

SEPTEMBER 13, 1971

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 13, 1971 at 7:00 p.m.

PRESENT: His Worship, Mayor Prittle, in the Chair;
Alderman Blair (7:10 p.m.), Clark, Drummond,
Emmott, Ladner (7:55 p.m.) and McLean

ABSENT: Aldermen Dailly and Mercier

DELEGATIONS

The following wrote requesting an audience with Council in connection with a proposal to rezone certain land on Byrne Road from M3 to M2:

(a) Burnaby Lath & Band Co. Ltd.;

(b) Johnson & Neven Ltd.

Vancouver Art Metal Works Ltd. also wrote to request an audience on the question of the proposed "green" strip along the Fraser River and the effect this will have on the future plans of the Company for the area.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN DRUMMOND:

"That all of the delegations be heard and Item #7 of the Municipal Manager's Report No. 57, 1971, which deals with the subject of the presentation planned by Vancouver Art Metal Works Ltd., be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

(a) Mr. W. Schweitzer, President of Burnaby Lath & Band Co. Ltd., then spoke and expressed opposition to a proposal to rezone 21 properties in the 5200-5800 Blocks Byrne Road from M3 to M2. He provided the following reasons in support of his contention:

- (1) It will be difficult for the Company to continue or expand its operations if the rezoning proposal is approved.
- (2) The Company is considering the introduction of pollution abatement measures (e.g. grinder equipment) and may not be able to install such equipment if the land is rezoned.
- (3) The Company supplies a variety of needed wood products.
- (4) Perhaps the operations of the Company will be permitted under the M2 but no assurance has been provided in that regard yet.

In response to a question, the Planning Director stated that the operation of Burnaby Lath & Band Co. Ltd. might be permitted under the M2 zone.

(b) No one appeared to speak on behalf of Vancouver Art Metal Works Ltd.

ALDERMAN BLAIR ARRIVED AT THE MEETING.

Item #7 of Report No. 57, 1971 of the Municipal Manager was read at this juncture. This report indicated the following:

(7) Vancouver Art Metal Works Ltd.
BIG BEND AREA

The letter from the Company requests a two week deferment of the rezoning matter mentioned in a report from the Planning Department dated August 27, 1971.

The subject outlined in that report from the Planning Department had to do solely with the A3 zoning text amendments and the report was submitted to Council on September 7, 1971.

The entire matter was tabled by Council until further refinements could be made in the proposals advanced.

The matter of creating the "green" strip will need to be a subject of negotiation with the landowners involved and not really be direct rezoning.

It was being recommended that:

(1) Vancouver Art Metal Works Ltd. be advised that the rezoning proposal referred to in the August 27, 1971 report from the Planning Department involved solely text amendments for the contemplated A3 zone;

(2) the Planning Department be directed to contact the Company to discuss the question of its involvement in the "green" strip matter.

(c) Mr. C. Johnson, President of Johnson & Neven Ltd., then spoke and made the following points in his presentation:

(i) He was aware that the subject rezoning proposal was scheduled for further consideration at the Public Hearing to be held on September 21, 1971.

(ii) After the Company located its operations on properties known as 5577 and 5389 Byrne Road, it wanted to expand but was prevented from doing so because the municipality indicated part of the property might be required for the proposed Marine Drive relocation.

(iii) It has now been determined that the road will be in a different location and will not involve the property of the Company.

(iv) If the land is rezoned, it will be impossible for the Company to expand its operations.

(v) The Company employs many people and provides essential painting and corrosion control services throughout the Province.

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Gomer and Clara Morris submitted a letter urging that properties known as 5731, 5755 and 5781 Byrne Road not be rezoned from M3 to M2.

The following also wrote to express concern regarding a proposal to rezone certain lands in the Big Bend area to agricultural:

- (1) Sarah E. Bjornson,
4614 Marine Drive,
BURNABY 1, B. C.
- (2) Norman A. Neville,
Neville Enterprises Ltd.,
Storage & Warehouse Division,
4032 S. E. Marine Drive,
BURNABY 1, B. C.
- (3) Mr. Henry Kuypers,
4746 Marine Drive,
BURNABY 1, B. C.
- (4) Mrs. Marguerite Kuypers,
4746 Marine Drive,
BURNABY 1, B. C.
- (5) Grace M. and Eugene C. Conboy,
Conboy Machinery Limited,
5486 Marine Drive,
BURNABY 1, B. C.
- (6) Mrs. G. H. Appell,
Sunnyslope Dog Grooming School,
4686 Marine Drive,
BURNABY 1, B. C.
- (7) H. J. Appell,
A.R.C. Enterprises Ltd.,
4696 S. E. Marine Drive,
BURNABY 11, B. C.
- (8) A. Meshen,
5070 Keith Street,
BURNABY 1, B. C.

It was understood by Council that all submissions received this evening pertaining to the proposal to rezone 21 properties on Byrne Road from M3 to M2 would be referred to the Public Hearing on September 21, 1971.

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MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN BLAIR:
"That the recommendation in Item #7 of the Municipal Manager's Report No. 57, 1971 be adopted."

CARRIED UNANIMOUSLY

ORIGINAL COMMUNICATIONS

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

CARRIED UNANIMOUSLY

Mrs. Patricia Ramsay of the Burnaby Schools Concert Band wrote to request permission to hold a Candy Sale on the evenings of September 27th to 29, 1971 inclusive.

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

CARRIED UNANIMOUSLY

R.C.M.P. forwarded a letter from Mrs. Ivy Welke regarding a proposed Walkathon on September 19, 1971 along a route outlined on an accompanying plan.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN BLAIR:
"That permission be granted the Agency named in the letter from Mrs. Welke, St. Paul's United Church, to conduct the Walkathon along the route outlined on the plan mentioned, subject to:

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

CARRIED UNANIMOUSLY

ALDERMAN DRUMMOND LEFT THE MEETING.

Mr. Leslie E. Harowitz, Barrister and Solicitor, submitted a letter dealing further with the question of Lot 4, Block 24, D.L. 99, Plan 2012 being exchanged for other land in the municipality on which his client, Cloverlawn Investments Limited, could establish a commercial operation.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN CLARK:
"That action on the subject of the letter from Mr. Harowitz be deferred until consideration of Item #6 of the Municipal Manager's Report No. 57, 1971 later this evening."

CARRIED UNANIMOUSLY

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Mr. L. Warne wrote to indicate he had attended a meeting of the Traffic Safety Committee when the traffic situation on Wedgewood Street between Canada Way and 6th Street was being discussed.

He indicated that the only method proposed at the meeting which might have some merit is the provision of a small meridian in the centre of Canada Way to discourage left turns.

Mr. Warne concluded that he felt to allow further access off Wedgewood Street and direct more traffic onto this Street would only aggravate the traffic problem.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN MCLEAN:

"That action on the subject of the letter from Mr. Warne be deferred until consideration of Item #1 of the Traffic Safety Committee Report later this evening."

CARRIED UNANIMOUSLY

ALDERMAN DRUMMOND RETURNED TO THE MEETING.

Deputy City Clerk, City of Vancouver, submitted a letter:

- (a) enclosing a copy of a resolution the Council of Vancouver passed requesting that the Minister of Transport designate Canadian Pacific Airlines as the Canadian carrier to Mainland Chinese cities;
- (b) asking that the Council of Burnaby take similar action in connection with the matter.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DRUMMOND:

"That Council deal with the subject of the letter from Vancouver."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN EMMOTT:

"That the resolution contained in the attachment to the letter from the Deputy City Clerk be endorsed."

IN FAVOUR -- ALDERMEN BLAIR, EMMOTT AND
DRUMMOND

AGAINST -- MAYOR PRITTIE, ALDERMEN
CLARK AND MCLEAN

MOTION NEGATIVED

Mr. Vern Delgatty submitted a petition signed by himself and a number of property owners in the 4000 Block Carson Street requesting the completion of road paving work on the Street.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN CLARK:

"That Item #5 of the Municipal Manager's Report No. 57, 1971, which deals with the subject of the petition from Mr. Delgatty, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

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

(5) 4000 Block Carson Street

It was being recommended that the submission from Mr. Delgatty and the others be tabled until the September 20th meeting when it is expected that the Municipal Engineer will have a report on the matter.

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

CARRIED UNANIMOUSLY

President, Planning Institute of British Columbia, submitted a letter inviting the Council to send members of its staff to various planning courses outlined in attachments to his submission.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN BLAIR:
"That the submission from the Planning Institute of British Columbia be referred to Alderman Ladner, as the Liaison with the Planning Department, for consideration and recommendation."

CARRIED UNANIMOUSLY

Assistant Secretary, Greater Vancouver Regional District, wrote to forward a copy of a draft Uniform Building Code By-Law, which could be used by the Greater Vancouver Regional District for application in all the member municipalities.

He also enquired as to whether the Council supported the matter of the District applying for Supplementary Letters Patent authorizing it to pass the By-Law.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN EMMOTT:
"That consideration of the submission from the Greater Vancouver Regional District be deferred until the Chief Building Inspector has attended a meeting of Council to offer his views on the proposed Uniform Building Code By-Law."

CARRIED UNANIMOUSLY

ALDERMAN LADNER ARRIVED AT THE MEETING.

Secretary, Greater Vancouver Regional District, wrote to request that Council nominate one of its members for appointment to the Joint Water and Sewer Committee of the District.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN BLAIR:
"That the report of Mayor Prittie dealing with the subject of the letter from the Greater Vancouver Regional District, which appears on the Agenda later this evening, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

Mayor Prittle recommended in his report that Alderman W. R. Clark be the Council appointee to the Committee mentioned in the letter from the Greater Vancouver Regional District, for the remainder of 1971.

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

CARRIED UNANIMOUSLY

Secretary, The Citizens Committee for Public Transit, submitted a circular inviting representative from the municipality to attend a Conference on October 2nd at the Grandview Community Centre in Vancouver to become involved in the question of Public Transit.

T A B L E D I T E M S

The following matters were then lifted from the table:

(a) Overpass - Lake City East Development

Mr. and Mrs. Loyd Chalmer and a number of others submitted a petition expressing support for the construction of the subject overpass.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN BLAIR:
"That Item #8 of the Municipal Manager's Report No. 57, 1971, which deals with the subject at hand, be brought forward for consideration at this time."

CARRIED UNANIMOUSLY

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

(8) Overpass - Lake City East Development

The Planning Department has reported as follows on this matter:

- (i) The Company building the overpass, Dawson Developments, has spent \$15,000.00 of the ^{budgetted} \$25,000.00 for the construction of the overpass.

The Company has indicated that it would cost approximately \$2,000.00 to demolish the work presently constructed in the event a decision was made not to complete the overpass in its present location.

- (ii) The walkway involved is a 4-foot wide concrete walk located in a 10-foot wide dedicated right-of-way.
- (iii) An understanding was reached originally with both Dawson and Dunhill Developments that they would assume responsibility for the maintenance of the walkway and landscaped areas within the dedicated strip of land. Although an agreement to this effect was prepared, it was not executed because the municipal Legal Department indicated the agreement could not be registered against the title of the lands involved. In view of the understanding reached with the Developer, it was to be expected that they would draw the attention of the owners in the Strata Plan to the situation and that they would endeavour to transfer the maintenance responsibility to the Strata Council(s).

- (iv) Discussions have been held with Dawson Developments (the Developer of Area #6 - the low income housing scheme) and with Dunhill Development (the Developer of Area #4) on the desirability of the overpass.

Dunhill indicated they felt little benefit would be obtained for the owners in Area #4 in using the overpass and walkway system as a convenient access to the South. Dunhill is further sympathetic to the owners' objections against the probably unattractiveness and view obstruction. They requested that, regardless of the action Council may take, the owners involved be given assurance they will not be expected to tolerate nuisance of vehicular traffic, litter, or whatever, and can expect co-operation from the Corporation to preclude such a situation.

- (v) The overpass is essential in that it serves all of the residents of the Lake City East Development. Due to the proposed physical design of the area, the peripheral housing groups (in this case Area #6) benefit more from the walkway and overpass than the more centrally located housing groups. It should be realized that the owners in Area #4 benefit directly from the overpass in that it provides a safe route to the Cameron School, which is proposed to serve the development in its initial stage.
- (vi) With regard to the aesthetics of the overpass, this might be the domain of individual taste. Field inspections have revealed that the overpass blends quite naturally with the grade while its questionable portion (i.e. the South abutment with the double access ramp) is well located and screened within a group of trees.
- (vii) Dawson Developments has not yet given its opinion on the matters and have indicated it needs more time for further consideration and consultation.
- (viii) Where the petitioners were explicit in their concern, it appeared from the informal discussions between the residents of the low income housing scheme and staff from the Department that some of the residents were unaware of the objections raised against the construction of the overpass. In some cases, it appeared residents were altogether unaware of the overpass at all. Some residents had no idea about the proposed plan for the general area and the envisaged developments, including the proposed Stoney Creek School, the neighbouring shops in the centre of the area and the location and extent of the public parks.
- (ix) A relocation of the overpass to a point just West or East of the Beaverbrook Drive-Beaverbrook Crescent intersection is not practicable because the topography is not suitable and grade differences would need to be overcome at both ends of the overpass. It would also not serve the main pedestrian movements of the area, would not solve the problems related to the on-grade crossings on Beaverbrook Drive between Eastlake Drive and Centaurus Drive, and would be too close to the alternate grade-separated crossing available (i.e. the pedestrian trail under the new bridge over Stoney Creek.

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Large boulders protecting the West abutment of the bridge prevent any pedestrian movement on the West bank of Stoney Creek under the bridge. Consequently, children going to the Stoney Creek School following the Stoney Creek trail would need to use the trail on the East bank which necessitates crossing the Creek twice.

- (x) If Council decides to delete the overpass requirement, on-grade crosswalks on Beaverbrook Drive would be required. In addition, the existing system of public sidewalks would need to be extended along this street plus Eastlake Drive and Centaurus Drive. Approximately 1,250' of sidewalk would be required at a cost of between \$6,900.00 and \$7,500.00. The Developer could argue that this cost should be the responsibility of the Corporation.
- (xi) In conclusion, the overpass is considered essential in that it:
 - (1) enables a safe crossing of a major roadway;
 - (2) provides necessary access to neighbourhood shops, schools and parks;
 - (3) supports the continuity of the green links;
 - (4) adds to the environmental qualities of the Lake City East Development as a whole.

A visual inspection of the area also shows that the "community" pool is fenced but it may well be that some would consider the fence too low.

It was being recommended that:

- (A) the construction of the overpass in question be proceeded with and the contractor be advised accordingly;
- (B) the petitioners be informed of the contents of the foregoing report and the one that was considered by Council on August 30, 1971.

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

CARRIED

AGAINST -- ALDERMAN DRUMMOND

(b) Median Alteration Request - Alaska Street (Western Sleep Products Ltd.)

Municipal Engineer stated that Western Sleep Products Ltd. had not yet furnished its comments on a report the Manager submitted to Council on September 7th in regard to the matter at hand.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CLARK:
"That the question of altering the median on Alaska Street be tabled until the September 20th meeting."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN CLARK:

"That the per diem rate paid to members of Council be increased from \$45.00 to \$60.00 when the members are:

- (1) attending municipal business outside the municipality on the instructions of Council;
- (2) appointed as a delegate or delegates to represent the municipality outside of the municipality."

CARRIED UNANIMOUSLY

QUESTION AND ANSWER PERIOD

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN MCLEAN:

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

CARRIED UNANIMOUSLY

Alderman Clark drew attention to the fact Kensington Avenue at the Northerly end of the overpass of the Freeway has a severe depression which could cause vehicles to go out of control if the drivers were not cautious.

Municipal Engineer indicated both his Department and the Department of Highways were aware of the situation and that the latter would be giving the matter attention.

The Engineer was asked to remind the Department of Highways about the matter of improving the condition.

Alderman Clark enquired as to the conclusions reached as a result of installing experimental street lights in the municipality.

Municipal Engineer undertook to obtain, from the City of Vancouver and the Department of Highways, an appraisal of the situation mentioned because of their use of the lights.

Alderman McLean enquired as to whether the press for compressing car bodies was available for use.

Municipal Engineer indicated he would have Mr. Kaller of his Department determine the availability of the press and to make a tentative request for its use in park areas where there are a number of car bodies reposing.

R E P O R T S

The report of Mayor Prittie concerning the Joint Water and Sewer Committee of the Greater Vancouver Regional District was dealt with previously in the meeting.

Municipal Clerk submitted a Certificate of Sufficiency covering the paving of the lane South of and parallel to Halifax Street East from Tallen Avenue to the Westerly property line of Lot 170, D.L. 131, Plan 28826.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the Certificate be received and a Local Improvement Construction By-Law be prepared to authorize the paving of the lane involved."

CARRIED UNANIMOUSLY

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

(1) Wedgewood Street from Canada Way to 6th Street

As a result of considering a number of proposals designed to discourage commuter traffic on the above Street, it was being recommended that the Department of Highways be approached for approval to install an extruded median on Canada Way from Edmonds Street to North of Wedgewood Street.

(2) Cambridge-North Gamma-Bessborough-Empire Intersection

As a result of investigating a complaint concerning an alleged hazardous traffic condition at the above intersection and the lack of sidewalks in the area, it was being recommended that no action be taken on the complaint regarding traffic conditions because there is no justification for any action but, when funds become available, consideration should be given the matter of providing sidewalks in the area as a Local Improvement.

(3) Hastings Street from ^{Springer} Avenue to Holdom Avenue

It was being recommended that no action be taken on a proposal to establish a temporary loading zone, principally for moving vans, in front of the apartments on the above portion of Hastings Street until the Street is widened to six lanes because a potential accident situation would be created if such parking were permitted.

(4) Bus Stops - #33 "Government" Service

It was being recommended that Council approve the relocation of two bus stops and the installation of a new one in order to improve transfer facilities and accommodation for the recently rearranged #33 "Government" bus service.

(5) Chrisdale Avenue

It was being recommended that no action be taken on a complaint concerning large trucks and trailers parking on the boulevard of a private residence on Chrisdale Avenue other than what was done; namely, to contact the owner of the offending vehicle(s) and inform him that he was violating the Motor Vehicle Act by parking in the manner mentioned.

(6) Marine Drive

It was being recommended that no action be taken on a complaint regarding the noise from trucks on Marine Drive because the street is intended to accommodate such traffic, other than the R.C.M.P. checking for violations, but that the complainant be informed it is anticipated at some future time Marine Drive will be relocated Southward.

(7) 6400 Block Marine Drive

As a result of considering a request for a "Children Playing" sign in the above Block of Marine Drive, it was being recommended that no action be taken on the matter because:

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- (a) such a sign is not authorized by the Canadian Good Roads Association, which sets the standards for traffic control devices;
 - (b) the installation of such a sign would be tantamount to condoning the use of streets as play areas for children;
 - (c) If such signing was authorized, everyone else would likely wish the same treatment in their particular Block;
 - (d) the children in the area, when travelling to and from school, ^{have} been directed to cross Marine Drive at 12th Avenue where standard school crossing signing devices are in place.
- (8)(i) Government Street
(ii) Lougheed Highway
(iii) Scott Street between Greenall Avenue and Boundary Road
(iv) Willingdon Avenue
(v) Halifax-Cliff-Curtis Route
-

The following recommendations were being made in regard to situations on the above Streets:

- A. That no action be taken to provide a cinder path on Government Street through to Cariboo Road because of the cost involved but that bush just West of Kensington Avenue be removed, and the road shoulder either widened or the boulevard area levelled to provide a walking area when funds become available for such work.
- B. That the Department of Highways, who are concerned with left turns onto Lougheed Highway from Art Knapps Garden Shop situated between Holdom Avenue and Sperling Avenue, be informed of that situation.
- C. That the R.C.M.P. investigate a parking problem on Scott Street between Greenall Avenue and Boundary Road.

As regards a problem involving traffic on Willingdon Avenue travelling North onto Highway 401 (Freeway) criss-crossing with traffic leaving the Freeway headed for Canada Way, the Department of Highways was asked earlier this year to investigate the matter but no reply has as yet been received.

With respect to the route outlined under (v) in caption, this is not intended to carry traffic destined for Simon Fraser University and the portion of Halifax Street between Sperling Avenue and Kensington Avenue was therefore constructed to a 28-foot standard.

(9) 5000 Block Regent Street

As a result of considering a complaint concerning the parking of large tractor trailers in the above Block of Regent Street, which often blocked access to the property of the complainant, it was being recommended that the action taken by the Engineer to erect a "No Parking Anytime" restriction on the South side of Regent Street from Douglas Road to Royal Oak Avenue be ratified.

(10) Lane East of Cliff Avenue from Blaine Drive to Kitchener Street

It was being recommended that no action be taken on a request that the use of the above lane be restricted for the reasons provided but that it be suggested, the problem of sight distance at the lane entrance to the complainants carport could be resolved with an "open" type of fence.

(11) Hastings Street and Gilmore Avenue

It was being recommended that no action be taken on a request for special signing at the fire hydrant on the South side of Hastings Street at Gilmore Avenue to identify it more clearly because investigation revealed the hydrant was quite visible.

(12) Boundary Road and Albert Street

It was being recommended that no action be taken on a request for a parking restriction at the above location because investigation disclosed no justification for any such treatment.

The situation will, however, be examined again in October or November.

(13) Train Whistles and Bells

As a result of considering a complaint concerning the noise from train whistles and bells of B. C. Hydro freight trains travelling on the railway adjacent to Beresford Street, it was being recommended that a letter be sent to the B. C. Hydro and Power Authority requesting that the duration of the whistle and bell signals be shortened.

(14) Lane Behind Elwell Street at Griffiths Avenue

It was being recommended that no action be taken on a complaint regarding traffic speeding in the above lane for the reasons provided.

(15) Grange Street

It was being recommended that no action be taken on a complaint regarding Grange Street ^{being} designated as a truck route because the intention of this designation is to relieve congestion on Kingsway between Willingdon and Sussex Avenues.

(16) Bus Route - 17th Avenue

It was being recommended that no action be taken to remove the bus route on 17th Avenue because the street is used by the bus quite infrequently and no problem seems to be occurring.

(17) Still Creek Street at North Road

It was being recommended that the barricade on Still Creek Street at North Road be retained for the reasons provided in the report and in previous reports that have been submitted to Council in connection with the matter.

(18) Canada Way and Burris Street

It was being recommended that Council accept one-half of the cost of providing an advance flasher on the downhill leg of Canada Way approaching Burris Street, the amount being approximately \$500.00.

(19) Imperial Street and Sperling Avenue

As temporary flashers at the above intersection have failed to provide a positive control in reducing accidents there, it was being recommended that four-way stop control be installed at the intersection.

The letter Council received earlier in the evening from Mr. L. Warne dealing with Item 1 of the Traffic Safety Committee Report was brought forward.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CLARK:

"That the recommendation of the Committee covering Item 1 be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN LADNER:

"That the last sentence in the report of the Committee on Item 13 'apart from this, your Committee recommends no action be taken on the subject complaint' be deleted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the Noise Pollution Committee take the question of the type of noise which is the subject of Item 13 of the Traffic Safety Committee report under advisement to determine whether any regulations can be introduced that would result in such noise being abated or minimized."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CLARK:

"That the recommendations in the remaining items of the Traffic Safety Committee be adopted or, if there are no recommendations, the items be received."

CARRIED UNANIMOUSLY

MUNICIPAL MANAGER submitted Report No. 57, 1971 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) Lister Court from Carlton Avenue to the W.P.L. of Lots 74 and 75, D.L. 35, Plan 27645

The following cost report for the construction of pavement to a width of 28', with curbs on both sides, on the above Street was being provided:

Length	150'
Estimated construction cost	\$4,300.00
Actual frontage	247.32'
Taxable frontage	132.00'
Owner's estimated share	\$ 862.40
Annual frontage tax per foot	\$ 0.75
No. of years of levy	15
Estimated lifetime of works	20 years

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

CARRIED UNANIMOUSLY

(2) Clause 51 of the Street and Traffic By-Law

It was being recommended that Council authorize the preparation of an amendment to Clause 51 of the Street and Traffic By-Law so as to read:

"51. No person shall drive or operate a commercial vehicle on any highway in the Municipality unless the load on such vehicle is kept tightly and securely covered.

51A. No person shall, while driving or operating a commercial vehicle on any highway in the Municipality, allow any article, liquid, material, substance or thing to blow, drop, spill, sift, leak or escape from said commercial vehicle."

The intention in this amendment is to cover situations where woodchips fall from trucks.

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

CARRIED UNANIMOUSLY

(3) Burnaby Subdivision Control By-Law 1971

It is considered that the above By-Law, which appears on the Agenda this evening, is necessary in place of the present Subdivision Control By-Law in order to:

- (a) ensure that only those matters permitted by the Municipal Act are covered;
- (b) ensure that the By-Law cannot be challenged as being ultra vires;

- (c) formalize current servicing standards which, at present, are Council policy by resolution only;
- (d) eliminate duplication between the Zoning By-Law, the Municipal Act and the Land Registry Act;
- (e) remove unnecessary administrative procedures from the By-Law;
- (f) remove items that deal with matters of opinion and subdivision design.

After the By-Law has been passed, it is intended to bring forward the administrative procedures or guidelines that will be followed in approving subdivisions.

It was being recommended that the By-Law be passed.

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

CARRIED UNANIMOUSLY

(4) Road System - Sullivan Heights Area

The Planning Department has reported as follows on the future road pattern for the Sullivan Heights area and the region to the West:

(i) After Council adopted a report of March, 1970 from the Planning Department outlining the current and proposed road pattern for the Sullivan Heights area, discussions have been held on road connections in the Northeast Burnaby sector with representatives from the Department of Highways. Specific points discussed were:

- A. the feasibility of providing a direct right turn for the Northbound to Eastbound traffic, i.e. from the Stormont Interchange Northbound toward Gagliardi Way to Eastbound on Lougheed Highway;
- B. a lengthening of the design proposed for the new Lougheed Highway structure overcrossing the Lake City Railway Spur, in order to recognize and permit the Southward extension of the overall road-park strip concept. Partly in that regard, Eastlake Drive is to be extended adjacent to the East side of the railway spur to connect with Government Street South of Lougheed Highway;
- C. the feasibility of establishing looped ramp connections to Lougheed Highway, which would take advantage of the elevation difference between the proposed extension of Eastlake Drive and the proposed relocated Lougheed Highway to provide a higher type, more "free-blowing" access for the extensive residential areas North and South of Lougheed Highway.

(ii) The following occurred as a result of the discussions:

- (a) A direct right turn for the Northbound to Eastbound Lougheed traffic movement appeared feasible but more detailed investigation and design work was to be carried out. Moreover, the configuration of the interchange might possibly be altered to a fully signalized "diamond" interchange because of expected demands.
- (b) The Department of Highways is currently examining the anticipated future demand for the extension of Gagliardi Way across North Road through Coquitlam adjacent to the Port Moody boundary.
- (c) The Department of Highways has indicated it will not approve loop ramp connections from Eastlake Drive to Lougheed Highway in the current locations presently being considered because they would be too close to the Lake City Interchange and therefore could not accommodate the weaving maneuver which would be created by Westbound traffic entering Lougheed Highway from Eastlake Drive plus Westbound Lougheed Highway traffic crossing the traffic stream to enter the Lake City Interchange Northbound to Gagliardi Way.
- (d) In view of the situation just conveyed under (c) above and the lack of sufficient uncommitted area to accommodate an Eastward shift in the loop ramps, the possibility of signaling the Bell-Lougheed intersection was considered. Although the scheme appears to be reasonable as an interim solution, the Bell Avenue intersection would be difficult to eliminate in future should the need arise. In addition, by allowing traffic access to continue to enter the residential area North of Lougheed Highway at Bell Avenue, we would be reinforcing the physical severance of the park development concept from the higher density residential development, facilitating the continued short-cutting through the residential areas of Coquitlam-bound traffic as well as some commercially-oriented drivers destined for the Lougheed Mall who would use Cameron Street rather than continue along Lougheed Highway to the traffic signal at Austin Avenue.

It was therefore felt desirable to eliminate the Bell Avenue intersection, although this cannot be accomplished until an alternative route can be developed via Beaverbrook Crescent to Eastlake Drive and Production Way.

Westbound traffic from the South side of Lougheed Highway can enter the Highway via Government Street and Brighton Avenue.

Southbound traffic from the North side of Lougheed Highway would cross the Highway at the Production Way-Brighton Intersection until Eastlake Drive is extended under the Lougheed Highway to Government Street, otherwise such Southbound traffic could gain access to the Freeway via the Lougheed-Lake City Interchange.

- (e) It is understood the Department of Highways has approved the concept of a physical connection to Gagliardi Way via Broadway and Como Lake Road rather than providing an overpass only.
- (f) It is anticipated that, because of the advanced stages of residential development of the entire area West of the Stoney Creek Ravine, it may be necessary to advance in the Capital Improvement Programme the construction of the proposed new road between Cameron and Sullivan Streets in order to avoid excessive traffic loading of Cameron or Sullivan Streets by Lougheed Mall-oriented traffic from the development West of Stoney Creek.

It was being recommended that Council confirm the previous road plan for the subject area, together with the refinements indicated above.

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

CARRIED UNANIMOUSLY

(5) 4000 Block Carson Street

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

(6) Lot 4, Block 24, D.L. 99, Plan 2012 (Cloverlawn Investments Ltd.)
REZONING REFERENCE NO. 31/71

The following has reference to the letter Council received earlier in the evening from Mr. L. E. Harowitz concerning an exchange of property.

If Council now wishes to sell another parcel to Cloverlawn Investments Ltd., it may do so if the provisions of Section 471 and 473 of the Municipal Act are met. These Sections deal with the sale of land.

It was being recommended that Council confirm it does not have the authority to make a direct exchange of the subject Lot 4 for another parcel.

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

CARRIED UNANIMOUSLY

(7) Vancouver Art Metal Works Ltd.
BIG BEND AREA

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

(8) Overpass - Lake City East Development

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

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN MCLEAN:
"That the Committee now rise and report."

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN MCLEAN:

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

CARRIED UNANIMOUSLY

Alderman Emmott submitted a report outlining the highlights of his trip to Kushiro and other parts of Japan.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN CLARK:

"That the report of Alderman Emmott be received and tabled for one week."

CARRIED UNANIMOUSLY

BY - LAWS

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MCLEAN:

"That leave be given to introduce:

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 19, 1971"

#5952

"BURNABY SUBDIVISION CONTROL BY-LAW 1971"

#5953

and that they now be read a First Time."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MCLEAN:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MCLEAN:

"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 MCLEAN:

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MCLEAN:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MCLEAN:

"That:

"BURNABY LOCAL IMPROVEMENT CONSTRUCTION BY-LAW NO. 19, 1971"

"BURNABY SUBDIVISION CONTROL BY-LAW 1971"

be now read a Third Time."

CARRIED UNANIMOUSLY

Sept/13/1971

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN DRUMMOND:

"That:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 23, 1971" #5884

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 43, 1971" #5945

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 45, 1971" #5947

be retabled until the September 20th meeting."

CARRIED UNANIMOUSLY

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

THE COUNCIL RECONVENED AT 9:00 P.M.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN LADNER:

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

"In Camera"."

CARRIED UNANIMOUSLY