

NOVEMBER 22, 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, November 22, 1971 at 7:00 p.m.

PRESENT: His Worship, Mayor Prittle, in the Chair;
Aldermen Blair, Clark, Emmott, Drummond,
Ladner, Mercier, McLean, and Dailly (8:45 p.m.)

ORIGINAL COMMUNICATIONS

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

CARRIED UNANIMOUSLY

Mr. Edward Boyd, Advertising Representative, Radio NW Ltd.,
submitted a letter:

- (a) advising that Radio Station CKNW has reserved the time between 10:30 a.m. and 11:00 a.m. on December 25, 1971 for the Burnaby Choirs, as has been done annually for the past few years.
- (b) asking that the Council accept the cost of this arrangement, which amounts to \$100.00.

MOVED BY ALDERMAN EMMOTT, SECONDED BY ALDERMAN DRUMMOND:
"That authority be granted to honour the account from Radio NW Ltd. in the amount of \$100.00 for the presentation mentioned in the letter from the Company."

CARRIED UNANIMOUSLY

Mr. D. Lafreniere wrote to express support for Burnaby Noise or Sound Abatement By-law 1971.

City Clerk, City of North Vancouver, wrote to express appreciation for the efforts of Council in the field of noise pollution, by producing a Noise Abatement By-law, and to suggest that this was largely responsible for getting the Greater Vancouver Regional District to consider the enacting of a similar By-law to be implemented on a Regional basis.

Mr. C. B. Pritchard submitted a letter in which he asked for answers to a number of questions pertaining to the intentions of Council in respect of the future use of land around Burnaby Lake, particularly on the North side of the Lake.

MOVED BY ALDERMAN EMMOTT, SECONDED BY ALDERMAN MERCIER:

"That action on the letter from Mr. Pritchard be deferred until consideration of Item 14 of the Municipal Manager's Report No. 75, 1971 later in the evening."

CARRIED UNANIMOUSLY

Industrial Commissioner, Vancouver and Lower Mainland Industrial Development Commission, submitted a letter inviting the members of Council to attend a Seminar "Space for Industry" on Saturday, November 27, 1971 at the B. C. Research Office in Vancouver.

The Honourable W. D. Black, Minister of Highways, wrote to enquire as to when Council proposes to hold a meeting, to which he and his Deputy have been invited, with citizens of the municipality concerned about traffic conditions on Canada Way.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN MCLEAN:

"That the subject of the letter from the Minister of Highways be deferred until after Council disposes of the Municipal Manager's Report later in the evening."

CARRIED UNANIMOUSLY

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TABLED MATTERS

The following matters were then lifted from the table:

(a) Regional Transportation

The report which Council received at its November 15th meeting from Alderman Ladner pertaining to the subject of Regional Transportation was then further considered.

Alderman Mercier submitted a report on the same matter in which he expounded the following views:

- (1) The Council should unanimously endorse the establishment of a Regional Transportation Authority consisting of representatives of the Provincial, Regional and Municipal Government.
- (2) Burnaby should also agree now to share in the costs of the planning necessary to implement a transit system within the concepts of the Policy Statement of the Greater Vancouver Regional District pertaining to a Regional Transportation System, but should not agree to contribute the equivalent of one mill on the school tax base toward the annual cost of the transportation function to be assumed by the Regional District until additional information is received.
- (3) The financial burden on participating municipalities will obviously be substantial and it therefore behooves each municipality to negotiate, through the Regional District or otherwise, the best possible arrangement for its own residents in terms of adequate service at a determinable and fair share of the transit costs.

- (4) By way of example and ignoring the Provincial sharing that may be available, the contribution by Burnaby taxpayers could be vastly different if:
 - (a) The total system costs are allocated to member municipalities on an "assessment base times mill rate" basis.
 - (b) A formula for sharing costs is based upon "average daily person trips counted at key screen lines".
- (5) In view of the point just made regarding costs, the sharing basis should first be negotiated in depth amongst the member municipalities before Burnaby agrees to a contribution for implementation of any part of the system.
- (6) The least that should be accomplished through inter-municipal negotiations is an acceptable formula for allocation of costs of local systems relative to the level of service desired in local areas.
- (7) It is imperative that Burnaby act now to ensure the transportation needs of each resident will be served under a sharing formula which allows that resident the right to assume the costs of the local service used proportionately to the transportation benefits derived.
- (8) It is understood costs of inter-municipal services, such as the fastbus system, must be shared on a wider base.
- (9) There is no question that all members included in a Regional Transit Authority will be required to share in the costs of transportation facilities extending beyond their own boundaries.
- (10) Burnaby has the opportunity to formulate an efficient co-operative transportation system with a potential for serving local and inter-municipal needs.
- (11) Finally, Burnaby must probe deeper for information on the relationship of available and planned services and allocation of related costs before any commitment of funds for implementation is made.

MOVED BY ALDERMAN EMMOTT, SECONDED BY ALDERMAN BLAIR:

"That Council endorse the Policy Statement and programme for Phase III, as set out in Part I of the report entitled "The Transportation Function: A Policy Statement" which was recommended by the Transportation Function Study Committee of the Greater Vancouver Regional District, including the plan for the expanded bus system proposed by the same Committee, on the condition that the draft Letters Patent for the function mentioned earlier, the financial formula relating to the cost-sharing arrangement for the function, and the plan itself is re-submitted to the Council before the Board of the Regional District makes a formal request to the Provincial Government for the Letters Patent."

IN FAVOUR -- MAYOR PRITTIE,
ALDERMEN EMMOTT, BLAIR, LADNER
AND MERCIER

AGAINST -- ALDERMEN CLARK, McLEAN
AND DRUMMOND

MOTION CARRIED

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN McLEAN:
"That no further consideration be given to the financial involvement of the municipality in the subject of a Regional Transportation System until costs relating to the implementation of such a system, and other pertinent information, are made available."

CARRIED

AGAINST -- MAYOR PRITTIE, ALDERMEN
EMMOTT AND LADNER

(b) Application to Rezone Lot 9, Except Expl. Pl. 11295, Block 2, D.L.'s 44/78, Plan 3049 and Parcel "C", Expl. Plan 9256 Except Expl. Pl. 11295, S.D. 7/8, Block 2, D.L.'s 44/78, Plan 3049 to Multiple Family Residential District One (RMI)

(Item 27 of Municipal Manager's Report No. 73, 1971, which was submitted to Council on November 15, 1971) and which dealt with the above rezoning proposal, was then considered.)

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That the recommendation contained in the report the Manager submitted to Council on November 15, 1971 pertaining to the rezoning application mentioned be adopted."

CARRIED UNANIMOUSLY

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QUESTION AND ANSWER PERIOD

When Alderman McLean enquired as to why sidewalk work on Kincaid and Nithsdale Streets had not been completed, the Municipal Engineer replied that this would be done as soon as the area between the edge of the existing pavement on the streets and the sidewalks was paved.

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

CARRIED UNANIMOUSLY

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REPORTS

TRAFFIC SAFETY COMMITTEE submitted reports on the matters listed below as Items (1) to (9) recommending the courses of action indicated for the reasons given:

(1) Canada Way

It was being recommended that no action be taken on requests for:

- (a) the removal of all utility poles and other impediments to pedestrians from the sidewalks on Canada Way.

- (b) erecting^a pedestrian overpass on Canada Way somewhere between Burris Street and Imperial Street,

because:

- (1) It has been decided that the costs of removing the poles and other impediments was such that the sum involved could be better used in other ways, such as providing sidewalks along Canada Way, although wooden poles in the sidewalks are to be relocated to the inner side of the sidewalks as the poles need replacing.
- (2) No warrant exists for a pedestrian overpass at the location requested; moreover, the special pedestrian phases in the traffic signals on Canada Way at both Burris Street and Imperial Street should accommodate the larger volumes of pedestrian traffic.

(2) Canada Way - Trucks

The Municipal Engineer has reported as follows on proposals that:

- (a) All Southbound truck traffic on Canada Way approaching Edmonds Street be required to turn either right or left at Edmonds Street and not be allowed to continue through to 10th Avenue.
- (b) Trucks not be allowed to use major highways, such as Canada Way and Willingdon Avenue, between 9:00 p.m. and 7:00 a.m., principally because of hill characteristics of such highways;
- (i) Edmonds Street from Canada Way to Kingsway is presently classified as a truck route.
- (ii) Edmonds Street between Canada Way and Sixth Street, and Sixth Street between Edmonds Street and Tenth Avenue, are not suitable routes for trucks.
- (iii) Canada Way South of Edmonds Street is under the jurisdiction of the Provincial Government and, as such, it serves as a major connection in the Provincial Highway network.
- (iv) Canada Way is a more suitable route for trucks than any other.
- (v) Canada Way has a grade of 6% between 12th Avenue and 13th Avenue, and most truck routes in the municipality have this type of grade or greater. The truck routes have one thing in common, and that is that all are in residentially-zoned areas. To be able to justify the banning of night truck traffic on any one would in effect be grounds for a prohibition on all.

In view of the foregoing, it was being recommended that no action be taken on any of the proposals listed.

(3) Canada Way and Burris Street

The Municipal Engineer reported as follows on a request for a concrete curb abutment along Canada Way in the vicinity of Burris Street:

- (a) The ornamental street lamp standard at this location has been replaced seven times since June 1968 as a result of vehicles striking it. It was ascertained that all drivers of the vehicles involved had "climbed" the curb to avoid striking a vehicle that had stopped ahead of them. Had there been a deflecting concrete barricade at the curb, each vehicle would have struck the stopped vehicle instead of hitting the lamp standard, and it is likely there would have been personal injuries to the people involved.
- (b) A verbal commitment has been provided by the Department of Highways to install the curb requested, should the municipality so desire.
- (c) The following points should be considered in evaluating the request:

(i) Advantages

A barricade such as is being sought will, in most cases, deflect a vehicle back into the travel lanes on Canada Way, thus avoiding any pedestrian who may be on the sidewalk behind the barricade.

(ii) Disadvantages

The driver of a vehicle who is unable to stop behind a parked one has no choice but to continue on into the stopped vehicle.

The collision with the stopped vehicle would, in most cases involving a runaway truck, result in injuries to the occupants of the vehicles concerned.

Should a pedestrian be in the marked crosswalk at the time of the collision, he could be struck by one of the vehicles.

One or all of the vehicles involved could end up on the sidewalk beyond the end of the barricade, thus presenting a hazard to any pedestrian present at that time.

There is a small chance a vehicle striking the barricade could knock it across the sidewalk and into any one standing there.

In view of the foregoing, together with the knowledge that an advance signal is now installed on the "downhill" leg of Canada Way approaching Burris Street (which should minimize the occurrence of rear end collisions), it was being recommended that no action be taken in regard to the request for the barricade mentioned.

(4) Willingdon Avenue and Sardis Street

It was being recommended that no action be taken to install a school crossing signal, to be actuated by the school patrol, at the above intersection because warrants for such an installation are not met.

(5) 4200 Block Oxford Street

It was being recommended that no action be taken on a request for "Slow-Children Crossing" signs in the above block of Oxford Street because warrants for such an installation are not met and the Road and Transportation Association of Canada Manual does not recommend such a device in the circumstances which prevail at the subject location.

(6) Hastings Street and Willingdon Avenue

It was being recommended that the action taken by the Municipal Engineer to pass a request to the Department of Highways for a full 24-hour three-color operation on the traffic signal at the captioned intersection (which will be done by the Department of Highways) be ratified.

(7) Broadway and Duthie Avenue

It was being recommended that no action be taken on a request for the removal of a hedge from the North-West corner of the above intersection because inspection revealed that the alleged obstruction does not prevail, especially if motorists exercise caution before moving after having stopped at Broadway and Duthie Avenue.

(8) 3700 and 3800 Blocks Imperial Street

It was being recommended that no action be taken to restrict parking at the captioned location, by non-residents of the area, because:

(a) Street right-of-ways are public and, as such, cannot be reserved as an adjunct to any individual's property for his own use.

(b) The enforcement of such a restriction, even if it were permissible, would be very difficult as the Crown would need to establish whose vehicle it was that committed the violation and whether the driver of the vehicle lived or was visiting in the block or was just a transient parker.

(c) Once a municipality established such parking restrictions, it would likely be inundated with requests for the same type of regulations in other parts of the municipality.

(9) Apartment Parking Study

Nothing could be added to the recommendations of the Planning Department in regard to the report "Apartment Parking Study", although it was being pointed out that the reluctance of some tenants to park their vehicles in the underground parking provided on the property occupied by the apartment in which they reside may be related, to some extent, to the

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rising incidence of auto damage, thefts and other similar crimes now becoming associated with such underground facilities.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN BLAIR:

"That all of the recommendations of the Committee, except the one pertaining to Item 2 of its report, be adopted."

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN EMMOTT:

"That Point II under Item 2 of the report of the Traffic Safety Committee be deleted and replaced with Edmonds Street between Canada Way and Sixth Street and Sixth Street between Edmonds Street and Tenth Avenue are not presently suitable route for trucks and the necessary changes would involve substantial costs on the part of the municipality, and the report in question, as amended, be adopted."

CARRIED UNANIMOUSLY

A report of the Municipal Manager (Item 5 of his Report No. 74, 1971) dealing with a proposed ice arena in the central area of the municipality (which subject was considered by Council "In Camera" on November 15, 1971) was introduced.

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN LADNER:

"That the recommendations in the report of the Manager be adopted."

CARRIED UNANIMOUSLY

The Planning Department was asked by Council to show the precise location of the land involved in the ice arena proposal on the second plan that accompanied the report dealing with the matter.

MUNICIPAL MANAGER submitted Report No. 75, 1971, on the matters listed below as Items (1) to (16), either providing the information shown or recommending the courses of action indicated for the reasons given:

- (1) Federal-Provincial Special Development Loans Program
BURNABY TEMPORARY LOAN BY-LAW #1-8, 1971, INCLUSIVE

It was being recommended that the By-Laws shown in caption be given three readings by Council this evening and be finally adopted at the November 29th meeting in order that the Corporation may have the authority to draw funds, as required, to undertake the works that have been approved under the above Program.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN BLAIR:

"That the report of the Manager be received."

CARRIED UNANIMOUSLY

(2) Conference--Municipal Finance Officers Association

The Assistant Municipal Accountant, Mr. E. A. Watkinson, has submitted a report outlining the highlights of the Conference of the above Association that he attended in Edmonton, Alberta, between October 21st and 23rd, 1971.

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

CARRIED UNANIMOUSLY

(3) Easement--Portion of Lot 29, D.L. 78, Plan 27741
(Fraser Valley Milk Producers Association)

It was being recommended that Council authorize the:

(a) Acquisition of an easement over a portion of the above described property, for storm sewer purposes, for a consideration of \$1.00 plus restoration of the property involved.

(b) Execution of the document connected with the matter.

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

CARRIED UNANIMOUSLY

(4) Justice Building

It was being recommended that Council authorize the following list of works relating to revisions in the Justice Building, on the basis of an estimated cost of \$25,800.00, and that the costs be charged against the Justice Building By-Law fund:

(1) Relocation of Locker Rm. in Unfinished Area:

Lockers.....	\$ 7,500.00
Electrical.....	2,800.00
Plumbing.....	4,000.00
Flooring.....	600.00
Miscellaneous.....	<u>2,000.00</u>
	16,900.00

(2) Move File Section into vacated Locker Rm.:

Electrical.....	800.00
Ventilation.....	400.00
Ceiling.....	1,100.00
Miscellaneous.....	<u>3,500.00</u>
	5,800.00

(3) Vacated File Rm. to Office for Detachment
Clerk and Transport N.C.O.:

Doorway in Telex..... \$ 100.00

(4) Relocate St N.C.O. Into Their Office:

Glazing..... \$ 200.00

(5) Entrance Door - Security..... 2,500.00

(6) Paving..... 300.00

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN CLARK, SECONDED BY ALDERMAN MERCIER:

"That all surplus funds in the Justice Building By-Law fund which remain after honoring all commitments that have been made to the fund be transferred to General Revenue for the year 1972."

- IN FAVOR: ALDERMAN CLARK
- ALDERMAN MERCIER
- ALDERMAN LADNER
- ALDERMAN MCLEAN
- AGAINST: MAYOR PRITIE
- ALDERMAN BLAIR
- ALDERMAN EMMOTT
- ALDERMAN DRUMMOND

MOTION NEGATIVED

(5) Sulphur Level of Gasoline
(Chevron Canada Limited)

Chevron Canada Ltd. has forwarded a letter outlining certain pertinent information regarding the level of sulphur in gasolines that are produced by the Chevron Refinery in Burnaby and in California.

Of significance is the fact the sulphur in the gasolines produced in the Burnaby refinery is below the Canadian Government Specifications and the American Society for Testing and Materials Specifications for sulphur content in gasolines. The Company has also pointed out that the sulphur content is below that of the average levels of gasoline produced in California.

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It was being recommended that a copy of the report being submitted this evening be forwarded to all parties who have expressed an interest in the Chevron Refinery modernization and expansion program, including Mr. Gordon C. Lewis of 7230 Braeside Drive, Burnaby 2, B. C.

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

CARRIED UNANIMOUSLY

(6) Supplementary Pension Plan (Burnaby Firefighters)

It was being recommended that Council authorize the execution of an Agreement with the Burnaby Firefighters Union, Local 323, in order to permit Burnaby's contributions to the Supplementary Pension Plan to increase from 2% to 2½% of basic monthly salaries and to allow the firemen themselves to contribute 2%, the effective date being July 17, 1971.

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

CARRIED UNANIMOUSLY

(7) Lot 161, D.L.'s 163/5, Plan 1050
PRELIMINARY PLAN APPROVAL APPLICATION #1637

It was being recommended that the Planning Department be allowed to work with the applicant for the above PPA toward the preparation of a suitable plan of development which meets the requirements proposed for the M3 zoning district for the Big Bend Area (Area Zoning Concept--Phase 2) and to grant the PPA when such a plan is submitted.

The application is for the development of an 800 square foot manufacturing and office building for the production and repair of conveyor belt scales.

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

CARRIED UNANIMOUSLY

(8) Lots 13 and 14, Bk. 29, D.L. 152, Plan 1292
That portion of Grimmer Street between Dunblane Avenue
and Marlborough Avenue that is to be abandoned
REFERENCE REZONING #79/71

It was being recommended that the rezoning of the above described properties and road allowance to Residential District Six (R6) be approved for further consideration and advanced to a Public Hearing

and that, as prerequisite to the rezoning being effected, the following be undertaken:

- (a) The submission of a suitable plan of development for the site.
- (b) The provision of an undertaking that all existing structures on the properties will be removed within six months of the rezoning being effected.
- (c) The passing of a By-Law to close the South 33 feet of Grimmer Street between Dunblane Avenue and Marlborough Avenue, except for two corner truncations for which designs are being prepared.
- (d) The sale of the portion of Grimmer Street to be abandoned to the owners of the captioned Lots 13 and 14 and its consolidation with those lots.
- (e) The deposit of sufficient monies to cover the cost of providing any necessary municipal services.

The Planning Department was asked to consider the matter of cul-de-sacing one of the two streets mentioned in the above report of the Manager so as to discourage unnecessary traffic movements in and through the area.

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

CARRIED

AGAINST: ALDERMAN
MCLEAN

- (9) REFERENCE REZONING #58/71
Lots 8 and 9, Block 2, D.L. 119E½, Plan 2855

The Planning Department has been working with the applicant for the above rezoning proposal in an attempt to develop a plan that is considered suitable and, as a result, was recommending that the application to rezone the properties concerned to Comprehensive Development District (CD) be approved for ^{further} consideration and that, as prerequisite to the rezoning being effected, the following be undertaken:

- (a) The submission of a suitable plan of development for the site.
- (b) The consolidation of the properties into one site.
- (c) The provision of an undertaking that all existing structures on the properties will be removed within six months of the rezoning being effected.

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- (d) The deposit of sufficient monies to cover the costs of providing storm sewer facilities to the site and any improvement in the water supply system that may be necessary.
- (e) Agreeing to the future closure of Buchanan Street.

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

CARRIED UNANIMOUSLY

(10) Lot 47, D.L. 80, Plan 10063 (Hori)
SPROTT STREET AND DOUGLAS ROAD

It was being recommended that Council authorize the acquisition of a truncation, which is shown cross-hatched on an attached sketch, from the above described property (which is required for a crossing at the captioned intersection) for a consideration of \$1.00 plus re-grading and black topping of the approach to the new gas pumps of the Texaco Station on the property after the new crossing has been installed.

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

CARRIED UNANIMOUSLY

(11) Compact Automobiles

It was being recommended that Council accept the tender of Volkswagen Pacific Sales and Service Limited for the supply of 11 1972 model Volkswagens, accepting 11 1969 model Volkswagens as a trade in, for the net sum of \$12,125.85.

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

CARRIED UNANIMOUSLY

The Municipal Manager was directed by Council to submit a report containing a detailed analysis of the costs of the Corporation maintaining its Volkswagen vehicle fleet vis-a-vis the operation of private automobiles by employees, with it being understood that every aspect of the cost will be reflected in the comparative analysis.

ALDERMAN DAILY ARRIVED AT THE MEETING.

(12) 1972 School and Hospital Assessments

The Assessor has reported as follows on the above subject:

- (a) Increases in individual School and Hospital assessments will be limited to 10% in 1972 in much the same way as they were in 1971.
- (b) The effect on the 1971 Roll was to remove \$5,500,000.00 from the School and Hospital totals, and it is anticipated that a greater sum will be removed from the 1972 Roll as most properties which were affected in 1971 will continue to be below the normal level in 1972, while additional properties will be added to the list for the first time. This cumulative effect could have a greater and greater impact on the School and Hospital totals each year if development in Burnaby and the Real Estate market continue to be as dynamic as they have been in the last few years.
- (c) Some relief from this situation has been provided by the Provincial Assessment Commissioner as he has given the Assessor authority in 1972 to partially remove the restriction from values which were extremely low in 1971. This order will allow for the use of a more realistic base for determining the 1972 School value of some 490 properties which were less than 36% of the General Purpose value. (The normal relationship in 1971 of School to General was 47%). Without such an order, it would take more than 20 years for some of the extreme discrepancies to return to the normal level but, with the order and the permitted 10% increase each year, the following results can be anticipated:
 - (i) If, in the future, the General Purpose value remains static, the School value will return to the normal level in three years.
 - (ii) If, in the future, the General Purpose value increases 5% each year, the School value will return to a normal level in six years.
 - (iii) If, in the future, the General Purpose value increases 10% each year, the School value will remain at the level now permitted by the Assessment Commissioner.

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- (iv) If, in the future, the General Purpose value increases more than 10% each year, the School value will continue to deteriorate.
- (d) The Assessment Commissioner indicated some time ago that he would consider giving special orders if extreme discrepancies were brought to his attention. Because of this forewarning, the explanation on the back of the 1972 Assessment Notice lists this as one of the possible reasons why increases in individual school values have not been restricted to 10%. However, because of the complexity of the restrictions on the values of these particular 490 properties and the difficulty in understanding why the values have changed, it is planned to send these particular owners a letter with their Notice advising that a specific order relating to their property values was received from the Assessment Commissioner.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN LADNER:
"That the report of the Manager be received and a copy of the report be forwarded to each of the Provincial Ministers of Finance, Municipal Affairs, and all M.L.A.'s representing Burnaby so that each can have a full appreciation of the adverse situation being created by the limitation imposed that is explained in the report."

CARRIED UNANIMOUSLY

(13) Monthly Report of Personnel Department

The Personnel Director has submitted a report covering the activities of his Department as at October 24, 1971.

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

CARRIED UNANIMOUSLY

It was noted from the report of the Personnel Department pertaining to Municipal Employment Services that, despite the high level of unemployment, only 174 males and 41 females arrived at the Personnel Office between September 27th and October 22nd, 1971, seeking employment with the Corporation.

The Personnel Director was asked to produce statistics on that situation for monthly periods extending back approximately one year so that a comparison can be drawn with the condition which prevailed during the period September 27--October 22, 1971.

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(14) Burnaby Lake and Winston Street Areas (Pritchard)

The Medical Health Officer has reported as follows on the matters under his jurisdiction that were referred to in the letter Council received earlier in the evening from Mr. C. B. Pritchard:

- (a) Four samples were taken from Still Creek and Burnaby Lake on September 2, 1971, and forwarded to the Laboratory for an analysis of mercury content. This analysis revealed that the mercury content was very very low and certainly not a hazard to the public health. It is intended to submit further samples for mercury content analysis within a week or two.
- (b) The Health Department has been continuing its program of bacteriological sampling of the Burnaby Lake drainage area and will be submitting its report for 1971 in early 1972. The Department is up-dating, by survey, public health information pertaining to all industry and commerce within the Municipality.
- (c) An Unsightly Premise notice will be forwarded to National Glass Ltd. and National Windows Ltd. because inspection revealed they are contravening the regulations of the Unsightly Premises By-Law.

The Planning Department has reported as follows on the matters concerning Mr. Pritchard :

- (a) The land which has been rezoned to the new M5 category is shown on an accompanying Map "A". The only exception to this is Area 4, which has been designated for this category, but not rezoned. The final rezoning of the properties included in the rather awkwardly-shaped triangular sector will be held in abeyance pending necessary land assembly and the submission of suitable development plans for industrial use.
- (b) The new M5 District designation has been applied to those properties formally zoned M1 as well as to parcels previously zoned M2 which are undeveloped. While most of the area between the Burlington Northern Railway and Winston Street has been included, the existing M2 zoning has been retained on sites which are currently developed under this category.
- (c) There are seven established industrial uses located within the M5 area. The first four are conforming while the remaining three were already non-conforming under the former M1 zone.
- (d) Five of the 13 industrial firms located within the M2 zoned sections of the area are non-conforming. All of these uses may be continued and allowed to remain in accordance with the provisions in the Municipal Act which govern legal non-conforming uses. These uses would not be permitted to expand or extend.
- (e) Negotiations to relocate the parcel occupied by Inter City Express are being conducted at the present time.
- (f) Rolico Pipe Supply has also indicated a possible interest in relocating, although it is somewhat uncertain at this stage whether this will be pursued further.
- (g) The Council is considering the provision of a park link between the Residential District North of Winston Street and the Burnaby Lake Regional Park. The areas involved in this proposal include Lot 87 on the West side of Piper Avenue (which contains the Eagle Creek Water course) and properties located between Warner Loat Park and Winston Street.
- (h) On August 30, 1971, the Council authorized the commissioning of a firm of landscape architects as consultants for the proposed landscaping and screening of Winston Street. This consultant has recently submitted a preliminary design for review by the various municipal departments involved. Once this has been done, the consultant will be instructed to proceed with the preparation of working drawings and specifications. It is expected the planting will be done around February or March next year.
- (i) The 6.52 acre tract on the East side of Piper Avenue and the 5.58 acre block on the West side were originally proposed for consideration in the establishment of the park link between Burnaby Lake Park and the residential district on the North side of Winston Street.
- (j) Following negotiations with the owner of the Westerly block of land (Lot 87), the Council authorized the acquisition of a 2.042 acre portion of the property for park purposes. This parcel that is being acquired will include the Eagle Creek water course and the Piper Avenue frontage.

- (k) Possible methods of obtaining at least a portion of the proposed park link area on the East side of Piper Avenue are currently being studied. Should the property presently occupied by Inter City Express become available to the Corporation as a result of the present negotiations with the Company, such a property could be used as a means of acquiring land for park development in the area.
- (l) The location of parking facilities will be included in the plans for park development in connection with the Canada Games and also in relation to other facilities to be provided in the future. Until these plans are finalized, it remains uncertain as to what additional properties may be required.
- (m) The lot adjoining Warner Loat Park to the North, which was included in the original recommendation for the establishment of a park link, was offered to the Parks and Recreation Commission for \$60,000.00 in the fall of 1970. At that time, the Commission felt the cost was prohibitive in view of limited acquisition funds and the necessity for the purchase of park land in other parts of the municipality. However, the possibility of obtaining all or a part of the property through land exchange is presently being studied by the Planning Department.
- (n) Although the ultimate boundaries of Burnaby Lake Regional Park have not been determined, a recent proposal to include Parcel "A" on the West side of Piper Avenue was rejected by the Vancouver-Fraser Park District because that District felt the Northerly limit of the Regional Park should be the Burlington-Northern Railway Line. Existing or proposed park areas to the North of the Railway would be considered as serving a municipal function.
- (o) While it is true the Official Regional Plan for the Lower Mainland designates the area North of the Burlington-Northern Railway as urban, this would not affect the rezoning which has taken place. The urban development areas in the Regional Plan provide for residential, commercial, public, recreation, rural, transportation, as well as industrial uses.
- (p) At the Easterly end of Burnaby Lake, the lands which have been proposed for park development are bounded by the Burlington-Northern Railway and the Freeway, and encompass properties on either side of Cariboo Road and the Brunette River. A number of these, particularly in the sector South of the River, have already been acquired for park purposes. An area of approximately 35 acres in extent, located between the Southerly extension of the Avalon Avenue Right-of-way and the East shore of the Lake, is presently under expropriation.
- (q) Discussions have been held with a number of firms in the area with a view to upgrading the appearance of their sites and, in some instances, bringing them into conformity with the required standards. It is felt some progress is being made in this regard and there appears to be a growing awareness of the part of many industries concerning the desirability of improving their relationship with the residential districts to the North.

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It was being recommended that a copy of the foregoing report be forwarded to Mr. Pritchard.

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

CARRIED UNANIMOUSLY

(16) Proposed Street and Lane Closure (Forest Lawn Cemetery)

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

- (a) The Planning Department is presently dealing with the Forest Lawn Cemetery on the subdivision of the Westerly 50 acres of their site, which is being considered for some form of residential development.
- (b) For some time, the Corporation has also been dealing with Forest Lawn on the acquisition of land for road widenings and Forest Lawn has wanted title to the lane West of Royal Oak Avenue between Woodsworth and Sprott Streets plus the 33 foot wide portion of Sprott Street West of Royal Oak Avenue, but an exchange has never been consummated.
- (c) In conjunction with the current subdivision proposal, Forest Lawn is prepared to dedicate the two widenings (a 20 by 20 foot corner truncation at Wayburne Way and Moscrop Drive and approximately a 62 by 332 foot wedge at Royal Oak Avenue and Moscrop Drive). At the same time, Forest Lawn seeks the right to the lane West of Royal Oak Avenue plus the portion of Sprott Street West of Royal Oak Avenue.
- (d) The proposal has been given consideration and, as a result, it was being recommended that the matter be supported on the following bases:
 - (i) That Forest Lawn dedicate, at no cost to the municipality, the two road widenings shown on the subdivision plan which creates the Westerly 50 acre parcel.
 - (ii) That the Corporation agree to not oppose an application under the Plans Cancellation Act, through which Forest Lawn will obtain title to the lane West of Royal Oak Avenue and the portion of Sprott Street West of Royal Oak Avenue, subject to the provision of appropriate easements to accommodate any services or utilities.
 - (iii) That Forest Lawn consolidate the redundant road allowances and the five lots fronting on Royal Oak Avenue into one site and not consolidate them into the "cemetery site".

It was being recommended that Council support the proposal outlined above.

MAYOR PRITTE DECLARED A RECESS AT 9:00 P.M.

THE COMMITTEE RECONVENED AT 9:10 P.M.

MOVED BY ALDERMAN DRUMMOND, SECONDED BY ALDERMAN CLARK:
"That the recommendation of the Manager under Item 16 of his report
be adopted."

CARRIED UNANIMOUSLY

(17) Contracts - Engineering Design Work
FEDERAL-PROVINCIAL EMPLOYMENT LOANS PROGRAMME

It was being recommended that Council accept the proposals of:

- (a) El-Sewaro Engineering Ltd. for Engineering Contracts #1 and #3 of Phase III of storm sewer construction pertaining to the above programme, at upset prices of \$12,750.00 and \$12,300.00 respectively.
- (b) McElhanney Surveying & Engineering Ltd. for Engineering Contract #2 of the same Phase III, at an upset price of \$10,700.00,

with payment to each of the Companies to be made in accordance with the scale of minimum fees published by the Association of B. C. Professional Engineers, with the maximum fees not to exceed the upset amounts in each case.

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

CARRIED UNANIMOUSLY

(15) Miscellaneous Rezoning Applications

The Planning Department has reported as follows on the rezoning applications indicated:

(1) Reference RZ #64/71

Lot 101, D.L. 87, Plan 24523

(Located on the North-East corner of Canada Way and Stanley Street)

FROM RESIDENTIAL DISTRICT TWO (R2) TO RESIDENTIAL DISTRICT FOUR (R4)

It was being recommended that this application not be approved because:

- (a) The parcel lies in an area that is zoned R2 and therefore rezoning to R4 would be "spot" zoning.
- (b) A study made in 1967, which Council concurred with, indicated the area should be preserved for low density residential use.

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

CARRIED UNANIMOUSLY

(2) Reference RZ #69/71

Lots 2 and 3, S.D. "C", Block 1, D.L. 75, Plan 4147

(Located on the North side of Norland Avenue roughly 750 feet East of its intersection with Douglas Road)

FROM GENERAL INDUSTRIAL DISTRICT (M2) TO TRUCK TERMINAL DISTRICT (M6)

It was being recommended that this application be approved for further consideration and that, as prerequisite to the rezoning being effected, the following be undertaken:

- (a) The submission of a suitable plan of development for the properties.
- (b) The consolidation of the two lots into one site.
- (c) The dedication of the South ten feet of the properties for the widening of Norland Avenue.
- (d) The provision of an undertaking that all existing structures on the properties will be removed within six months of the rezoning being effected.

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

CARRIED UNANIMOUSLY

(3) Reference RZ #70/71

Rear 260 feet of Lot 2, Block 10, D.L. 40, Plan 3048

(Located on the South side of Winston Street approximately 1,050 feet East of its intersection with Piper Avenue)

FROM LIGHT INDUSTRIAL DISTRICT (M5) TO MANUFACTURING DISTRICT (M1)

It was being recommended that this application not be approved but that the Planning Department, in concert with the Land Agent, work with the applicant toward the matter of selecting a site upon which to relocate the business which is mentioned in the report.

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

CARRIED

AGAINST -- ALDERMAN LADNER

(4) Reference RZ #72/71

- (a) Lot 10, Block 9, D.L.'s 151/3, Plan 2702
- (b) Lt. "B", Blk. 9, D.L.'s 151/3, Plan 2702
- (c) Lot 1, Block 8, D.L.'s 151/3, Plan 2155

(Located on Wilson Avenue and Beresford Street immediately North of the B.C.H.P.A. right-of-way.)

FROM SPECIAL INDUSTRIAL DISTRICT (M4) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT THREE (RM3)

It was being recommended that this application be approved for further consideration and that, as prerequisite to the rezoning being effected, the following be undertaken:

- (a) The dedication of the South 33 feet of the Lot "B" described to permit the extension of Beresford Street.
- (b) The deposit of sufficient monies to cover the cost of constructing Beresford Street adjacent to the site to a full standard.
- (c) The submission of a suitable plan of development for the site.
- (d) The submission of an undertaking to remove all existing improvements on the site within six months of the rezoning being effected.
- (e) The consolidation of the properties into one site.

It was suggested in Council, during consideration of the above report of the Planning Department, that the subject properties might be suitable for RM5 development, or some other density which is higher than RM3, because of the proximity of RM5 zoning and the apparent desirability of locating "high-rise" apartments in the area.

MOVED BY ALDERMAN EMMOTT, SECONDED BY ALDERMAN MERCIER:

"That action on Rezoning Reference No. 72/71 be deferred until the Planning Department submits a report indicating the advisability and feasibility of rezoning the subject properties to RM5 or some other category that would produce a density higher than RM3."

CARRIED UNANIMOUSLY

(5) Reference RZ #77/71

Parcel 1, Expt. Pl. 10599 except Pl. 26541, Block 2, D.L. 73, Plan 4326

(Located on the West side of Westminster Avenue between Manor Street and Canada Way)

FROM MANUFACTURING DISTRICT (M1) AND RESIDENTIAL DISTRICT FIVE (R5) TO TRUCK TERMINAL DISTRICT (M6) AND MANUFACTURING DISTRICT (M1)

It was being recommended that Council approve for further consideration the rezoning of:

- (1) The South 50 feet of the subject property to Manufacturing District (M1).

- (ii) The remainder of the Parcel, except the Easterly 50 feet, the Southerly 140 feet and approximately the Northerly 440 feet, to Truck Terminal District (M6).

and that, as prerequisite to the rezoning being effected, the following be undertaken:

- (a) The submission of a suitable plan of development which incorporates the features noted in the report.
- (b) The provision of an undertaking to dedicate the Easterly 20 feet of the property for the future widening of Westminster Avenue, when required.
- (c) The submission of an undertaking to provide adequate screening and landscaping, at no cost to the Corporation, at acceptable locations to replace any landscaping that may be lost through the widening of Westminster Avenue.
- (d) The deposit of sufficient monies to cover the cost of enclosing the open ditch mentioned in the report.

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

CARRIED UNANIMOUSLY

(6) Reference RZ #73/71

Lots 5 and 6, D.L. 68, Plan 3431

(Located on the South side of Canada Way approximately 376 feet East of Curle Avenue and abuts the Provincial Government complex.)

FROM RESIDENTIAL DISTRICT FIVE (R5) TO COMMUNITY INSTITUTIONAL DISTRICT (P5)

It was being recommended that Council approve the application for further consideration and that, as prerequisite to the rezoning being effected, the following be undertaken:

- (a) The dedication of such road and lane allowances at the South end of the site as are considered necessary and provision of an easement along the East property line for storm drainage.
- (b) The deposit of sufficient monies to cover the cost of:
 - (i) constructing the above road and lane.
 - (ii) enclosing the drainage facilities along the East property line.
- (c) The consolidation of the two parcels into one site.
- (d) The provision of an undertaking that all existing structures on the properties will be removed within six months of the rezoning being effected.
- (e) The submission of a suitable plan of development which reflects the points outlined above and those detailed under Points 1 to 4 in the middle of Page 2 of the report.

- (f) The dedication of the North 7 feet of the subject properties for the future widening of Canada Way.

MOVED BY ALDERMAN BLAIR, SECONDED BY ALDERMAN DAILLY:

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

CARRIED UNANIMOUSLY

(7) Reference RZ #74/71

Lots 11 to 15 inclusive, Block 80, D.L. 127, Plan 4953

(Located at the South-West corner of Ellesmere Avenue and Capitol Drive)

FROM RESIDENTIAL DISTRICT FOUR (R4) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT THREE (RM3)

It was being recommended that this application be approved for further consideration and that, as prerequisite to the rezoning being effected, the following be undertaken:

- (a) the five lots be consolidated into one site.
- (b) an undertaking be provided that all existing improvements on the properties will be removed within six months of the rezoning being effected.
- (c) Money be deposited to cover the cost of extending storm drainage facilities to the site.
- (d) a suitable plan of development for the properties be submitted.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That the recommendation of the Planning Department be adopted and the applicant be advised there is a possibility changes may be made in the provision of off-street parking for apartment developments as a result of the study being made of the matter and, if changes do occur in the parking requirements for the development planned on the subject properties, then the applicant will need to abide by the regulations which will be introduced."

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:

"That the report of the Planning Department be tabled pending the submission of a report from the Planning Department in regard to the apartment parking study."

IN FAVOUR -- ALDERMEN McLEAN, DAILLY
CLARK AND BLAIR

AGAINST -- MAYOR PRITIE,
ALDERMEN LADNER, MERCIER
DRUMMOND AND EMMOTT

MOTION LOST

A vote was then taken on the original motion, and it was Carried, with Alderman Dailly against.

MOVED BY ALDERMAN EMMOTT, SECONDED BY ALDERMAN MERCIER:
"That the Planning Department advise all applicants for rezonings, including those whose applications are being considered this evening, that there may be a change in the regulations pertaining to the provision of off-street parking for apartment developments as a result of Council rendering a decision on the study that was made by the Department in connection with the provision of such parking facilities on properties that are planned to be used for apartment purposes."

CARRIED UNANIMOUSLY

ALDERMEN DAILLY AND EMMOTT LEFT THE MEETING.

(8) Reference RZ #78/71

- (a) Lots 4 - 6 inclusive, S.D. 6, Block 4, D.L. 206, Plan 1323
- (b) Lots 5 - 10 inclusive, S.D. 6, Block 4, D.L. 206, Plan 1323

(Located on the West side of Clare Avenue approximately 103 feet South of Hastings Street)

FROM SPECIAL INDUSTRIAL DISTRICT (M4) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT TWO (RM2)

It was being recommended that the application not be favourably considered but that the rezoning of Lots 5 to 10 inclusive, S.D. 6, Block 4, D.L. 206, Plan 1323 to Multiple Family Residential District Two (RM2) be approved for further consideration and that, as prerequisite to the rezoning being effected, the following be undertaken:

- (a) The consolidation of the six lots and a redundant lane allowance separating them into one site.
- (b) The submission of a suitable plan of development for the site.
- (c) The provision of an undertaking that all structures on the properties will be removed within six months of the rezoning being effected.

A suggestion was made in Council that perhaps an R6 development might be more suitable for the six lots that the Planning Department favours for Multiple Family occupancy.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DAILLY:
"That the Planning Department enquire of the applicant for RZ #78/71 as to whether he would be prepared to accept R6 zoning for the six lots mentioned in the report of the Planning Department."

CARRIED UNANIMOUSLY

ALDERMAN DAILLY RETURNED TO THE MEETING.

ALDERMAN BLAIR LEFT THE MEETING.

(9) Reference RZ #75/71

Lot "A", Expt. Pl. 11608, S.D. 1, Blk. 4, D.L. 2, Plan 4286

(Located on the South side of Government Road 160 feet West of North Road)

FROM SMALL HOLDINGS DISTRICT (A2) TO SERVICE COMMERCIAL DISTRICT (C4)

It was being recommended that Council approve for further consideration the rezoning of the property to Parking District (P8) and that, as prerequisite to the rezoning being effected, the following be undertaken:

- (a) The submission of a suitable plan of development for the site.
- (b) The provision of an undertaking that all existing structures on the property will be removed within six months of the rezoning being effected.
- (c) The consolidation of the subject property with Lot 2 to the West.

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

THE COUNCIL RECONVENED.

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

CARRIED UNANIMOUSLY

Mayor Prittie returned for reconsideration the matter of the policy which was established by Council to govern front yard parking and sidewalk crossings in residential districts.

He contended that the policy will create many inequities in that it could not apply to all properties involved - only those abutting streets which are to be provided with sidewalks and/or curbs in conjunction with the paving or lateral pavement extensions on the streets.

MOVED BY ALDERMAN McLEAN, SECONDED BY ALDERMAN DAILLY:
"That the matter introduced by Mayor Prittie be referred to staff for a further report in the light of his comments."

CARRIED UNANIMOUSLY

ALDERMAN DAILLY LEFT THE MEETING.

Further consideration was then given the matter of a meeting being held in connection with traffic conditions on Canada Way, which was the subject of the letter Council received earlier in the evening from the Minister of Highways.

MOVED BY ALDERMAN MERCIER, SECONDED BY ALDERMAN DRUMMOND:
"That a meeting of the Traffic Safety Committee, with all members of Council expected to be present, be held on Wednesday, December 8, 1971 at one of the schools located near Canada Way for the purpose of allowing the Minister of Highways and his Deputy, and

citizens of the municipality concerned about traffic conditions on Canada Way, to discuss these conditions, with it being stipulated that those members of the public wishing to make representations at the meeting be required to provide notice in writing regarding their appearance."

CARRIED UNANIMOUSLY

* * * *

BY - LAWS

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:
"That leave be given to introduce "BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 56, 1971" #5995 and that it now be read a First Time."

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

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

CARRIED UNANIMOUSLY

The By-law provides for the following proposed rezoning:

Reference RZ #56/71

Lot 3 .except Ref. Plan 34084, S.D. 1/2, Blk. 2, D.L. 8, Plan 11539

(2761 North Road - Located on the N.W. corner of Lyndhurst Street and North Road)

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

CARRIED

AGAINST -- ALDERMEN McLEAN AND CLARK

THE COUNCIL RECONVENED.

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

CARRIED

AGAINST -- ALDERMEN McLEAN AND CLARK

* *

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That leave be given to introduce:

"BURNABY TEMPORARY LOAN BY-LAWS NOS. 1 TO 8, 1971"

#6012 to
#6019

"BURNABY LOAN AUTHORIZATION REFERENDUM BY-LAW 1971"

#6020

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

AGAINST -- ALDERMAN CLARK WAS
AGAINST BURNABY LOAN
AUTHORIZATION REFERENDUM
BY-LAW 1971

THE COUNCIL RECONVENED.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

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

CARRIED

AGAINST -- ALDERMAN CLARK WAS
AGAINST BURNABY LOAN
AUTHORIZATION REFERENDUM
BY-LAW 1971

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

"That:

"BURNABY TEMPORARY LOAN BY-LAWS NOS. 1 to 8, 1971"

"BURNABY LOAN AUTHORIZATION REFERENDUM BY-LAW 1971"

be now read a Third Time."

CARRIED

AGAINST -- ALDERMAN CLARK
WAS AGAINST BURNABY LOAN
AUTHORIZATION REFERENDUM
BY-LAW 1971

* * *

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN MERCIER:

R E S O L U T I O N S

RE: "BURNABY LOAN AUTHORIZATION REFERENDUM BY-LAW 1971" (#6020)
(Parks Capital Improvement By-Law)

- (1) RESOLVED: "That JOHN H. SHAW be and is hereby appointed Returning Officer for the purpose of taking the vote of the Electors on "BURNABY LOAN AUTHORIZATION REFERENDUM BY-LAW 1971" at the forthcoming Municipal Election to be held December 11, 1971, with power to appoint his own Deputy Returning Officers."
- (2) RESOLVED: "That Polling Places be opened on December 11, 1971, for the purpose of taking the Vote of the Electors on "BURNABY LOAN AUTHORIZATION REFERENDUM BY-LAW 1971" at the following places:

Polling
Division

1. Gilmore School, *Gilmore Avenue and Triumph Street*
2. Burnaby Heights School, *250 Willingdon Avenue*
3. Capitol Hill School, *5751 Hastings Street*
4. Westridge School, *510 Duncan Avenue*
5. Kitchener School, *1351 Gilmore Avenue*
6. Alpha School, *4600 Parker Street*
7. Brentwood Park School, *1455 Delta Avenue*
8. Lochdale School, *6900 Aubrey Street*
9. Sperling School, *Sperling Avenue*
10. Lyndhurst School, *9847 Lyndhurst Street*
11. Schou School, *4041 Canada Way*
12. Cascade Heights School, *4343 Smith Avenue*
13. Douglas School, *4861 Canada Way*
14. Burnaby Municipal Hall, *4949 Canada Way*
15. Seaforth School, *7881 Government Road*
16. Inman School, *3963 Brandon Street*
17. Marlborough School, *6060 Marlborough Avenue*
18. Windsor School, *6166 Imperial Street*
19. Morley School, *7355 Morley Street*
20. Chaffey-Burke School, *4404 Sardis Street*
21. Maywood School, *4567 Imperial Street*
22. Suncrest School, *3883 Rundle Street*
23. Nelson School, *4850 Irmin Street*
24. Clinton School, *5858 Clinton Street*
25. Senior Citizens' Apartment, *7272 Kingsway
(South of Burnaby Public Library)*
26. Stride School, *7014 Stride Avenue*
27. Edmonds School, *7651 - 18th Avenue*
28. Second Street School, *7502 Second Street*
29. Armstrong School, *8757 Armstrong Avenue*
30. Riverway West School, *4340 Carson Street*
31. Glenwood School, *5787 Marine Drive*
32. Riverside School, *7855 Meadow Avenue* "

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:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 42, 1971" #5944

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 58, 1971" #5997

CARRIED UNANIMOUSLY

Burnaby Zoning By-law 1965, Amendment By-law No. 42, 1971 provides for the following proposed rezoning:

Reference RZ #25/70

7272, 7282 & 7292 Kingsway From P2 to CD

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

Burnaby Zoning By-law 1965, Amendment By-law No. 58, 1971 provides for the following proposed rezoning:

Reference RZ #54/71

5270 and 5290 Grimmer Street From M4 to P8

Municipal Clerk stated that the Planning Department had reported that the prerequisites established by Council in connection with this rezoning proposal are now nearing completion.

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.

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CLARK:

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

CARRIED UNANIMOUSLY

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN CLARK:

"That:

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 42, 1971"

"BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 58, 1971"

be now read a Third Time."

CARRIED UNANIMOUSLY

* * *

MOVED BY ALDERMAN LADNER, SECONDED BY ALDERMAN McLEAN:

"That "BURNABY SEWERAGE AND DRAINAGE FINANCING BY-LAW 1966, AMENDMENT BY-LAW 1971" #5971 and "BURNABY TAXATION EXEMPTION BY-LAWS NOS. 1 TO 14, 1971" #5978 to 5990 and 6001 to 6011 be now reconsidered and finally adopted, signed by the Mayor and Clerk and the Corporate Seal affixed thereto."

CARRIED UNANIMOUSLY