER ARRIVED AT THE MEETING.

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A copy of a letter addressed to the Medical Health Officer from the Manager, Shellburn Refinery, Shell Canada Ltd., explaining what caused an inert alumina-silica type catalyst to be emitted into the air on the evening of August 8, 1970, was submitted.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN HERD:

"That the letter from the Company be referred to the Pollution Committee for its information."

CARRIED UNANIMOUSLY

Director, Burnaby Ladies Pipe Band, wrote requesting permission to hold a Tag Day on October 16 and 17, 1970.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN BLAIR:

"That permission be granted to the Band to conduct its campaign on the dates indicated."

CARRIED UNANIMOUSLY

Mr. R. L. Foster wrote to express his comments on remarks which were apparently attributed to certain members of Council when dealing with the role of the Provincial Government in the implementation of the Rubella Vaccination Programme.

Mr. Foster also forwarded a copy of a letter he had sent to the Minister of Health Services and Hospital Insurance about the matter.

Executive Director, Canadian Federation of Mayors and Municipalities, forwarded a circular letter urging that all municipalities in Canada actively commemorate the 25th Anniversary of the founding of the United Nations.

He also offered some suggestions as to how this commemoration could be done.

*It was tacitly understood by Council that appropriate measures would be taken to recognize the 25th Anniversary of the founding of the United Nations, and that His Worship, Mayor Prittie, would do what is deemed requisite to see that the municipality commemorates the event.*

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#### TABLED ITEMS

The following matters were then lifted from the table:

- (a) Request of Vancouver Heights Home Owners' Association re C.N.R. Crossing at Second Narrows

Municipal Engineer stated that he was awaiting a letter from Dillingham Corporation Canada Ltd. (Vancouver Pile Division) explaining the situation with respect to the blasting operations being undertaken by the Company in demolishing the subject crossing.

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He also mentioned that he contacted the Company, and consulted the Municipal Solicitor, to convey the directions issued by Council on September 21, 1970 regarding the matter at hand.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN DRUMMOND:  
"That the request of the Vancouver Heights Home Owners' Association that Dillingham Corporation Canada Ltd. (Vancouver Pile Division) indicate the method intended to be used in executing detonations pertaining to the defunct C.N.R. Crossing be retabled until the October 5th meeting."

CARRIED UNANIMOUSLY

(b) Swangard Stadium

Alderman Ladner stated that he was expecting to receive further information with regard to booking procedures at the Swangard Stadium.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DRUMMOND:  
"That the question involving booking procedures at the Swangard Stadium be retabled until the October 5th meeting."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN MERCIER:  
"That a Public Hearing be held on Tuesday, October 20, 1970 commencing at 7:30 p.m. to receive representations in connection with proposed amendments to the Zoning By-law that Council has approved for further consideration."

CARRIED UNANIMOUSLY

\* \* \*

QUESTION AND  
ANSWER PERIOD

ALDERMAN CLARK enquired as to what was being done in regard to stabilizing portions of Sperling Avenue/Kensington Avenue where the road bed seems to have failed and thus caused dips in the pavement.

He pointed out that this condition could result in underground installations, such as watermains, being damaged.

Municipal Engineer stated that the Department of Highways knows of the problems and has been asked to rectify them.

He explained that the conditions are caused by the peat material beneath the road bed.

Municipal Engineer pointed out that the hump in the Northern section of Sperling Avenue near the Lougheed Highway is caused by a trunk of the Sewer Board. He explained that, after the earth in the area fully settles, the top of the sewer line will be severed so as to reduce or eliminate the hump.

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He concluded by indicating that the situation described by Alderman Clark was receiving attention.

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When Alderman McLean drew attention to the fact that the map produced by the B. C. Ferry Authority did not show Burnaby as being in existence, His Worship, Mayor Prittie, stated that he had written to the appropriate body to ask that Burnaby be shown on the map in the future.

\* \* \*

Alderman McLean served a Notice of Motion that he proposes to suggest to Council that the Attorney General be requested to re-locate the facilities and personnel at the Oakalla Prison Farm to the Matsqui Prison because the latter is becoming vacant.

\* \* \*

When Alderman Dailly enquired as to whether any limitations were imposed by the Fire Chief, when granting permits for outdoor burning, as to the amount of land to be cleared and the size of the blaze, or the number of them in one area, he was informed that the By-law under which the Fire Chief acts does not provide for the type of control described.

\* \* \*

Alderman Dailly and other members of Council explained that the situation of concern was a number of fires in the Lougheed Highway area East of Sperling Avenue where burning has been going on for some days.

It was also mentioned to Council that the prime concern of the Fire Chief is whether the outdoor burning constitutes a fire hazard.

It was understood by Council that the Fire Chief would report on the situation under discussion.

When Alderman McLean enquired as to when "backyard" burning would be permitted this year, he was informed by the Municipal Clerk that this would be allowed during the last weekend in October and the first one in November.

He added that advice of this would be advertised in co-operation with the Fire Department.

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

CARRIED UNANIMOUSLY

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#### R E P O R T S

MUNICIPAL CLERK submitted a Certificate of Sufficiency covering the paving of the "L" Lane between Carson Street and Patrick Street from McPherson Avenue to Carson Street.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN HERD:  
"That Item (8) of the Municipal Manager's Report No. 55, 1970, which deals with the subject of the Clerk's Certificate, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

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

(8) Carson - Patrick "L" Lane from McPherson Avenue to Carson Street

LANE PAVING PROJECT NO. 14-118

This project was included in the original initiative programme for lane paving.

When it was drawn to the attention of the Engineering Department that 51 feet of the lane was already paved, the project was re-initiated to reflect the situation. This should not have been done because the existing paving could not be incorporated into the rest of the pavement that would have been provided.

Both the original and second initiative programmes were successful in that insufficient objections were lodged.

The Certificate of Sufficiency of the Municipal Clerk covers the original project.

In accordance with Section 601 of the Municipal Act, the Municipal Treasurer has provided the following cost information in respect of the project:

Length of work	640 feet
Estimated cost of work	\$1,280.00
Actual frontage	1,193.39 feet
Taxable frontage	865.90 feet
Exempt frontage	66.00 feet
Owners' share of the cost of the work	\$865.90

It was being recommended that the Certificate of Sufficiency and the "Section 601" report be received and the preparation of a Construction By-law authorized.

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

CARRIED UNANIMOUSLY

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TRAFFIC SAFETY COMMITTEE submitted reports on the matters listed below as Items (1) to (7) recommending the courses of action indicated for the reasons given:

(1) 6000 Block Wilson Avenue

The Committee concurs with the report the Municipal Manager submitted under Item (25) of his Report No. 49, 1970 to Council on September 8th relative to the condition and appearance of the 6000 Block Wilson Avenue and would therefore recommend that, in view of the financing problems associated with Local Improvements, no action be taken on the matter at this time.

(2) First Street between 11th Avenue and 16th Avenue

As a result of investigating a request for sidewalks on the above portion of First Street, the following was being presented:

- (a) The shoulder of the street is between four and six feet wide.

There is also a walking area on the boulevard on the West side of First Street between 14th and 16th Avenues that is well removed from the travelled portion of the road.

- (b) First Street does form one of the main pedestrian routes to the School at 16th Avenue.
- (c) The corner of First Street and 16th Avenue is a transfer point for buses and it would be possible to have three buses in the area at the same time.
- (d) Children attending John Knox School on 13th Avenue also use First Street but travel in the opposite direction, thus adding to the number of children using the route.
- (e) There are no stop signs on the Avenues intersecting First Street and accidents are occurring there. However, accidents are also occurring where stop signs are in place.

The accident rate at intersections along First Street before barricades were installed in the area numbered 23 during a two-year period. Since then, ten have occurred, two of which were at intersections controlled by stop signs.

- (f) The number of school children attending Second Street School has increased with the addition of sixty 5 year olds in kindergarten, many of whom walk on the side of the Street.
- (g) The local store in the area is one block from the Old Peoples Home, as is a bus stop.

These people, some of whom use white canes, probably do find it extremely difficult without sidewalks.

- (h) First Street is also one of the main feeder routes for children going to the Robert Burnaby Park and Pool.

There is no doubt as to the desirability of sidewalks being provided on First Street but existing conditions are not such that would justify a priority for such work in preference to other streets in the municipality.

It was therefore being recommended that no action be taken on the request at this time.

The Engineering and Planning Departments have, however, been requested to submit a report:

- (a) Outlining areas in the municipality from which requests for sidewalks have been received.
- (b) Indicating where sidewalk treatment should be accorded, including their comments on each area and the recommended priorities.

When this report is received by the Committee, a further one will be submitted to Council.

(3) Price Crescent and Barker Avenue

It was being recommended that no action be taken on a request to improve the above intersection because:

- (a) The intersection is controlled by "yield" signs on the Price Crescent approaches, and has been since June, 1961. Since then, seven accidents have been recorded but they were not attributed to any situation at one particular quadrant of the intersection.
- (b) Traffic volumes are relatively light and there has been less than one accident a year at the intersection.
- (c) The frequency of speeding on Barker Crescent can be handled by the R.C.M.P.

(4) Lane

It was being recommended that the following definition of "lane" be added to the Street and Traffic By-law:

"Lane" means any street, road or way open to the use of the public that is contained in a right-of-way that is twenty feet or less in width.

(5) Hastings - Cliff - Inlet Drive

A poll was made of the residents of Cliff Avenue between Union Street and Hastings Street to obtain their opinion on the merits of barricading the South leg of Cliff Avenue at the above intersection, and the following results were received:

In favour	- 10
Against	- 4
No opinion	- 2

It was being recommended that, because the majority of the residents in question support the barricading proposal (particulars of which have been reported earlier to Council), the project be undertaken immediately.

(6) Moscrop Street and Barker Crescent

It was being recommended that no action be taken on a request for a marked pedestrian crosswalk at the above intersection because:

- (a) The portion of Moscrop Street in question where pupils cross is a divided highway with a 14 foot wide raised median in the centre.
- (b) The sight distance between the pedestrian and a motorist is good from both directions along Moscrop Street in spite of a slight cresting just to the West of Barker Crescent. A pedestrian has a clear view of a vehicle well to the West of Huxley Avenue, while a motorist at Huxley Avenue can see the pedestrian from the waist up. The distance involved is in excess of 400 feet, which is ample to avoid conflict.



The request was probably precipitated by a recent accident involving a young girl from the school and a motor vehicle. According to the accident reports, the girl stepped out into the road without looking to see if it was safe to do so.

It was being recommended, however, that advance school signs be installed to warn motorists of the presence of a school.

(7) Gilmore Avenue and Oxford Street

Investigation of a complaint that a bus proceeding East on Oxford Street and stopped at the bus stop at Gilmore Avenue effectively blocks the stop sign from the view of Eastbound Oxford Street motorists revealed the following:

- (a) The bus stop is at the near side of the intersection.
- (b) Buses leaving the stop turn right onto Gilmore Avenue and continue in a Southbound direction.
- (c) The bus stop post is in the correct position but a driveway approximately 55 feet West of the intersection gives the indication to the motorist that it marks the beginning of the bus stop and that he may park to the West of it. Consequently, any vehicle parking on the West side of the driveway forces the bus driver closer to the intersection and thus obstructs the view of the stop sign.

Four proposals were considered as a means of remedying the problem and it was concluded that the most logical solution would be to post the area from Gilmore Avenue West to the driveway on Oxford Street with a "No Parking" prohibition.

It was therefore being recommended that the bus stop in question be designated as a bus zone and be relocated to the area immediately West of the driveway on Oxford Street and that the portion of Oxford Street from the driveway East to Gilmore Avenue be posted with a "No Parking Anytime" prohibition.

(8) Government Street and Piper Avenue

It was being recommended that no action be taken to install a marked school crosswalk on Government Street at Piper Avenue and that the question of employing a school patrol at the existing unmarked crosswalk be left to the discretion of the Principal of Seaforth Elementary School because investigations revealed the following:

- (a) The school property is fenced along its entire Government Street frontage.
- (b) The school area has been signed with the standard blue pentagon signs and the speed limit posted at 20 m.p.h.
- (c) The higher volume crossing was found to occur in the morning period when the vehicular count was 250 per hour and the number of pupils crossing during this time was 76.
- (d) The warrants for a marked school crosswalk indicates that, if vehicle volumes are below 300 per hour, a marked crossing is not warranted. The warrant also indicates that crosswalks should not be painted in school zones where the speed limit is 20 m.p.h.

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The Principal of the School was informed that he could provide a school patrol at the unmarked crosswalk.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:  
"That all of the recommendations contained in the report of the Traffic Safety Committee be adopted."

CARRIED UNANIMOUSLY

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MUNICIPAL MANAGER submitted a report pertaining to the question of financing for sanitary sewer installations in which he reviewed past considerations given the matter and the actions of Councils resulting therefrom.

He also furnished a series of Tables showing the financial situation with respect to the operation of the sanitary sewer system.

He concluded by indicating that:

- (a) Since the construction envisaged at the present time by proposed borrowings would almost completely sewer the municipality (except for the Big Bend Area), consideration could be given a new method of distributing costs.
- (b) The appropriate Provincial legislation applying to sewer systems, and borrowing for them, has changed drastically since the inception of Burnaby's sewer system in 1960. There is no longer any real advantage in having the system self-liquidating.
- (c) The Council can concern itself solely with the question of equity.
- (d) In addition, the Greater Vancouver Sewerage and Drainage District is embarking upon an extensive and expensive pollution control programme, the financial impact of which will shortly be felt by participating members.
- (e) There is no apparent unfairness in the present method of apportioning costs of the system so it was being suggested that no change be made at this time.
- (f) When sewerage of the municipality is more complete and pollution control methods have been constructed and costs apportioned, it would be advisable to again review the financing for sanitary sewer installations.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:  
"That the report of the Manager be received and be considered at some future meeting."

CARRIED UNANIMOUSLY

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MUNICIPAL MANAGER submitted Report No. 55, 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) Lot "C", S.D. 2, Block 1, D.L. 25W, Plan 19669  
Lot 58, D.L. 25, Plan 27253  
Lot "C", S.D. 1, Block 1, D.L. 25W, Plan 19669  
REFERENCE RZ #21/70

The above property, which is owned by the municipality, is located at 10th Avenue and Newcombe Street.

A short time ago, the Planning Department initiated a proposal to rezone the site to RMI.

Council abandoned the proposal because it was felt the land involved should be retained by the municipality until its future use can be more positively determined, especially when it is known that a portion of the properties will be required for the widening of Newcombe Street.

The Council directed the Planning Department to investigate the possibility of leasing the land to the developer of property to the East for playground or parking purposes.

The owner of that property (Gillespie Investments) has indicated he is not interested in leasing the property at this time because his development (Parkwood Terrace) has 100% parking and is well-equipped with recreational amenities.

Gillespie Investments is, however, interested in buying the land for apartment use.

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

CARRIED UNANIMOUSLY

(2) Drive-In Restaurants

The Planning Department has reported as follows on the above subject:

- (a) The Advisory Planning Commission, in a report that was submitted to Council on September 14th, endorsed the recommendations of the Planning Department pertaining to the above subject but expressed the opinion that the proposed building height limit of twenty feet for drive-in restaurants was too restrictive and could possibly stifle individual designs.
- (b) In examining this suggestion, the Department came to the conclusion that a more flexible approach in the height limitation was desirable but that a specific maximum height should be indicated to avoid any possible problems which could occur where only a building storey limit was employed.
- (c) It was therefore being recommended that the proposed Section 307.3 of the drive-in restaurant district schedule be changed to read:  
  
"The height of a building shall not exceed 30 feet nor two storeys".
- (d) The recommendations in the original report of the Planning Department pertaining to the creation of a drive-in restaurant category and definitions for "restaurant" and "drive-in restaurants" were also being returned for concurrence by Council. The following are the particulars in regard to those matters:

"Restaurant" means an eating establishment where food is sold to the public for immediate consumption within the premises, but where no provision is made for the consuming of food in motorvehicles which are parked on the site.

"Drive-in Restaurant" means an eating establishment with facilities for attracting and servicing prospective customers travelling in motor vehicles which are driven onto the site where such establishment is located and where the customer is permitted or encouraged, either by the design of the restaurant facilities or by service and/or packaging procedures, to:

- (a) remain in his vehicle for service and for consuming the food which is purchased, or
- (b) leave his vehicle to purchase food and is given the choice of either consuming the food in his vehicle or within the drive-in restaurant building.

#### 307. Drive-In Restaurant District (C7)

This District provides for the regulation and location of drive-in restaurants in proper relationship to surrounding development.

##### 307.1 Uses permitted:

- (1) Drive-in restaurants.
- (2) Accessory buildings and uses.

##### 307.2 Conditions of Use:

- (1) A lot occupied by a drive-in restaurant shall be separated from an adjoining street by a fully and suitable landscaped and properly maintained strip of not less than six feet in width.
- (2) Screening of not less than six feet in height shall be provided and properly maintained where a drive-in restaurant abuts a lot in an A, R or RM District, or is separated therefrom by a lane.
- (3) The entire customer service area shall be paved with a permanent surface of asphalt or concrete.

##### 307.3 Height of Buildings:

The height of a building shall not exceed twenty feet.

##### 307.4 Lot Area and Width:

Each lot shall have an area of not less than 10,000 square feet and a width of not less than 100 feet.

307.5 Lot Coverage:

The maximum coverage shall be twenty percent of the lot area.

307.6 Front Yard:

A front yard shall be provided of not less than twenty feet in depth.

307.7 Side Yards:

A side yard shall be provided on each side of the building of not less than twenty feet in width.

307.8 Rear Yard:

A rear yard shall be provided of not less than twenty feet in depth.

307.9 Off-Street Parking:

Off-street parking shall be provided and maintained in accordance with Schedule VIII of this By-law.

307.10 Off-Street Loading:

Off-street loading shall be provided and maintained in accordance with Schedule IX of this By-law.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN LAGNER:

"That the recommendations of the Planning Department be adopted and the amendments to the text of the Zoning By-law involved be advanced to the Public Hearing that is being held on October 20, 1970."

CARRIED

AGAINST -- ALDERMEN BLAIR,  
DRUMMOND, HERD AND MERCIER

(3) Service Commercial District (C4)

The Planning Department has reported as follows on the above subject:

- (a) In a report which was submitted to Council on September 14th, the Advisory Planning Commission recommended the adoption of the report from the Planning Department on the above subject, except for the proposal to exclude the contractors' storage yards as a permitted use in the C4 District. The reason of the Commission for this view was that the existing By-law controls were adequate to govern this form of development, providing sufficient enforcement of present standards were maintained.
- (b) A review of this matter disclosed that the original concern of the Department regarding the appearance and character of certain contractors' storage yards largely resulted from the fact many of them have been in existence since the Zoning By-law was enacted on June 7, 1965 and are therefore not subject to the screening and landscaping provisions applying to new development.

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- (c) In view of that, the Department would concur with the suggestion of the Commission that contractors' storage yards be retained as a permitted use in the C4 District.
- (d) The following recommendations were being made with regard to the matter at hand:
  - (i) That a regulation be added to the By-law which provides for the landscaping of required front yards.
  - (ii) That a requirement be added to the By-law for screening where drive-in businesses adjoin residentially zoned properties.
  - (iii) That car washing establishments be made subject to the same standards governing the development of drive-in businesses, including a requirement for screening adjacent to A, R or RM zones.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:  
"That Recommendation (i) of the Planning Department be adopted, with it being understood that the Department will prepare the specific amendment to the Zoning By-law that will reflect the regulation proposed."

CARRIED

AGAINST -- ALDERMEN HERD, DRUMMOND,  
MERCIER AND CLARK

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:  
"That Recommendation (ii) of the Planning Department be adopted, with it being understood that the Department will prepare the specific amendment to the Zoning By-law that will reflect the regulation proposed."

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:  
"That the previous resolution be amended by changing the recommendation of the Planning Department to read "that a requirement be added to the Zoning By-law for screening drive-in businesses"."

IN FAVOUR -- ALDERMEN MERCIER,  
McLEAN AND HERD

AGAINST -- ALDERMEN DRUMMOND,  
CLARK, LADNER, BLAIR AND  
DAILLY

MOTION LOST

A vote was then taken on the Original Motion, and it was Carried with Aldermen McLean, Mercier and Drummond Against.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:  
"That Recommendation (iii) of the Planning Department be adopted, with it being understood that the Department will prepare the specific amendment to the Zoning By-law that will reflect the regulation proposed."

CARRIED UNANIMOUSLY

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MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN HERD:

"That the Planning Department consider the advisability of Council creating a separate commercial category for those uses presently permitted under Nos. 1, 2, 3, 10, 13, 23, 24, 27, 28, 30 and 32 of Section 304.1 of the C4 zone in the Zoning By-law."

CARRIED

AGAINST -- ALDERMEN LADNER,  
DAILLY AND BLAIR

(4) Ornamental Street Lighting Systems

It was being recommended that Council accept the tender of Norburn Electric Ltd. in the amount of \$54,777.75 for the installation of ornamental street lights on those streets, and to the scope, shown in the report.

MOVED BY ALDERMAN HERD, SECONDED BY ALDERMAN CLARK:

"That the recommendation of the Manager be adopted."

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN HERD:

"That the report of the Manager be amended by changing the figure of \$54,777.75 to \$54,577.75, as was shown on the tabulation."

CARRIED UNANIMOUSLY

A vote was then taken on the Original Motion, as amended, and it was carried unanimously.

(5) Conference of B. C. Association of Assessors

The Municipal Assessor has submitted a report outlining the highlights of the above Conference.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN BLAIR:

"That the report of the Municipal Assessor be received."

CARRIED UNANIMOUSLY

HIS WORSHIP, MAYOR PRITTIE, then vacated the Chair and it was assumed by Acting Mayor Clark.

(6) Lots 14, 15, and 16, Block 13, D.L. 30, Plan 3036

Lot 75, D.L. 30, Plan 29773

Sketch 10972, Block 14, D.L. 30, Plan 3526

Lot "A", part of Sk. 11602, D.L. 30, Plan 4680

Reference rezoning #8/70 (NEW VISTA SOCIETY)

The Planning Department has reported as follows on the present status of the above rezoning application:

- (a) The Road Closing By-law involved in the rezoning proposal was adopted by Council on September 21, 1970, and the Legal Department is preparing the necessary documents for the Lieutenant-Governor-in-Council.

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- (b) The required subdivision plan has been submitted but cannot be registered until the Road Closure mentioned above has been completed.
- (c) The required easement documents pertaining to the matter have been submitted and forwarded to the Legal Department for the necessary action. The easement documents will be registered at the same time as the subdivision plans.
- (d) The cost for extending the storm sewer (\$6,000.00), removing the watermain from Vista Crescent (\$1,500.00), and removing the B. C. Hydro and Power Authority poles (\$750.00), are now known but the source of the funds to pay the costs has not yet been finalized.
- (e) Acceptable development plans have been submitted to accompany the amendment to the Zoning By-law.
- (f) The Land Department is presently negotiating the purchase of Lot 11, Block 22, D.L. 30, Plan 3036 for the required road access to Edmonds Street. There appears to be a problem in arriving at an acceptable value, and expropriation may be necessary.
- (g) Commitments have been given in writing by both the New Vista Society and the owner of Lot 16, Block 13, D.L. 30, Plan 3036 for the purchase and sale of this Lot.
- (h) The architects have submitted detailed plans of the first stage of development, for preliminary plan approval. These are presently being examined by the Planning Department and, once the rezoning is finalized, preliminary plan approval can be given.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY MAYOR PRITTIE:  
"That the Corporation assume the costs itemized under Point (d) of the report from the Planning Department, and the remainder of the report be endorsed."

CARRIED UNANIMOUSLY

HIS WORSHIP, ACTING MAYOR CLARK, DECLARED A RECESS AT 9:05 P.M.

THE COMMITTEE RECONVENED AT 9:20 P.M.

ALDERMEN HERD AND LADNER were absent.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN McLEAN:  
"That authority be granted to prepare an Expropriation By-law to cover the item in the report of the Planning Department dealing with the New Vista Society proposal relating to the acquisition of Lot 11, Block 22, D.L. 30, Plan 3036."

CARRIED

AGAINST -- ALDERMAN MERCIER



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ALDERMAN LADNER RETURNED TO THE MEETING.

HIS WORSHIP, MAYOR PRITTIE, RESUMED THE CHAIR.

(7) Joffre Avenue from Rumble Street to Marine Drive

The above portion of Joffre Avenue is no different than any other street developed to an interim standard on the South Slope, or on any slope having steep gradients.

The solution to the problem outlined in the letter Council received on September 21st from Mrs. L. B. Watson lies in the completion of surface improvements to final standard, which includes the provision of storm drainage. Storm drainage facilities by themselves will not prevent the need for open ditches down which water will run and in which weeds will grow. That need is met only by curb and gutter or equivalent standard of surface development to full standard which presents a sterile and impervious surface that resists both weed growth and scouring by surface flows.

Such work is usually undertaken as a Local Improvement, and Council is aware of the restrictions it has set upon Local Improvements because of the "tight-money" situation.

Joffre Avenue is included in the list of desirable Local Improvements which was prepared by the Engineering Department in January, 1970.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That the report of the Manager be received and the substance of it be conveyed to Mrs. Watson as representing the position of Council in regard to her complaint."

CARRIED UNANIMOUSLY

(8) Carson - Patrick "L" Lane from McPherson Avenue to Carson Street  
LANE PAVING PROJECT NO. 14-118

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

\* \* \*

MUNICIPAL MANAGER reported verbally that an arrangement had been made for the widening of the following portions of Hastings Street to the degree and for the costs, to the Corporation, indicated:

<u>SECTION</u>	<u>EXTENT OF WORK</u>	<u>ESTIMATED COST</u>
(a) Esmond Avenue to McDonald Avenue	Curb and gutter with base asphaltic pavement 64 feet in width and catchbasin  The surface course will be provided to the ultimate finish	\$34,000.00
(b) Springer Avenue to Howard Avenue	Asphaltic base widening to provide a 46 foot wide road to an elevation of minus 1½ inches of the ultimate surface finish  Extruded concrete curb and catchbasin	\$13,000.00

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SECTION	EXTENT OF WORK	ESTIMATED COST
(c) Howard Avenue to Holdom Avenue	A retaining wall for a distance of 132 feet	\$32,000.00
	Curb and gutter with base asphaltic pavement to a width of 64 feet and to an elevation of minus 1½ inches of the ultimate surface	
	Catchbasins and sidewalks	
<u>TOTAL</u>		<u>\$79,000.00</u>

He pointed out that the above works cover a distance of 2,731 feet.

Municipal Manager explained that there had been a re-allocation of responsibility for certain aspects of the Hastings Street Widening Programme, with the result the above works would be done by the municipality and other classes of work which would normally be the responsibility of the Corporation would later be assumed by the Department of Highways.

He concluded by indicating that the Department of Highways has informally approved the arrangement explained.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN MERCIER:

"That authority be granted to proceed with the widening of the above portions of Hastings Street, as outlined by the Municipal Manager, as soon as the Department of Highways formally approves, in writing, the arrangement which has been described."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That the Municipal Manager file a formal report containing an indication as to the costs which would have been borne by the Department of Highways and the Municipality on the basis of the original arrangement for the Hastings Street Widening Project compared to those which now obtain under the arrangement that has just been made."

CARRIED UNANIMOUSLY

ALDERMAN DRUMMOND urged that early action be taken by Council in respect of the Noise Control By-law.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN McLEAN:

"That the reports Council received from the Municipal Solicitor and the Noise Control Committee be referred to the Municipal Manager to have him instruct the Municipal Solicitor to prepare the By-law that was the subject of the report from the Committee."

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN DRUMMOND:  
"That the previous motion be tabled for one week in order to allow  
for a debate on it at the next meeting of Council."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

\* \* \*

BY - LAWS

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:  
"That leave be given to introduce:  
"BURNABY LEASE AUTHORIZATION BY-LAW NO. 3, 1970" #5777  
"BURNABY CABARET REGULATION BY-LAW 1934, AMENDMENT BY-LAW  
NO. 1, 1970" #5772  
and that they now be read a First Time."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That:

"BURNABY LEASE AUTHORIZATION BY-LAW NO. 3, 1970"

"BURNABY CABARET REGULATION BY-LAW 1934, AMENDMENT BY-LAW  
NO. 1, 1970"

be now read a Third Time."

CARRIED UNANIMOUSLY

\* \* \*

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:

"That:

"BURNABY HIGHWAY EXCHANGE BY-LAW NO. 3, 1970" #5763

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 29, 1970" #5774

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 30, 1970" #5775

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 31, 1970" #5776

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 22, 1970" #5753

"BURNABY STREET AND TRAFFIC BY-LAW 1961, AMENDMENT BY-LAW NO. #5740  
1, 1970"

"BURNABY STREET AND TRAFFIC BY-LAW 1961, AMENDMENT BY-LAW NO. #5773  
2, 1970"

"BURNABY MOBILE BUILDINGS OCCUPANCY FEE BY-LAW 1970, AMENDMENT #5764  
BY-LAW NO. 1, 1970"

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 28, 1970" #5724

be now reconsidered."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN MERCIER:

"That:

"BURNABY HIGHWAY EXCHANGE BY-LAW NO. 3, 1970"

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 29, 1970"

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 30, 1970"

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 31, 1970"

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 22, 1970"

"BURNABY STREET AND TRAFFIC BY-LAW 1961, AMENDMENT BY-LAW NO.  
1, 1970"

"BURNABY STREET AND TRAFFIC BY-LAW 1961, AMENDMENT BY-LAW NO.  
2, 1970"

"BURNABY MOBILE BUILDINGS OCCUPANCY FEE BY-LAW 1970, AMENDMENT  
BY-LAW NO. 1, 1970"

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 28, 1970"

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

CARRIED UNANIMOUSLY

\* \* \*

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MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN CLARK:

"That "BURNABY FIRE PREVENTION BY-LAW 1968, AMENDMENT BY-LAW NO. 3, 1970" #5770 be now reconsidered."

CARRIED

AGAINST -- ALDERMEN LADNER,  
MERCIER AND McLEAN

MOVED BY ALDERMAN DAILLY, SECONDED BY ALDERMAN CLARK:

"That "BURNABY FIRE PREVENTION BY-LAW 1968, AMENDMENT BY-LAW NO. 3, 1970" #5770 be now finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED

AGAINST -- ALDERMEN LADNER,  
MERCIER AND McLEAN

\* \* \*

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:

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

CARRIED UNANIMOUSLY

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